

JULY, 1958

# TRANSIT NEWS







ONE DAY after the new West Side Subway went into operation, Way and Structures Department employes completed the removal of the "L" ramp structure spanning LaVergne between Harrison and Flournoy to provide clearance for buses operating over the new terminal route of the Laramie line. One section of the girder spanning the street had already been removed when this picture was taken. A contract to remove the first half-mile section of the structure, from just west of Des Plaines street to just east of Aberdeen street, has already been awarded and the remainder will be razed, section by section, as bids are accepted.

## LARAMIE BUS TERMINAL CHANGE

A NEW convenience for riders of CTA's Laramie bus route (No. 57) was added starting June 22 when the south terminal of this line was changed slightly to provide for easy transfer to and from the new West Side Subway for Logan Square via the Loop or west to the Desplaines avenue terminal in Forest Park.

The south terminal route for Laramie buses now is east in Harrison from Laramie to LaVergne, south in LaVergne to Flournoy, west in Flournoy to Laramie and then north over the regularly established route. The transfer point is located

in LaVergne between Harrison and Flournoy and riders use the pedestrian overpass to the LaVergne-Cicero rapid transit station.

This change in terminal routing does not affect hours of operation or headways on the Laramie bus route. Buses continue to operate regularly over the route from 5:20 a.m. to 12:30 a.m. Ticket agents are on duty at the LaVergne auxiliary entrance-exit of the Cicero station of the West Side Subway from 6:15 a.m. to 6:30 p.m. daily, and from 6:30 a.m. to 6:00 p.m. Saturdays. The Cicero station has an agent on duty during these same hours. On Sundays, holidays and at all other times, riders using either station pay fares on the trains.

The "L" ramp structure on LaVergne between Harrison and Flournoy, connecting the elevated tracks with grade-level tracks, has been removed to provide clearance for buses operating over the new terminal route. This ramp structure was used by the Garfield Park rapid transit route. Employes of CTA's Way and Structures Department completed the work on June 23.

## Clinton Made All-Stop Station

EFFECTIVE JUNE 25, the Clinton street station of the Lake Street rapid transit route became an all-stop station on an experimental basis.

During the weekday rush periods only, this station was formerly served by "A" trains from approximately 6:45 a.m. until 8:50 a.m., and from 3:10 p.m. until 5:34 p.m.

**OUR COVER:** The west side and western suburbs have been brought several minutes closer to the downtown area with the opening of the rapid transit route in the median strip of Congress expressway. The big illuminated sign atop the Keeler station proclaims the running time of 12 minutes to the Loop from that point. Looking through the glass doors into the bright, clean interior of the station is *Julia Riordan*, stenographer in CTA's Public Information Department.

## RECENT ADDITIONS TO THE ARMED FORCES

*James Johnson*—Transportation (Kedzie)

*Ted D. Hobson*—Transportation (North Avenue)

*Andrew J. Rhodes*—Transportation (Archer)

*James D. Richardson*—Transportation (North Park)

*Otis P. Smith*—Transportation (77th)

*Clinton E. Sparkman*—Transportation (69th)

## RECENTLY RETURNED

*Melvin Erwin*—Transportation (77th)

*Frank J. Halper*—Transportation (69th)

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# History-Making Week-End ...

## NEW SUBWAY IN OPERATION ...

### Last Streetcars Retired



**DEDICATION CEREMONIES** on June 20 for the new West Side Subway drew a large crowd of interested spectators to the Morgan street over-pass where the program centered. Speakers included city and CTA officials who hailed the new facility as the first significant project providing rail rapid transit in a grade-separated right-of-way of a multi-lane automobile expressway—a development that is certain to have great influence upon future transportation patterns in the United States and other countries.

THE WEEK-END of June 20 - 22 was a history-making one for CTA.

The new West Side Subway was placed in service and the last streetcars operating in Chicago were taken out of service and replaced by buses during that three-day period.

To mark this new era in local transportation, CTA TRANSIT NEWS is devoting several pages to stories and pictures of the events of that weekend.

At the official dedication ceremonies for the new subway on the Morgan street over-pass on June 20, *Mayor Richard J. Daley* and *V. E. Gunlock*, chairman, Chicago Transit Board, were the principal speakers. On June 21 free introductory rides for inspection of the new rapid transit facility were provided. An estimated 10,000 riders were carried that day on trains shuttling between Halsted and Cicero stations.

The termination of streetcar service on the Wentworth line took place with little ceremony. Except for the nostalgic memories it aroused among those who recalled earlier days in Chicago, the last streetcar run was made without much ado.

In order that CTA employes may have a visual record of the highlights of the two events noted, this and following pages are given over to facts and photos which present a review of the old and the new in Chicago transportation.

**MAYOR RICHARD J. Daley** of Chicago officially turns over the new subway to CTA in his speech at the dedication ceremonies. He is flanked at the right by *V. E. Gunlock*, (center) chairman, Chicago Transit Board, and *Daniel Ryan*, president of Cook County Board of Commissioners. Others on the platform are city officials and civic leaders who were invited guests.



IN HIS speech at the dedication ceremonies, Mr. Gunlock (at mike) called the occasion "the opening of a new era of public transport." At right, next to Mr. Gunlock, are Mayor Daley and Mr. Ryan. Mr. Gunlock urged construction of more combination highways and subways — with extensive parking facilities at outlying transit stations—as a way "to get maximum value for every dollar spent for transportation."





**MR. GUNLOCK** rides with Mayor Daley on inaugural train to Desplaines terminal, following dedication ceremonies. Five six-car trains, three made up at Logan Square terminal and two made up at Laramie, served the official party.



**TOP OFFICIALS** of suburban towns and villages which are served by the new subway turned out en masse to welcome the official train on its arrival at Desplaines avenue terminal. In the group surrounding Mr. Gunlock (center) and Mayor Daley (right center) are included officials of Oak Park, Forest Park, Bellwood, Maywood, Westchester, River Forest and other communities who greeted the train and joined in brief ceremonies at the western terminus on the new route.

### Materials Used For West Side Subway

|                              |                  |
|------------------------------|------------------|
| Steel .....                  | 4,500,000 pounds |
| Concrete .....               | 5,000 cu. yards  |
| Aluminum .....               | 1,000,000 pounds |
| Structural Glass .....       | 65,000 sq. ft.   |
| Underground Duct Lines ..... | 75 miles         |
| Cable and Wire .....         | 100 miles        |
| Steel Rail .....             | 36 miles         |
| Track Ties .....             | 40,000           |
| Chain Link Fence .....       | 11 miles         |
| Crushed Stone .....          | 77,000 tons      |

**SERVING AS CTA representatives** on one of the trains operated on Saturday, free ride day, was this group from the General Offices. Left to right: *Fran Knautz*, job classification; *Robert E. Buckley*, stores; *John T. Harty*, stores; *A. F. Stahl*, employment, and *E. M. Guy*, public information. Passing out pamphlets to be distributed on trains to *Robert L. Manville*, purchasing, is *Robert D. Heinlein*, public information.

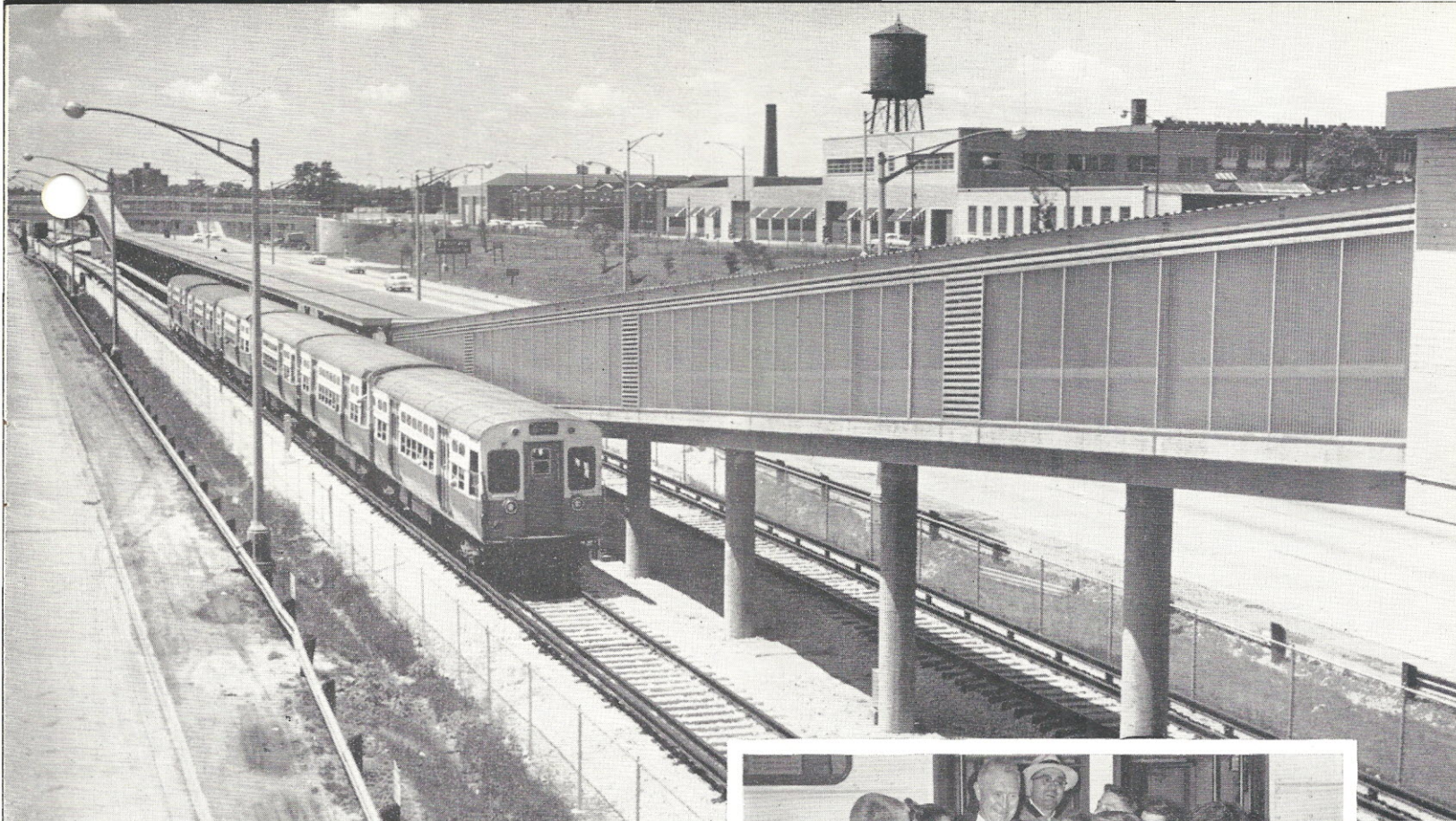


**A LUNCHEON** at the Palmer House followed the dedication ceremonies. Speakers included (left to right) Mayor Daley, *George DeMent*, commissioner of public works, Mr. Gunlock and Mr. Ryan.

**CONDUCTOR FRANK Fortunato** welcomes the first group of passengers to appear for the free, introductory rides which were provided on Saturday, June 21. About 10,000 persons were carried that day on trains running between Halsted and Cicero stations.







IN THIS picture looking west from Cicero station, a train is just leaving the station platform on its eastbound trip. In the distance is the LaVergne auxiliary entrance-exit. Enclosed ramps go from station entrances to platform.



FREE RIDE day was a big day for the junior set, and comments were heard that it was more fun than Riverview Park. Here a group of youngsters gather around *General Manager Walter J. McCarter* just before boarding a train on the new subway route. The future transit riders seemed to enjoy the occasion.



THIS VIEW shows the Halsted station platform on the new West Side Subway. Train is taking passengers on free inspection ride of new route on June 21. A two-aspect sign at upper left is controlled by switch in agent's booth. It indicates direction and destination of trains leaving from that side of the platform and when fares are paid on trains.

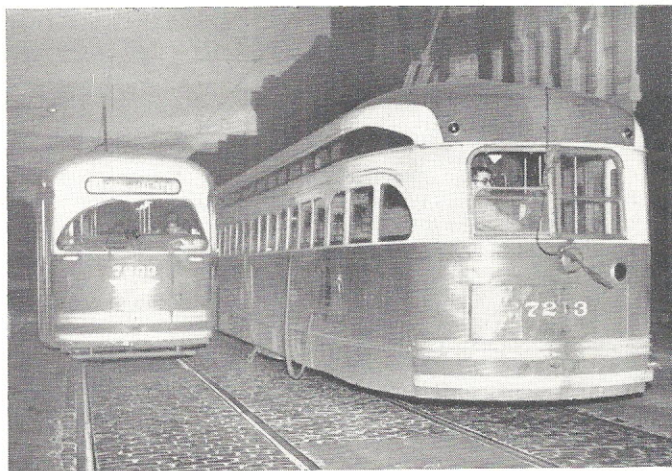
ALL TRANSPORTATION personnel assigned to the new West Side Subway were briefed on their duties in training sessions and on-site advance instruction to familiarize them with the new rapid transit facility. This picture shows train crewmen receiving instructions from *Supervisor Richard W. Meisner* (standing) and *Instructor Richard Stanton* (seated, right) on one of two two-car trains used during the training period.





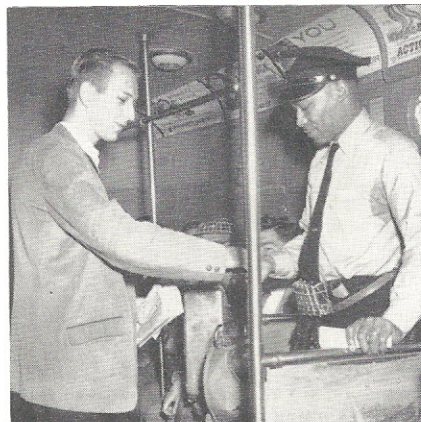


**HANGING HIS** streetcar run tag for the last time is CTA Motorman *Marvin H. McFall*, who piloted the last trolley car to be operated in Chicago. McFall, who has been a motorman on the Clark-Wentworth line for 26 years, was at the controls of the last Wentworth car when it left 81st and Halsted at 4:15 a.m. on Saturday, June 21. Car No. 7213 made a round trip between that point and its northern terminal at Kinzie and Clark, marking the end of an era in Chicago local transportation history dating back to the horse car days of 1859.



**RAILFANS ROARED** their approval when streetcar passed streetcar for the last time at 26th street and Wentworth avenue. However, every time the car encountered a bus, these ardent devotees of electrified railway transit booed just as lustily. Northbound Car No. 7213 is at right.

**ONE OF THE** last paying customers was *Robert Carlson* of Joliet, Illinois, who was on a short visit to the city. He hands his fare to Conductor *William E. Rye*.



# Chicago's

## Last Trolley Cars Disappear from Streets

**NEARLY** A century of one phase of transportation history came to a close on June 21, when Chicago's last streetcar to operate in regular service nosed slowly out of the terminal at 81st and Halsted at 4:15 a.m. to start its last run.

Piloted by *Motorman Marvin H. McFall*, badge No. 835, the Wentworth (Route No. 22) streetcar on run No. 238 proceeded without fanfare on the round trip to the northern terminal at Kinzie and Clark and return. Then the car went to 77th depot and into retirement.

Motorman McFall had operated streetcars for Chicago Transit Authority and its predecessor companies since 1926—always on night cars, first on the Clark street section of the line, operating out of Devon terminal, and then on the Wentworth line.

The conductor for the last run was *William E. Rye*, badge No. 5206, who began his transit career on April 21, 1958.

Once renowned as the largest streetcar system in the world under one management, Chicago's surface transportation system is now operated exclusively with motor and trolley buses.

Chicago's street railway system began 99 years ago, in 1859, with the operation of the first horse car in the city in State street between Randolph and 12th street. The first horse-drawn bus service had started irregular service as early as 1853.

In 1882, the first cable line began operation in South State street as far as 22nd street, now Cermak road. By 1890, electric cars with overhead trolleys started operating on the South Side in the Calumet district.

The first motor buses began operating in Chicago in 1917, on Sheridan road from Devon to Jackson. In 1930, the first trolley buses in the city began running in Diversey, from Kimball and Milwaukee to Neva avenue.

Streetcars on the Wentworth line started running from 33rd to 63rd streets in 1884. In 1889, the line was extended





**AGAINST THE** background of the Palmolive and Wrigley buildings, and the Tribune Tower, Chicago's last streetcar swings onto Clark street from Kinzie street for the final trip through the Loop to the southern terminal. Signs were attached by unidentified rail fans.

to 79th street, and in 1896, to a terminal at 81st and Halsted.

Before streetcars were replaced by buses on the Clark section of the Clark-Wentworth line in September, 1957, the line was one of the longest round-trip routes operating on several streets in the city with its 39.70 miles of track.

In the 1930's, when Chicago's streetcar fleet was at its peak, it totaled 3,825 units. Only 42 streetcars, however, remained to be replaced by 48 buses on the Wentworth line.

The new Wentworth motor bus service operates over essentially the same route as the streetcar line. There are two principal south terminals—at 79th and Halsted, and at 80th and Vincennes.

Buses operating to and from the terminal at 79th and Halsted serve the area's shopping center, and provide convenient off-street transfer interchange with the Vincennes-111th (No. 111A) and the Halsted bus routes.

A supplemental terminal, at 83rd and Vincennes, is used by some buses in rush hours on weekdays to serve industrial

plants in the area. Service in 81st street, between Vincennes avenue and Halsted street, was discontinued.

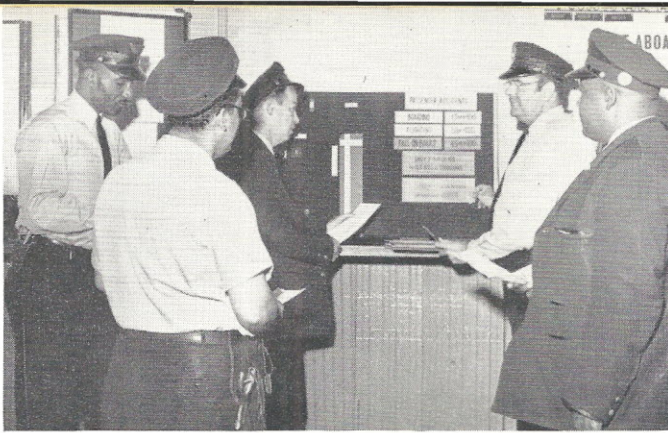
The north terminal remains at the Kinzie and Clark street turn-back loop.

Service intervals on the route, north of the junction at 79th and Vincennes, range from two to two and one-half minutes in rush hours and from five to six minutes in mid-day and evening hours, with approximately one-half the service using each of the two principal south terminals. "Owl" service is operated between 79th and Halsted terminal and Clark and Kinzie at 30 minute intervals.

**MORE THAN 99** years of street railroad transportation in the city of Chicago became history as Car No. 7213, eased up to the barn by Motorman McFall, joined her sisters in retirement. However, some of these "Green Hornet" streetcars, which will be used in fabricating "Green Hornet" all-metal rapid transit cars, will return to serve Chicago's public again.







**REDUCTION OF "fall-on-board" accidents** was the objective of a special program for operating personnel conducted recently under the direction of CTA's Training and Accident Prevention Department. The formal program consisted of a "flannel board" presentation by an instructor in the station trainroom. During the presentation, facts concerning the frequency and expense of this type accident were cited and specific techniques that operators should follow to reduce the total number reviewed. These sessions were then followed up by observation rides with instructors. Here Instructor Peter Duggan is briefing a group of operators at Limits station.

## Saving Bond Sales Increase

MORE THAN half of CTA's active employees are now enrolled in the payroll deduction plan of the U. S. Savings Bond program as a result of the recent bond drive, according to *Walter J. McCarter*, CTA general manager.

Participants in the program now total 7,174 employees, equivalent to 50.25 per cent of the active payroll, and an increase of 49.47 per cent from the 4,799 employees enrolled at May 1, 1958, when the campaign got under way.

Individual authorized payroll deductions, mostly on a bi-weekly basis, advanced from a total of \$42,905.48 per deduction period to \$65,770.80, an increase of 52.29 per cent. The average individual deduction increased from \$8.77 per employee per deduction period to \$9.17.

Of the 4,799 employees participating in the payroll deduction bond savings plan at May 1, a total of 616 increased their authorized payroll deductions an average of \$5.81 per individual per deduction period.

"The results obtained from the campaign are gratifying," Mr. McCarter said, "and once again demonstrates how actively and effectively CTA employees participate in affairs that are important to the welfare of the community."

## Marquette Service Supplemented

TO PROVIDE more convenient service for the area west of Central Park avenue and north of 71st street, CTA authorized certain buses of the Marquette road route (No. 110) to make a supplemental one-way loop at Springfield avenue. The expanded service on a trial basis became effective July 7.

During morning and afternoon rush hours, certain buses proceed as far west as Springfield avenue, turn south in Springfield, then east in 71st street to Kedzie, north in Kedzie to Marquette road, then east over the regular route to the 63rd-Loomis "L" station.

This service is in operation during the morning rush hours from 6:30 a.m. to 9:30 a.m., and in the afternoon rush hours from 3:45 p.m. to 7:10 p.m. This schedule is maintained only on weekdays, Monday to Friday, inclusive.

Marquette buses destined for the Clearing Industrial area are not affected.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF MAY 1958 AND 1957, FIVE MONTHS ENDED MAY 31, 1958 AND 1957 AND  
TWELVE MONTHS ENDED MAY 31, 1958

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

|   | Month of May |               | Five Months Ended<br>May 31, 1958 |               | Twelve<br>Months Ended<br>May 31, 1958 |
|---|--------------|---------------|-----------------------------------|---------------|--|
|   | 1958         | 1957          | 1958                              | 1957          | 1958                                   |
| Revenues  | \$10,717,727 | \$10,114,821  | \$52,692,767                      | \$49,500,299  | \$127,665,404                          |
| Operation and Maintenance Expenses  | 8,959,926    | 8,836,158     | 45,467,233                        | 44,634,784    | 107,593,851                            |
| Available for Debt Service  | 1,757,801    | 1,278,663     | 7,225,534                         | 4,865,515     | \$ 20,071,553                          |
| Debt Service Requirements:  |              |               |                                   |               |  |
| Interest Charges  | 386,425      | 398,695       | 1,935,757                         | 1,993,477     |  |
| Deposit to Series of 1947 Serial Bond   |              |               |                                   |               |  |
| Maturity Fund   | 166,666(1)   | 250,000       | 833,333                           | 1,250,000     |  |
| Deposit to Series of 1947 Sinking Fund(2)   | 95,767       | —             | 478,833                           | —             |  |
| Revenue Bond Reserves (3)   | 7,000        | 30,000        | 35,000                            | 150,000       |  |
|   | 655,858      | 678,695       | 3,282,923                         | 3,393,477     |  |
| Balance Available for Depreciation  | 1,101,943    | 599,968       | 3,942,611                         | 1,472,038     |  |
| Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4) | —            | —             | —                                 | 313,588       |  |
| Balance Available for Depreciation  | 1,101,943    | 599,968       | 3,942,611                         | 1,785,626     |  |
| Provision for Depreciation:   |              |               |                                   |               |  |
| Current Period  | 857,418      | 809,186       | 4,215,421                         | 3,960,024     |  |
| Balance Available for Other Charges or Deficit in Depreciation Provision (5)            | 244,525      | 209,218r      | 272,810r                          | 2,174,398r    |  |
| Accumulated Deficit:  |              |               |                                   |               |  |
| To end of previous period   | 698,025r     | 2,188,791r    | 180,690r                          | 223,611r      |  |
| At close of period  | \$ 453,500r  | \$ 2,398,009r | \$ 453,500r                       | \$ 2,398,009r |  |
| r - denotes red figure  |              |               |                                   |               |  |
| PASSENGER STATISTICS  |              |               |                                   |               |  |
| Originating Revenue Passengers  | 45,604,326   | 52,311,590    | 224,555,340                       | 256,244,341   | 550,376,866                            |

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

|  | Delivered<br>to Date | Remaining to<br>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 \$300,000 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

## Fish, View Sights In Canadian Northwest

ACCOUNTING — (General) — *Gene Wright* and her husband enjoyed the fishing and the sights in the Canadian Northwest. Also, they visited Winnipeg and friends and relatives in various other parts of Canada.

*Dorothy Heimerdinger*, who left CTA June 13, was feted at a luncheon at Henrici's by her co-workers. She received a gift from her associates.

*Beverly*, daughter of *Mike Verdonck*, Billing, was married to *Gerard Rodway* on June 14 at St. Peter's Evangelical church. The couple honeymooned in Florida. Mike and his wife later attended a convention of the Fraternal Order of Eagles in Rock Island, Illinois.

(Material and Supplies) — *Joan Georgeson* and her family attended the wedding of her sister, *Connie*, to *Lewis Gill* on June 14 in San Francisco, California. On the way home, Joan visited *Ernest Hoskins*, former assistant supervisor, Accounts Payable, and his wife, *Glee*, in Tucson, Arizona.

### Visits Son

*Estelle Lucas* visited her son, *Ronald*, in Colorado Springs, Colorado. Ronald is an Army second lieutenant stationed at Camp Carson, Colorado.

*Josephine Tollar* helped her brother, *Joseph*, and his wife celebrate their 25th wedding anniversary on June 24.

(IBM) — *Marion Buckley* vacationed in Minneapolis, Minnesota, and Crystal Lake, Wisconsin.

(Revenue Accounting) — *Agnes Samek*, who retired June 1 after more than 50 years of transit service, was honored at a luncheon held May 29 at Henrici's. She received a sizable check for her planned 1960 tour of Europe and a "bon voyage" plaque, as well as many other gifts from her friends.

*Lorraine Kazlowski* vacationed with her aunt and family in Tennessee during the strawberry-picking season.

*Mary Houlihan*, who left CTA June 27 to be married, received gifts from her fellow-employees.



## WEDDING PARTY

CTA WAS well represented at the recent wedding of *Millie Handy*, Personnel Services, to *Harry O'Brien*. Here, with the newlyweds after the ceremony at St. Mathew's church, are (at left) the bride's parents, *Operator Steve Handy*, Limits, and *Mrs. Handy*, and at right, the bridegroom's mother, *Mrs. Harry O'Brien*. Maid of honor was *Carol McMahon*, Job Classification. The young couple honeymooned in Miami, Florida.

Reported by *Mary E. Clarke*

*Virginia Rebich*, utility clerk, died June 10 after a long illness. She was buried in Montrose cemetery.

*Barbara Biegel* left CTA to assume new duties as a full-time homemaker. She received a shower of "little things" from her friends in the department.

(Payroll Accounting) — *Naomi Bohlin* visited her sister near Rhinelander, Wisconsin, during her vacation.

*Agnes Coman* presently is recuperating nicely from surgery and hopes to be back on the job soon.

(Payroll) — *Stanley Mailuck*, payroll accountant, and his wife drove to Glacier National Park where they enjoyed Mother Nature by camping out, hiking and fishing. On their way home, they visited friends in Denver, Colorado . . . *William Gallagher* spent his leisure time fishing and boating in Wisconsin.

*Eileen Neureuter* and her husband went to Niagara Falls on a belated honeymoon. They also visited friends in St. Louis . . . *Valeria Bowman* spent part of her vacation in Madrid, Iowa, and vicinity.

—HELEN A. LOWE and MABLE I. POTTHAST

## No Alibi Now, Pop, Let's Go Fishing

BEVERLY — *Barney Novak's* children have wanted to go fishing for a long time and listened patiently when he told them that he had no fishing equipment. The kids took care of that on Father's Day when they presented him with a rod, reel, and a license, too!

*Mr. and Mrs. John J. Healy* had a dream come true when, on June 29, they boarded a plane for Europe. After visiting the World's Fair at Brussels, Belgium, they took another plane to Frankfurt, Germany, where they planned to spend four weeks with their daughter, *Joan*, and her family. They planned to visit all parts of Germany before traveling to England to visit *Mrs. Healy's* brother. They expected to end their tour with a visit to *John's* native Ireland, the land he left 39 years ago.

*Tom Daniels*, former "Inside News" reporter, transferred here from 69th. He and his wife, *Eleonor*, enjoyed a recent vacation at Lake Delavan . . . *Rex McCoy* and his family spent two weeks in Boston.

*Mike Stenson* was a delegate to a recent Knights of Columbus convention held at the Morrison hotel.

*Carol Vaughn*, daughter of Supervisor *Richard Vaughn*, was married to *Robert Gunberg* in a ceremony at the Wayside chapel, Palos Park, recently . . . *John McCarthy, Jr.*, son of Operator *John McCarthy*, wed *Therese Duffy* at a nuptial mass June 28 at Christ The King church.

*Ray and Ann Wells* were presented with their sixth grandchild, while *John and Katherine McCarthy* recently welcomed their 11th grandchild. Father of the little girl is Clerk *Bill McCarthy*, 77th.

*Henry Gottsch* attended a VFW convention in Rockford, Illinois, and then journeyed to Waterloo, Iowa, where he attended the Iowa convention of the Military Order of Cooties, of which he is Illinois State Grand Commander.

### Some Private Fishing

*Harold Bradshaw*, *Harry Schofield* and *Ed Cavanaugh* fished up at Ed's private lake near Lady-smith, Wisconsin . . . *George Payton* vacationed at Pioneer Lake, Wisconsin . . . *Jim Bell* and his family journeyed to the Land O'Lakes region of Minnesota.

*Harry Louis* and his family vacationed at their cottage on Nine Mile Lake, Wisconsin . . . *Vic Piskis* did very well during the white bass run up at White River, Wisconsin . . . *Charlie Glines* and his friends traveled up to the Red river in northern Ontario.

*Walter Cassidy* and his family visited Bear lake at Grayling, Michigan . . . *Frank Chard*, *Carl Schwartz* and *Al Erickson* had a tough-luck fishing trip. They had just settled themselves in a cabin on a lake near Hayward, Wisconsin, when Frank had a severe gall bladder attack and had to be rushed back to the Chicago area for an operation. He presently is coming along well.

*John and Elda Lerner* visited relatives in Iron Mountain, Michigan . . . *Frank Pierson* visited his brother, *Thomas*, in Charleston, South Carolina . . . *Mr. and Mrs. Fred Riecke* went to Sisseton, South Dakota, where they attended



a family reunion and spent some time at Traverse Lake.

Tom and Alice Spratt visited friends in Detroit . . . Earl and Louella Tibbitts attended a wedding in Minneapolis, Minnesota . . . John and Mary Rosean visited their son and his family, and then returned to Chicago to entertain visitors . . . Douglas Cron spent part of his vacation touring California and the rest of it at his sister's resort at Conover, Wisconsin.

Superintendent George Evans and his family vacationed in Ludington, Michigan . . . Mr. and Mrs. John Metke visited New York City and Philadelphia . . . George Schletz and his family visited George's mother in Marion, Indiana . . . Fred and Minnie Hagen called on Fred's 88-year-old mother in Green Bay, Wisconsin. The couple celebrated their 33rd wedding anniversary on June 25.

Mr. and Mrs. Mel Stodt put the finishing touches on a home they are building in Jasper, Arkansas. . . . Mr. and Mrs. Elmer Ballok visited New Orleans and many other points of interest in the South on their way back from a Florida vacation.

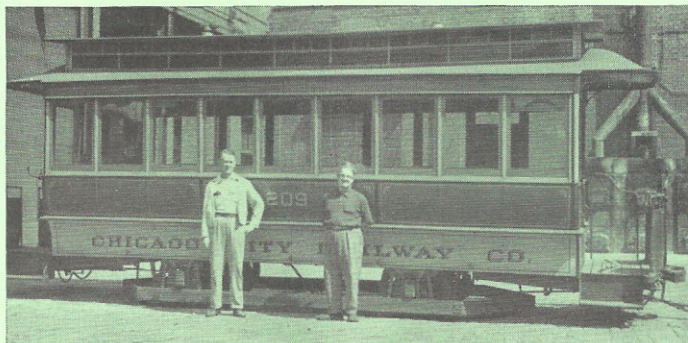
Carl and Elsie Schnoor visited relatives in Des Moines, Iowa, while Ralph and Helen Bramlett enjoyed two weeks with their folks in Eldorado, Illinois . . . Ted and Bess Dexter toured the Badlands of South Dakota and western Canada.

George Buetow decided to spend his vacation right at home, at Cedar Lake, Indiana, where he has a private pier and his own boat . . . Deciding that there is no place like the Chicago area for vacationing were: John King, Ed O'Shaughnessy, George Tidd, Leo Murnane, Clyde Hathaway, John Pierson, Sam Wilson, Frank Helms, Robert Seward and Tom McGuire.

## Pensioners Meet

THE CTA Pensioners' club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, August 5, 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.

## RAILFANS' DELIGHT



TO PERMIT members of the Central Electric Railfans' association to take pictures to their hearts' content, Repairmen Dan O'Brien (left) and Patrick J. Murphy pulled out cable car trailer No. 209, which is one of the priceless relics that make up 77th station's small collection of Chicago transit vehicles. For the railfans' benefit, the two men also brought out a horse-drawn omnibus, a rail horsecar, a four-wheel-truck-electric streetcar and a mailcar. The occasion was probably the last run ever to be made by one of the familiar, old red streetcars. A few weeks after this picture was taken, the last of Chicago's streetcars—on CTA's Wentworth line—passed into history.

Supervisor John Lally visited his daughter and family in Lansing, Michigan, while John Nanninga and his family called on John's sister at Indian lake, near Dowagiac, Michigan . . . Joseph Thurston visited an uncle in northern Ontario . . . Peter Genutis spent some time with his father, Anthony, former repairman from 69th, in Painesville, Michigan.

Also vacationing, at this writing, were Al Rehling, Tom Tomasek, Tom Mullins, John Aardema, Bill Moore and Pat Mullany.

Nancy Anderson, daughter of Mr. and Mrs. Roy Anderson, recently was graduated with honors from Morgan Park high school.

Replacing Clerk Charlie Abt, Repair Department, is Bill Mayer, formerly of 77th. Charlie was transferred to the West Section.

Celebrating their 32nd wedding anniversary July 14 were Matt and Mary Lafferty . . . Ray and Ann Wells marked their 33rd on July 10 . . . Carl and Helen Wanderson will observe 33 wedded years July 25 . . . Henry and Francis Buikema celebrated their 18th wedding anniversary on June 18.

—FRANK M. BLACK

## Weather Was Good In Sault Ste. Marie

ELECTRICAL—Chief Operator Florian Czanstkowski of Van Buren substation visited Sault Ste. Marie,

Michigan, which is known as the Lock City. He wrote that he enjoyed the weather in that area . . . Lawrence Testolin, "B" electrician, traveled 3,500 miles on a trip to Pasadena, California. On his trip homeward, he planned to make a stop at Las Vegas, Nevada.

Chauffeur Steve Dana took along his parakeet on a motor trip up to Canada.

William Baldyga and Frank Fiore spent part of their vacations at the race track. We don't know whether or not they fed the horses but, in any case, their time was well spent.

Frank Dorsch, chief operator at Milwaukee substation, is back at work after recovering from a foot infection.

—GILBERT E. ANDREWS

## Family Witnesses West Point Wedding

GENERAL OFFICE—(Transportation)—Radio Dispatcher Charles Batterson, his brother, George, who is an operator out of 69th Street, and their mother drove to West Point, New York, to witness the marriage of their niece, Barbara Ann Kreps, to Richard S. Kloskowski, who had just been graduated from the U. S. Military Academy.

Information Operator Florence Roberts recently returned from a vacation in Fort Worth, Texas, where she visited relatives . . .

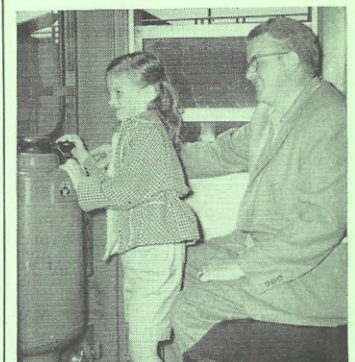
Line Supervisor Russell Elderkin spent his vacation in Chicago in order to participate in his favorite sport—tennis—in which he has won many awards.

John Francis Krause III, first grandchild of Radio Dispatcher Jack Krause, said "Hello, World" from Forest Hills, New York, recently. Jack and Wanda plan to fly east to visit their new grandson at their earliest opportunity.

A large number of Transportation and Instruction Department personnel turned out on June 14 when George Riley's daughter, Arleen Madeline, exchanged wedding vows with William Kraszczyk at St. Clare of Montefalco church.

John and Clara Higgins, who traveled through Europe for a two-month vacation, debarked at Naples, Italy, at the foot of Mt. Vesuvius. Then they began a tour of Europe which included a visit to Rome, a boat trip to Capri and the Blue Grotto. Also, they visited Florence and Venice, Italy; Vienna, Austria; Munich, Wiesbaden and Cologne, Germany, and Lucerne, Switzerland. Highlight of the trip was a two-day stay at the World's Fair in Brussels, Belgium. They then visited The Hague, Holland; London, England; Paris, France, and Madrid and Granada, Spain. They boarded the S. S. Independence at Algeiras, Spain, for New York.

## IN DRIVER'S SEAT



FINDING OUT what it's like to get behind the controls of a CTA rapid transit train were Walter Blix, acting supervisor, District "C," and his six-year-old daughter, Tomi. The two were among those on hand June 21 when CTA offered free rides to the public between Halsted street and Laramie avenue on the newly-opened West Northwest subway.



Mary Berry, Reggie Kuzius and Kay Corcoran took part in the recent annual tulip festival in Holland, Michigan . . . On a recent week-end, Janice Bhrunke and Mary Flanagan hopped a plane for New York City where they visited Times Square, Radio City and the United Nations building. They also rode, not on the subway system, but in an old-fashioned horse and buggy.

(Public Information)—Creamery Caldwell, who had seven years of service with CTA, left her job with Charter Service to go to California where she intends to model and design on a full-time scale and where her husband has a job as a commercial artist with the U.S. Post Office Department. Their son, Jack Clark, on leave from the Navy, joined them on their trip west.

William Baxa has replaced Roger Pihl as news writer and production assistant.

When Clerk John Harrington's sister, Geraldine, graduated from Resurrection grammar school in June, he, his father, Operator John Harrington, Kedzie, and his uncle, Myles Harrington, superintendent at Kedzie, were among those who feted her at a graduation party. Jack recently returned from a vacation which he spent in and around Chicago.

—JULIE PRINDERVILLE

## From Campus Tour To Tornado Rescue

GENERAL OFFICE — (Training and Accident Prevention)—Ted Jung, artist, vacationed recently with his wife, Billie, and their daughter, Linda, at Bryan College Station, Texas, where they visited relatives, and toured the campus of Texas A. and M. During the trip, Ted drove 1,100 miles in 24 hours and five minutes. On their return, they were caught in a tornado 25 miles south of Crockett, Texas. They encountered an injured truck driver whom they rushed to a hospital in Crockett.

Frank Barker, Sr., accident analyst clerk, and his wife, Ethel, vacationed in Edmonton, Canada. While there, Frank attended the national convention of the Canadian Legion, as a delegate from the Great Lakes Command, U.S.A. The convention was opened by Prime Minister Diefenbaker of Canada. Frank and his wife also traveled to Calgary, Toronto, and Detroit.

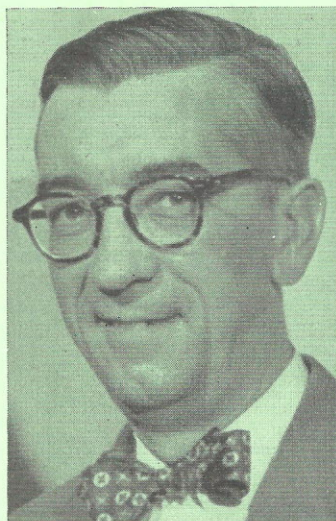
## STORES' HEAD CLERK DIES

A SOLEMN requiem mass for James E. Beegan, 52, chief clerk of the Stores Department who died July 10 at St. Bernard's hospital after a short illness, was said on July 14 at St. Francis de Paula church, Chicago. Burial was at Clarendon Hills cemetery, Clarendon Hills, Illinois.

Beginning his career on January 14, 1924, with the former Chicago Rapid Transit company as a card record clerk with that firm's purchasing department, he was transferred to the Stores department on March 1, 1929. Working his way up through the ranks, he became, successively, head inventory checker, stockman, storekeeper and statistical clerk. On November 1, 1952, he attained the position he held at the time of his death.

Before going into transit, Mr. Beegan attended De Paul university's school of commerce.

He is survived by his wife, Beatrice; a daughter, Mrs. Nancy Surprenant, and two grandchildren, Robert and Barbara. Two brothers, Daniel and Thomas, also survive.



Bernie Ford, training assistant, presented his fiancée, Edna Wilcke, with a diamond engagement ring on Memorial Day. Miss Wilcke was graduated from St. Joseph's School of Nursing on June 8. Their wedding is scheduled for next spring.

(Staff Engineering)—Robert H. McNamara was welcomed as a new transfer analyst. Bob, who marked 40 years of transit service on July 3, started out as a clerk at Archer station in 1918 and, from 1922 to last April 21, was a conductor assigned to 77th street station.

(Specifications)—Typist Zita Gyuricza can well be proud of her son, Corporal Leslie Gyuricza, who recently received a first year efficiency award when the newly-established unit of Chicago Vocational high school had its first Federal inspection recently at Stony Island park.

Lee De Sutter's mother, Mrs. Malva Andre, was recently nominated for the "Grandmother of the Year" title. This competition was sponsored by the Grandmother's club, 2511 N. Clark street. Mrs. Andre has composed many poems that have appeared in several newspaper columns and various anthologies. Another poem was printed in the June issue of the Chicago All Hobbies Club Bulletin. Lee, who recently underwent surgery, is now back on the job.

—MARY E. CLARKE

## Let's Hear About Your Vacations

KEDZIE—Your reporter hopes that all of you who are taking your vacations will have a good time. We'd like very much to hear about them, especially if you have had any unusual experiences. We'd also like to see any photos you had taken.

Instructor Edward Havlicek planned to do some fishing in Minnesota during his vacation.

Instructor Otto Bruebach took an airplane trip to Detroit, the Motor City. Appropriately enough, he drove back in a new car.

—C. P. STARR

## Student Gives Up Single Blessedness

LOOP (Agents) — John Nelligan, student agent, and Virginia Farrar exchanged vows at St. Angela's church June 14. The couple honeymooned in Biloxi, Mississippi. John is studying electrical engineering at the Illinois Institute of Technology. His father is a board member, A.A. of S.E.R. and M.C.E. of A.

Theresa Jarvis, her daughter, Genevieve, and her seven grandchildren enjoyed swimming and boating on Saddle lake at Bangor, Michigan, while visiting Theresa's sister, Jane . . . Part of Mary Dyes'

vacation was spent visiting friends in St. Paul, Minnesota, and Davenport, Iowa. She also spent time with her son, Tom, who is stationed at Forbes Air Force base in Topeka, Kansas.

The Robert Dohertys and their daughter, Betty, vacationed at Hot Springs, Arkansas . . . Mary Lyons visited cousins in Washington, D. C., and made a tour of all the federal buildings . . . Elizabeth Diamond, her daughter, Katherine, and son-in-law, Ernest, and their three children made a circle tour of the south, stopping at Orlando and Pensacola, Florida, where they visited friends. After a trip to New Orleans, they traveled back to Miami and Orlando.

Ann Walsh, who retired July 1, first was employed in transit in 1912. She left in 1927 to be married, but rejoined the former Chicago Rapid Transit Company in 1943 after the death of her husband.

Richard Barthen, who retired in June, worked with the former Chicago Surface Lines and predecessor firm from 1908 to 1922. In 1923, he joined the Chicago Rapid Transit company as a clerk in the Loop office, and as a platform man. In 1931, he became a towerman, the position he held at the time of his retirement. From 1931 to 1940, he was an executive board member, A.A. of S.E.R. and M.C.E. of A.

—EDITH EDBROOKE

## Family Now Has An Heir

NORTH PARK — Receiver Ralph Brindise and his wife, who already have four girls, recently became parents of their first boy, Girard Sam.

Operator James Cawley and his wife, Ann, celebrated their 22nd wedding anniversary on June 13.

Chief Clerk Elmer Riedel and his wife visited Washington, D. C., during a two-week trip to the East.

Operator Carl Frykman passed away June 9 . . . Instructor William Moser suffered the loss of his mother on June 17.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

## TRANSITAD

FOR SALE—10-piece oak dining room set. Very good condition. \$15.00. Contact George Eichaker, 1732 Farragut avenue, Chicago 40.



## A Fish Story We All Wish We Could Tell

NORTH AVENUE—At a recent fishing contest held at Crivitz, Wisconsin, *Operator Eddie Schneider* caught a bullhead weighing one pound 14 ounces. This catch put him in the pan fish class. At this writing, his fish was the largest fish registered. In the meantime, Eddie was still trying for the largest northern, walleye or trout which are in a different class and must be caught in the Crivitz area. Maybe you, too, have a fish story or perhaps an interesting story of your vacation. If so, won't you contact your reporter or leave any news items with the clerks?

Celebrating wedding anniversaries this month were *Pete Madia*, his 24th on July 2; *Eddie Gundloch*, his 18th on July 6; *Henry Umlauf*, his 32nd on July 7, and *John Meyers*, his 17th on July 19. *James Corbett* will mark his 35th wedding anniversary on July 28.

*Ray Ebel* last month became a grandpappy for the fourth time. The little one was a girl this time.

*Operator Dan Shanahan*, who was rushed to Loretto hospital for an appendectomy last month, now is back at work.

*Operator Hank Craig* recently was a patient at Elmhurst hospital where he underwent surgery.

*Repairman John Ruddle* was a recent surgical patient at the West Side Veterans hospital where he presently is doing nicely.

St. Genevieve church was the scene of the recent wedding of *Mike Cahill* and *Maryann Drew*. Following a reception, the couple left on a honeymoon trip to Wyoming. Mike is the son of *Foreman John Cahill* of the Repair Department.

—JOE HIEBEL

## This Garage Was Strictly For The Birds

PURCHASING AND STORES — When *Roy Croon*, West Division, returned to his property in northern Michigan, recently, he discovered that the framework he had built for his garage had become the largest bird house on record. Hundreds of birds had built their nests inside and all construction work had to stop until the eggs hatched.

*Ann Farrell*, Stores, General Office, was transferred to the Engineering Department.

*Diana Erickson* is a recent addition to the Purchasing Department.

*Terry Kuta*, Purchasing, left us to take up the full-time duties of a housewife and mother.

*Sarah Reed*, formerly of the Purchasing Department, announced the arrival of *Donna Reed*.

*J. Y. Guinter*, Stores, General Office, found the Brussels World's Fair one of the most unique he has seen and interesting as well as educational. He has traveled extensively throughout Europe during the past few years.

*Larry Steffens*, West Division, took his Boy Scout troop on its annual outing to Ludington, Michigan, recently.

*Ed Olsberg*, West Division, presently is on the sick list . . . *Jim Lyons*, also of West Division, returned to his post after being off because of illness.

On June 21, *Deanne Kay Loitz* became the bride of *William Cope* in a ceremony held at Our Savior Lutheran church. Deanne, who is employed in the Accounting Department, is the daughter of *Fred Loitz* of Stores, General Office.

*Patrick Barry*, son of *Theresa Barry*, Stores, General Office, was a recent graduate of Loyola academy.

—DAGMAR McNAMARA

## GRADUATE NURSE



AFTER THREE years of nurse's training at Illinois Masonic hospital, *Margie Zacharias*, daughter of *Supervisor Peter Zacharias*, Beverly, and his wife, *May*, received her diploma in recent exercises held at the Scottish Rite cathedral, 900 N. LaSalle street. The girl plans to take her state board examination in August.

Reported by *Frank M. Black*

## A RIDER REMEMBERS

WHEN STREETCARS passed from the Chicago scene forever with the last run on the Wentworth line June 21, *Ralph Landenberger*, 2718 Asbury, Evanston, who is a regular CTA patron, began reminiscing about Chicago's transit past. He remembered one bearded motorman in particular—*Arthur A. Dunham*—whom his fellow-workers dubbed "Old Abe" because of his resemblance to *President Abraham Lincoln*. One day, several years ago while Landenberger was riding a Clark-Wentworth streetcar piloted by Dunham, the motorman stopped his car in the middle of a block to get a good look at a ship model in a store window. This act started a train of thought in Landenberger's mind that resulted in his writing the following poem, a copy of which he recently forwarded to *Virgil E. Gunlock*, Chicago Transit Board chairman:

### THE SEAFARING MOTORMAN

Sing ho for the rollin' sea, me lads, sing ho for the rollin' sea;  
This tale is of an old sea dog—an old sea dog was he.  
He sailed the seven seas, me lads, he sailed over every sea  
'Till he pulled his bundle and quit, one day. "I'm quittin'," sez he to me.

So he got a job as a motorman on the good old Clark street line,  
But shiver me timbers, the old sea horse often thought of the rollin' brine.  
And the wilder the weather, the more it blew, the better he liked the run;  
He'd smile at the rain and sleet and snow—and rest when the day was done.

Well, his weather eye was always a-watch, and once, in a heavy blow,  
He peered hard to starboard and threw his brakes—in mid-block, I'll have ye know.  
I follered his optics, and blast me beam! Do ye know what caught 'is eye?  
An old ship model, as neat as a pin, in a window there, hard by.

He stood there a-peerin, with eyes a-gleam in his old be-whiskered face,  
And plum forgettin' his job, I guess, of a motorman, for a space.  
I reckon it took him 'way back a spell to the deck of that old ship;  
When ye get a good taste of the salt, sometimes ye thirst for another sip.

Well, skipper, go back to yer trolley car and steer her a course up street;  
Start 'er and stop 'er, and open the hatch as yer cargoes lift their feet.  
And when ye come to the crossin's here, ye'll find the red—green lights;  
It may mean starboard or port to ye, but it's stop or go, by rights.

Sing ho for the rollin' sea, me lads, sing ho for the rollin' sea;  
This tale was of an old sea dog—an old sea dog was he.  
He sailed the seven seas, me lads, he sailed over every sea;  
And he's sailin' yet on the Clark street line, and I hope it's long to be.

R.L. 11/29/31



## Family Chooses Far Western Vacation

**SCHEDULE-TRAFFIC**—(Schedule)—Mr. and Mrs. *Walter Thomas* and their family made Portland, Oregon, their vacation headquarters and took sightseeing trips from there . . . *Lawrence Schrecke* vacationed in Washington, D. C., and Williamsburg, Virginia.

*John Franzen* spent his vacation painting his house and getting ready for the graduation of his daughter, *Maureen*, from grammar school . . . Others taking vacations were *Pete Donahue*, *Archibald Langohr*, *Sam DeSalvo*, *Bernie Kincanon*, *Bob LaVoie*, *Jacob Sumner*, *Maurice Connors*, *Bob Loughran*, *Tim O'Rourke*, *Frank Iacono*, *William Worcester* and *Arvin Kreutzer*.

*Henry*, son of *Richard Goldstein*, was elected president of Roosevelt university's service club. As scholarship winners, they assist the school with registrations, orientations, examinations, elections and other service functions.

**Traffic Checker** *Edward Andracki* transferred to the Building Department as a carpenter.

(Budget)—*W. S. Comstock*, during a 4,000-mile motor trip, visited Jamestown and Williamsburg, Virginia; Gettysburg, Pennsylvania; New York; Cape Cod and Boston, Massachusetts, and the Maine coast.

*Clarence Steffen*, who has been on the sick list since mid-December, visited the office recently. He said he hoped to return to duty soon.

—GERTRUDE F. ANDERSON

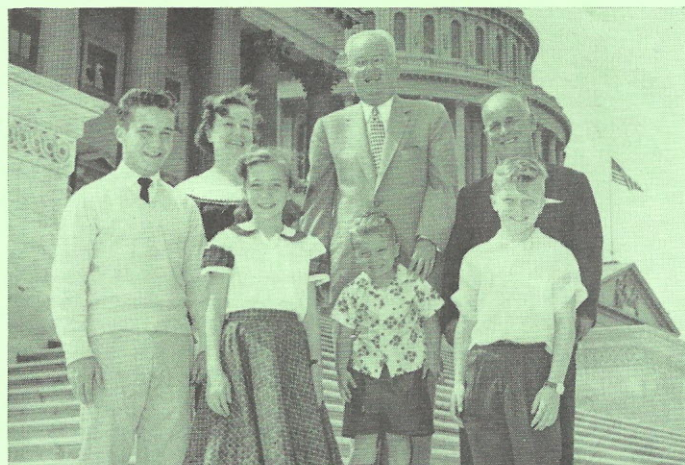
## Makes Last Trip With Nine Extra Fares

**77TH**—*Motorman James Patterson*, who retired July 1 after more than 37 years of service, had some special passengers on his last run June 20—three generations of his family. They included his wife, *Sarah*; his daughter, *Mrs. Dolores Pagels*, and her two children, and his daughter-in-law, *Mrs. Lorretta Patterson*, and her three children. His nephew, *Samuel Patterson*, who recently arrived in this country from Ireland, also made the trip. The last ride was a special treat for the Pagels children, who never before had ridden a streetcar.

Men, let's keep this column full with news about you, you and you.

—JOE SMITH

## A CAPITAL VISIT



**AFTER A trip** through New England, *Arthur Murphy*, supervisor, District "B," his wife and four of their children stopped in Washington, D.C., to visit with their Congressman, *Emmet F. Byrne*, Third District, Illinois. The legislator (center), who arranged special tours for the Murphys during their stay in the nation's capital, here poses with (from left) *Michael*, *Mrs. Murphy*, *Eileen*, *Thomas*, *Mr. Murphy* and *John*.

## Broken Glass Shatters Plans

**SKOKIE SHOPS**—While preparing for a fishing trip on Memorial Day, *Painter Casey Josefiak* got into his car and sat on a pile of glass that was earlier broken by his youngest son and placed on the driver's seat. Casey spent three days in bed recovering from cuts.

*George Beyers*, shopman III, recently suffered a broken wrist . . . *Carpenter Johnny Milas* suffered a sprained back.

*Machinist Erwin Weichmann* recently became the proud father of a boy, who is his fourth child.

*Jim O'Neil*, shopman II, suffered the loss of his nephew recently.

A surprise party was given for *Carpenter James Egan* and his wife, *Melva*, by their friends and neighbors in honor of their 25th wedding anniversary at the Holiday club, Skokie, on June 14. The Egan family received many valuable gifts.

*Electrician Emmet Nolan* vacationed in Texas.

At this writing your co-reporter, *Dave Gurwich*, is in Detroit visiting with his son, who is a physician.

—DAVID GURWICH and  
EVERETT E. ENGLAND

## Porter Sings Praises Of His Annabelle

**SOUTH SECTION**—When you hear *Porter Frank DeBerry* say how beautifully streamlined *Annabelle II* is, your curiosity will be satisfied when he tells you that he is referring to the new boat he acquired recently. Frank also has a new trailer to take the boat wherever the fishing is good, and there is no question that he and his wife, *Annabelle*, will enjoy the new addition.

*Switchman Robert Johnson* finally satisfied his desire to visit New York City. He said he was impressed by the Empire State building, Statue of Liberty and Radio City.

*Porter Frenchie Ellis*, who attends Chicago Teachers college, and plays on the school baseball team, is referred to as "slugger" by his teammates ever since, during a recent game, he hit a triple and then won the contest by batting in the deciding run.

*Motorman Joseph Wacker* and his wife recently traveled by plane to Europe. In Germany and France, Joe said, the people looked exceptionally well dressed and ate good food. The prices were high, hotel beds short and plumbing old, he added.

*Conductor Ray Doughty* spent his vacation time in Van Nuys, California, visiting his daughter. The weather agreed with Ray, as all could see when he returned. On his way home, he stopped off at Las Vegas, Nevada, where he gave the one-armed bandits a licking.

*Agent Juanita Byars* was happy to see her 15-month-old son, who was flown in from Massachusetts to visit with her for the summer.

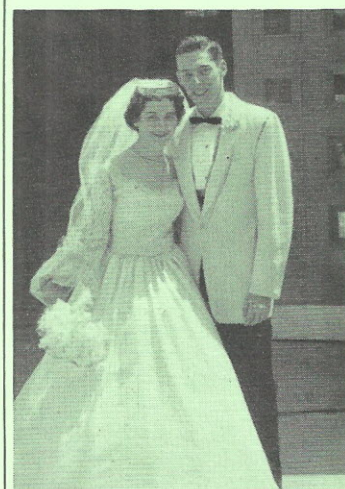
*Switchman Joseph Herold*, who loves to fish, mostly in Lake Michigan, decided to go to the other side of the lake and try his luck. Fishing off the pier at St. Joseph, Michigan, Joe got quite a mess of jumbo perch.

*Porter Willie Sudduth* was all smiles as he handed out cigars, and he had good reason. The big bird blessed his home with a baby boy, *Wendell Elward*, on June 7.

*Joan Trandel*, daughter of *Bernard Trandel*, former clerk at 61st street, was the recipient of a nursing scholarship to Loyola university.

—LEO J. BIEN

## JUNE WEDDING



**HAPPY BRIDE** and bridegroom are *Katherine McNulty O'Brien*, Revenue Accounting, and her husband, *John*, who exchanged wedding vows at St. Ailbe church on June 7. An open house at the home of the bride, which was attended by about 400 guests, followed the ceremony. The couple honeymooned in Chicago.

Reported by *Helen A. Lowe* and  
*Mable I. Potthast*



# RECENT SUGGESTION AWARD WINNERS

| NAME                       | POSITION              | LOCATION            | AMOUNT  |
|----------------------------|-----------------------|---------------------|---------|
| <b>Gregory Brest</b>       | Automotive Specialist | West Shops          | \$15.00 |
| <b>J. W. Guinter</b>       | Material Handler      | Stores              | 10.00   |
| <b>L. T. Gunn</b>          | Operator              | 77th                | 10.00   |
| <b>Thomas Hartnett</b>     | Clerk                 | Public Information  | 5.00    |
| <b>Annette Heftner</b>     | Stenographer          | Traffic Engineering | 5.00    |
| <b>Arthur E. Johnson</b>   | Payroll Accountant    | Accounting          | 5.00    |
| <b>Theodore E. Kuta</b>    | Repairman             | North Park          | 15.00   |
| <b>Joseph H. Pertl</b>     | Pensioner             |                     | 5.00    |
| <b>Henry C. Peterson</b>   | Mechanic              | South Shops         | 15.00   |
| <b>S. M. Plaszczewski</b>  | Shopman II            | Skokie Shops        | 20.00   |
| <b>Edelbert J. Potempa</b> | Operator              | North Avenue        | 20.00   |

## SUPPLEMENTAL AWARD WINNERS

|                           |             |              |       |
|---------------------------|-------------|--------------|-------|
| <b>S. R. Cicero</b>       | Machinist   | Skokie Shops | 5.00  |
| <b>D. A. DiOrio</b>       | Shopman III | Skokie Shops | 5.00  |
| <b>Fred Egger</b>         | Shopman III | Skokie Shops | 10.00 |
| <b>David Guereca</b>      | Shopman III | Skokie Shops | 10.00 |
| <b>S. M. Plaszczewski</b> | Shopman II  | Skokie Shops | 5.00  |
| <b>Bill Small</b>         | Carpenter   | Skokie Shops | 5.00  |
| <b>Ralph A. Walker</b>    | Mechanic    | West Shops   | 10.00 |

## Father And Son Enter Scouting Group

SOUTH SHOPS — *Machinist Irving Krauledis* and his son, *Irving, Jr.*, recently were initiated into the Boy Scouts' Order of the Arrow. It was the first time in 19 years that a father and son were initiated into this fraternal organization on the same day. The Krauledis' recently visited Tippecanoe River state park, Indiana.

It is never too late to learn, so *Frank Rothman*, supervisor of shop services, told us after returning from Purdue university in Lafayette, Indiana, where he and several other co-workers attended a course in fire and safety prevention. Frank later vacationed in the southern part of Illinois.

*John Jankus* won the trophy in the South Shops golf tournament held at Navajo Hills country club recently.

Among the proud fathers in bus overhaul are *William Tetyk*, who was presented with a daughter, *Debbie Anne*, on June 3, and *John Spatz*, who recently became the father of *Mary Katherine*.

*Carpenter Alex Horvath* passed away suddenly after seemingly being well on the road to recovery.

—EVELYN CLARK and FRANCES LOUWARD

## Agents Trade Jobs For Pension Checks

WEST SECTION—(*Agents*)—Four of our fellow-agents joined the ranks of the retired July 1—*Bess Slaby*, *Teresa Oberly*, *Winnie McHale* and *Rose O'Sullivan*.

*Agent Catherine Dee* is confined to the hospital, at this writing.

*Agents Steve Gibbons* and *Jim Morrow* were transferred back to the Lake Street line. Steve formerly worked in the State Street subway while Jim was assigned to the Douglas Park branch. . . . *Agent John Filipek*, who had been stationed in the Loop, now is working at 54th Avenue station on the Douglas Park line. . . . Another familiar face to be seen on the Lake Street line is that of *Agent Tom O'Shaughnessy*, who, incidentally, recently became a grandfather for the second time.

*Agent George Pechous* was scheduled to return to Hines hospital the latter part of June for further observation.

We extend a most cordial welcome to all the men from the surface division who were transferred to new jobs on the rapid transit division.

Four agents who transferred from Lake street to posts on the new West-Northwest subway were *Margaret Nolan*, *Marcella Hogan*, *Betty Lenihan* and *Blanche Thomas*. Blanche spent a week's vacation in her home town of Oberlin, Kansas. Fortunately, she did not encounter any of the tornadoes that swept the area during the time of her visit.

*Agent Edith Mauro*, who formerly worked on the Milwaukee-Dearborn route, was transferred to the Austin station on the Lake Street line.

—GORDON KELLY

## A Phone Call To Remember

WEST SECTION—(*Congress*)—Your reporter's wife, *Ora*, answered the phone one day recently to hear *Clerk Ralph DeMaria* say: "Tell your grandchildren that this is the first telephone call from La Vergne station on the new Congress route."

*Agent Beulah Fields* spent two weeks of her vacation visiting San Francisco and Los Angeles, California, and Las Vegas, Nevada.

*S. R. Smith*, day superintendent, Douglas and Des Plaines, missed a lot of lunches during the days preceding the opening of the new West-Northwest subway because he was so busy.

*Clerk Laddie Kiery* took his pension July 1.

(*Lake Street*)—*Switchman Dan Gore* recently was transferred to the Douglas branch.

*Wallace J. Gillies*, superintendent, Lake and Logan Square, was confined to Columbus hospital, as we wrote this.

*Robert Baraglia* vacationed in Wisconsin.

—JOHN HANNING

## How Did The Fishing Turn Out?

WEST SHOPS—The "frost bite" boys, *George Clark* and *Joe Bolech*,

both of technical services, *Mitch Kitzman*, bus overhaul, and *Tom Gibson, Sr.*, brake section—journeyed up to Kenora, Ontario, Canada, for a week of fishing. They reported that the weather was anything but warm. . . . *Heinz Doering*, general foreman, and his family spent a warmer vacation down at Pompano Beach, Florida.

*John Ruh*, miscellaneous, suffered the loss of his mother, *Mrs. Anna Moran*, recently.

We bade adieu to *Kay Killeen*, office, who transferred to the Charter Service section in the Public Information Department. . . . *Mary Corliss* resigned recently to devote full time to housekeeping for her husband, *Bill*.

*Bill Novotny* spent his vacation fishing up in the north country, but, as yet, we haven't seen the pictures.

*Miles Coleman*, industrial engineering, and his wife recently welcomed a new baby, *Mary*.

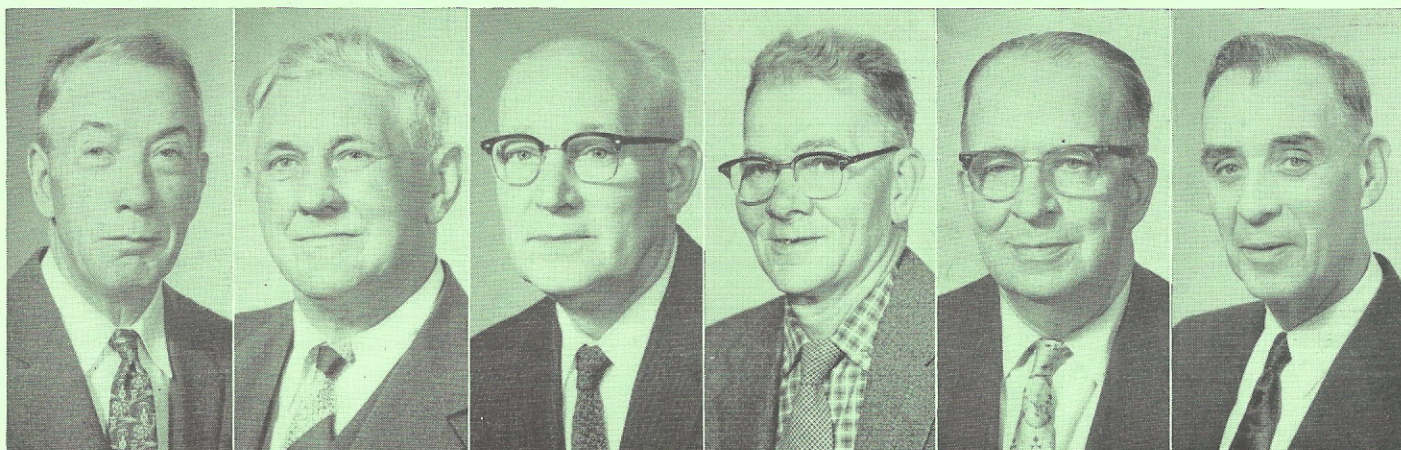
## EXCHANGE VOWS



*NANCY SATKUS STARKS*, Steno II in the Public Information Department's Service Section, and her new husband, *Clyde*, had just finished exchanging vows at Nazareth Lutheran church on June 21 when this picture was taken. After a reception held at the Surrey restaurant, the couple left on a two-week honeymoon trip to Florida and North Carolina. Among CTA employees who attended the affair were *Nancy Heavey*, *Mary Stomner*, *Julia Riordan* and *Carol Fahey*, all of Public Information; *Mary Pat Heavey*, Way and Structures, and *Catherine Ann Harnett*, Skokie Shops.



## 40-YEAR EMPLOYEES RECENTLY RETIRED



**Daniel McLaughlin**, conductor, West Section, July 1, 42 years.

**Edward O. Ziemann**, conductor, 77th, July 1, 42 years.

**Laddie A. Kiery**, clerk, West Section, July 1, 41 years.

**Thomas J. Coughlin**, collector, 69th, July 1, 46 years.

**John M. Wardrope**, towerman, Loop, July 1, 47 years.

**George J. Cockle**, conductor, 77th, July 1, 42 years.

*Andy Tyson*, office, and *Joe Margetic*, technical services, spent recent vacations in and around Chicago, while *Ed Evans*, office, spent some time around McHenry, Illinois.

The welcome mat was out for *Jean Schweda*, who recently joined us as a switchboard operator, and to *Marcy Little*, a new typist.

At this writing, *Carmella Ritrovato*, industrial engineering, is confined to Columbus hospital, where she underwent an appendectomy.

—JOHN T. BURKE

## New Pensioners

**G. H. Andrews**, agent, West Section. Employed 11-10-43.

**Anthony Antonucci**, master mechanic, Wilson Shops. Employed 7-12-09.

**A. P. Banzinas**, laborer, Stores. Employed 7-15-29.

**R. P. Barthen**, towerman, West Section. Employed 11-26-23.

**J. E. Brown**, conductor, 77th. Employed 2-1-16.

**J. J. Covey**, motorman, 77th. Employed 5-29-23.

**F. P. Curran**, operator, 77th. Employed 3-18-13.

**G. W. Frost**, clerk, North Section. Employed 1-23-15.

**C. M. Ganzert**, operator, 77th. Employed 10-2-28.

**John Hajduk**, bus cleaner, Limits. Employed 9-11-29.

**R. S. Harper**, motorman, West Section. Employed 2-9-11.

**L. H. Hodges**, agent, West Section. Employed 8-30-37.

**H. C. Itter**, conductor, North Section. Employed 5-3-44.

**Hugo Johnson**, laborer, Track. Employed 1-22-25.

**L. J. Kaltsas**, conductor, North Section. Employed 11-29-27.

**Kost Kaveckis**, laborer, South Shops. Employed 7-29-26.

**Anton Kazaitis**, bus cleaner, 69th. Employed 1-16-36.

**H. A. Kiniry**, agent, West Section. Employed 4-13-21.

**J. A. Kirkpatrick**, motorman, 77th. Employed 11-10-20.

**Nick Koprivica**, watchman, Track. Employed 6-9-28.

**Frank Labanauski**, repairman, 77th. Employed 11-26-24.

**V. J. LeBeau**, gateman, West Section. Employed 6-6-47.

**C. P. McHugh**, conductor, North Section. Employed 12-1-27.

**F. A. Miller**, token clerk #1, Treasury Department. Employed 6-22-16.

**J. P. Naverauskas**, carpenter "A," South Shops. Employed 10-14-27.

**J. B. O'Toole**, agent, North Section. Employed 5-17-40.

**A. J. Ribot**, conductor, South Section. Employed 11-20-23.

**P. J. Ribot**, conductor, South Section. Employed 9-27-23.

**H. E. Rummey**, motorman, 77th. Employed 10-4-19.

**A. A. Samek**, supervisor, Revenue Accounting. Employed 1-13-08.

**J. F. Schade**, repairman "A," Wilson Shops. Employed 3-7-24.

**J. P. Sleznick**, trackman, Way and Structures. Employed 4-16-41.

**Jan Stankiewicz**, bus repairman, Shops and Equipment. Employed 5-3-26.

**J. P. Watt**, conductor, South Section. Employed 2-28-22.

**Anton Wilhelm**, conductor, 77th. Employed 7-25-23.

## DISABILITY RETIREMENT

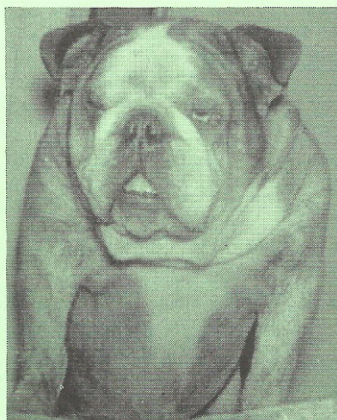
**P. M. Morowski**, operator, Forest Glen. Employed 6-3-47.

## TRANSITAD

**FOR SALE**—40 acres of good citrus or truck farm land. \$300.00 per acre. Located seven miles northeast of Plant City, Florida, and seven miles west of Tampa. Contact *Alex J. Csaba*, 1614 Palmetto street, Plant City, Florida.

## HE'S A CHAMP

HIS NAME is *Rockulator* and he looks as solid as the Rock of Gibraltar. Better known as *Rusty*, this six-year-old bulldog knows *Bill Barnes*, training technician, Training and Accident Prevention Department, as master and friend. As a youngster, *Rusty*, who was born in England, took 11 first place prizes and ribbons, and "best" of all breeds in a dog show held there five years ago. He is a litter brother of three other champions and of two international champions. Also a champion when it comes to making friends, *Rusty's* a favorite with



many CTA employees in the vicinity of 69th and Ashland.

Reported by *Mary E. Clarke*



## For And About Our Pensioners

BEVERLY—*Martin Corcoran*, former motorman, who operated cars for many years on State street, now lives at 99th and Sawyer streets in Evergreen Park, but travels a great deal.

*Richard Roy*, former motorman, who now lives in San Francisco, California, recently visited *Fred Hagen*.

*Mike Clifford*, former motorman on the State street line, worked on his new home site near Eagle River, Wisconsin, before coming back to Chicago for a short visit.

*Axel H. Johnson*, who was a carpenter for 40 years before retiring in 1948, is in good health and lives with his wife at 97th and Washtenaw, Evergreen Park.

*Robert Ashton*, who retired five years ago, now lives at 604 E. 92nd place. He plans to spend the summer in Florida.

*Ted Shumon*, former "Inside News" reporter, said that *Ray Balcerzak*, former supervisor, is looking forward to hearing from his former associates.

—FRANK M. BLACK

ELECTRICAL—*Leo Behrendt* recently vacationed in Pasadena, Cali-

fornia. "Everything is beautiful out here on the West Coast," he wrote your reporter.

—GILBERT E. ANDREWS

KEDZIE—*Joseph Brokamp*, who had 39 years of service when he retired in 1953, died recently.

Mr. and Mrs. *William Hansen* visited other pensioners who live in the St. Petersburg, Florida, area, during a recent vacation. They said they found everyone they visited in the best of health and spirits.

—C. P. STARR

NORTH AVENUE—*John Whelton*, who now makes his home out in Vermillion, South Dakota, visited us last month. He sent his regards to all his old buddies and said he would like to hear from them and also would welcome their visits. He said that he has plenty of room. His address is 434 Franklin, Vermillion.

—JOE HIEBEL

NORTH PARK—*Carl Elmer*, former conductor, won \$200 in a contest sponsored by a Chicago metropolitan newspaper on June 15.

—EDWARD F. STENZEL and  
EARL W. McLAUGHLIN

PURCHASING AND STORES—*William Abbot*, formerly a stock clerk with the Chicago Surface Lines, who retired in 1944 with 46 years of service, died recently . . . Another death recently reported was that of *George Nichols*, a watchman, who retired last March after about 21 years of service.

—DAGMAR McNAMARA

SKOKIE SHOPS — Recent visitors here were *August (Augie) Nimtz*, former chief clerk, and *David Jensen*, former carpenter.

—DAVID GURWICH and  
EVERETT E. ENGLAND

SOUTH SECTION—*Motorman John Heady*, who currently is living in Evergreen Park, recently visited his home town of Owensboro, Kentucky. While there, he looked around for a small plot of land where he could settle down and grow his favorite tobacco . . . *Bill Davis*, former porter, thinks Chicago has everything and enjoys his leisure time fishing, visiting friends and now and then shooting a little pool.

## RECENT DEATHS AMONG EMPLOYEES

C. T. ALLEN, 81, retired agent, South Section. Died 6-9-58. Employed 12-11-44.

A. C. BOLLBACH, 67, retired motorman, 69th. Died 5-13-58. Employed 6-17-13.

PETER DeHOOG, 73, retired carpenter, West Shops. Died 5-27-58. Employed 9-1-29.

S. A. EKLUND, 83, retired foreman, Track. Died 4-4-58. Employed 9-10-07.

LARS FORSEN, 75, retired carpenter, Skokie Shops. Died 6-4-58. Employed 4-5-37.

C. M. FRYKMAN, 61, retired operator, Forest Glen. Died 6-9-58. Employed 3-26-24.

E. W. GAEDKE, 66, retired towerman, North Section. Died 5-29-58. Employed 5-1-13.

J. A. GEBEL, 66, retired conductor, Devon. Died 5-16-58. Employed 3-2-21.

G. D. GEVAN, 71, retired painter, South Shops. Died 5-24-58. Employed 8-18-21.

WILLIAM T. HARKNESS, 59, supervisor, District "A." Died 6-10-58. Employed 11-6-22.

C. J. HEILIG, 78, retired motorman, West Section. Died 5-27-58. Employed 3-19-98.

ALEX P. HORVATH, 60, carpenter, Shops and Equipment. Died 5-31-58. Employed 3-21-45.

WALTER R. HUBER, 37, operator, Archer. Died 6-10-58. Employed 1-15-47.

JAMES KENNEDY, 86, retired motorman, Elston. Died 6-7-58. Employed 7-10-94.

PETER LUKAS, 63, repairman, Shops and Equipment. Died 5-27-58. Employed 2-14-20.

*Motorman Frank Kugler*, who is as spry as ever, witnessed the opening of the new West-Northwest rapid transit route. Frank, who saw the transition from steam locomotives to electric trains on the "L," was visibly impressed with the new operation in the median strip of the Congress street expressway.

*Marty McNamara*, former conductor, dropped in looking tanned and healthy upon his arrival from Phoenix, Arizona, where he has been living since he went on pension.

BERNARD MATHY, 70, retired operator, North Avenue. Died 5-15-58. Employed 2-5-21.

SVEN MATTSON, 60, retired motorman, West Section. Died 5-14-58. Employed 11-21-17.

C. M. NEISNER, 65, retired operator, Lawndale. Died 5-31-58. Employed 2-23-17.

GEORGE NELSON, 83, retired conductor, 77th. Died 5-24-58. Employed 1-22-08.

L. H. NELSON, 68, retired clerk, Personnel Department. Died 5-3-58. Employed 10-4-43.

G. P. NICHOLS, 62, retired watchman, Stores Department. Died 6-5-58. Employed 6-2-37.

FRANK PIETRYKA, 62, gateman, South Section. Died 5-28-58. Employed 12-17-37.

FRANK PREZELL, 66, retired bus repairman, Lawndale. Died 6-7-58. Employed 1-23-30.

VIRGINIA REBICH, 45, clerk, Accounting. Died 6-10-58. Employed 10-4-51.

C. O. RENNIE, 80, retired conductor, Lawndale. Died 5-27-58. Employed 4-2-13.

SIMON RYAN, 82, retired motorman, Lincoln Avenue. Died 5-12-58. Employed 4-29-10.

JAMES SCHEJBAL, 78, retired agent, West Section. Died 5-12-58. Employed 7-9-36.

W. C. SCHNEIDER, 87, retired conductor, Lake St. Died 6-8-58. Employed 4-4-94.

HERBERT L. SCHOMER, 59, clerk, Treasury. Died 5-20-58. Employed 3-15-23.

HENRY SINGER, 72, retired conductor, South Section. Died 6-1-58. Employed 8-28-11.

*Joseph Watt* took his pension June 1.

—LEO J. BIEN

SOUTH SHOPS—*Carpenter Joseph Naveraskas* retired June 1 after 30 years of service. He received a cash gift from his co-workers.

*Laborer Kost Kaveckis*, who retired June 1 after 31½ years of service, died on June 18 after a short illness.

—EVELYN CLARK and  
FRANCES LOUWARD

## 50 WEDDED YEARS



WHEN TONY STIGLICH and his wife (center foreground) celebrated their golden wedding anniversary recently, they held open house at their St. Petersburg, Florida, home for two days. Many friends and former co-workers, including one-time streetcar men, called upon them. They received many cards and gifts.

Reported by Joe Hiebel



# OUR *Public Speaks*

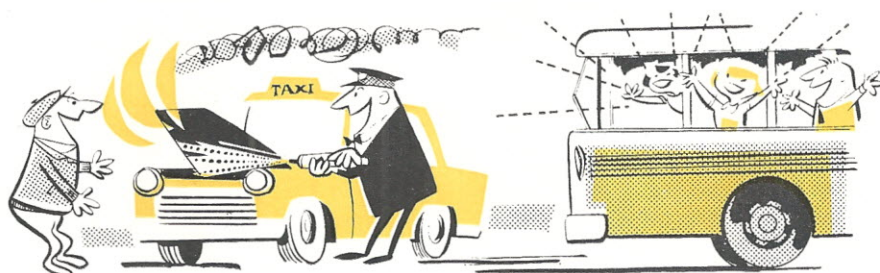
AMONG THE many commendations recently received, the three reprinted below are somewhat out of the ordinary. **QUICK ACTION** on the part of *Operator Ralph Zaccariello*, Kedzie, driving a shuttle bus along busy Michigan avenue, helped a cab driver who was confronted by an emergency situation recently when the taxi's carburetor burst into flames and threatened worse damage.

Zaccariello, driving a Loop-bound bus from the Soldier Field parking lot, was passing the Sheraton-Blackstone hotel when he saw the flaming engine of the

cab and slammed on his brakes, pulled out the fire extinguisher under the front seat of his bus and within a minute was smothering the flaming carburetor.

While passengers on the bus cheered, Zaccariello replaced the extinguisher under the seat, got behind the wheel, and continued on his route as fire engines, summoned by a policeman, came racing down Michigan avenue.

Zaccariello has been with the CTA for eight years and performed a similar feat last April, when he put out a fire in a car in the parking lot at Soldier Field.



A "GOOD WILL" card was sent to *Operator Michael F. Szudorski*, Forest Glen, by a group of student riders in appreciation of his friendly, courteous service to them during the school year. The card, from students at Resurrection high school for girls, at Talcott and Oconto avenues, conveyed the thanks of the students who regularly ride his Higgins road bus. He has been an operator since October 8, 1941.

THIS LETTER, written by an out-of-towner, recently was published in the Chicago Tribune.

**"Kind Words for the CTA."**

"Chicago—As a temporary resident in your city (I have been here eight

months, and am about to leave) I would be less than gracious if I didn't tell you what a fine transit system I think you have.

"I have lived in a number of large cities in different parts of the country, and I have come across no other plan for transporting people around that comes anywhere near equaling what CTA has accomplished.

"I'd also like to add a word about the graciousness with which bus operators and elevated conductors handle what must seem to them stupid and certainly tiresome inquiries. They are unfailingly courteous."

**OF COURSE**, not all our mail is of a complimentary nature, and patrons do

make comments about unsatisfactory service they have received. For comparison's sake, a few such comments are reprinted below:

"Recently I had occasion to ride on a bus whose operator was very nasty. He seemed to have assumed an attitude of disgust and implied that people should stay home.

"This man seemed to be doing a good job with the handling of his bus, but he certainly had the wrong attitude towards his passengers. At one stop, a lady boarded the bus and asked him a question about what was the best way for her to get to her destination. The operator raved and ranted about everything else, but didn't give the woman the information she requested."

**COMMENT:** There is no excuse for a situation like this to occur. Training programs are being carried on to impress our employes with the value of courtesy in maintaining good public relations, and every effort should be made to carry them out.

"I am a regular passenger of CTA, but recently have been very dissatisfied with the service I have been receiving.

"Every morning at least a half-dozen of us have had to wait, regardless of our frantic signalling, because at least five buses, half empty, passed us up. The vehicles are not, I'm sure, supposed to be operated like a private auto."

**COMMENT:** Disregarding authorized stop zones and not allowing a passenger to board or alight from a CTA vehicle cannot be condoned. Remember that every time an employe closes the door to a passenger, he may very well be opening a door to another means of transportation.

**SHOWN** here is a comparison of complaints and commendations received by Chicago Transit Authority for June, 1958, May, 1958, and June, 1957:

|                     | June<br>1958 | May<br>1958 | June<br>1957 |
|---------------------|--------------|-------------|--------------|
| Complaints .....    | 865          | 714         | 689          |
| Commendations ..... | 111          | 102         | 87           |



**INQUIRING REPORTER:** *John Hanning*

**LOCATION:** West Section

**What do you think  
could be done to  
improve Chicago  
the most?**



**LEONARD KUKOWINSKI**, Clerk, Douglas: "Chicago's juvenile courts should be helped to do a better job with delinquent children. This can be done by more adequate supervision, reducing social workers' case loads, clarifying the lines of authority between courts and revising certain laws to keep up with the times."



**FRANK J. FORTUNATO**, Conductor, Congress: "As quickly as possible, the most modern street lighting equipment that has been approved by the city council should be installed, especially in some of the more poorly-lighted parts of Chicago. This action would be a very helpful means of reducing crimes."



**JOHN H. McCARTY**, Motorman, Lake Street: "The present condition of overcrowded and under-manned schools should be eliminated. And more attractive salaries would draw teachers, and a proper allocation of tax funds would give us additional sorely-needed schools."

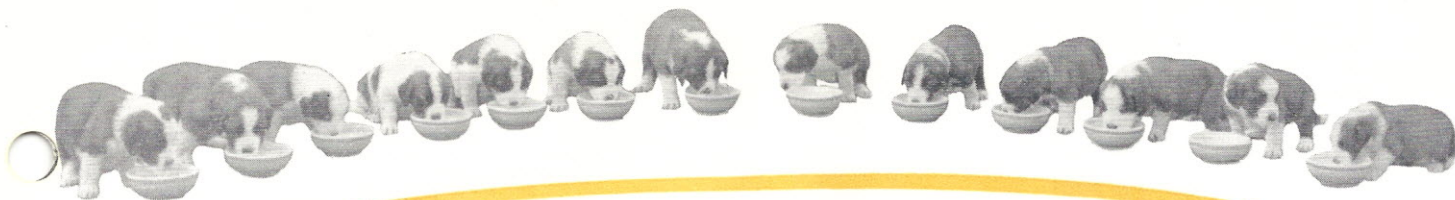


**JOSEPH CISAR**, Switchman, Douglas: "More police protection is needed to combat vandalism, juvenile delinquency and crime in general. Another improvement would be to find a means of eliminating traffic congestion on the city's streets, especially in the Loop area."



**JAMES NASTI**, Yard Foreman, Douglas: "Since I live and work in Cicero, and don't travel widely through Chicago often, I may not be as familiar with the city's problems as a native. However, I think Chicago should take stricter measures with persons who litter up parks, sidewalks and streets with trash. In this way, people would learn to be more careful with refuse, and the costs to the city for removing it would go down."





## Shaggy Dog (Ranch) Story

WHEN THINGS go to the dogs at the home of *Edward P. (Ted) Wade, Jr.*, iron worker foreman, Way and Structures Department, congratulations are in order, not sympathy.

For the Wade family, which has specialized in raising and training St. Bernard dogs, boasts three champions, top honors winners in American Kennel Club competition.

Appropriately enough, Bernhardiner Hof, the name of the Wade kennel, translated means "Large Shaggy Dog Ranch." And not only do they grow them large, some as heavy as 200 pounds, but of real championship quality, as attested by the impressive assortment of awards the dogs have received.

The Wade kennel got its start about six years ago when the family, after losing two pets in quick succession, bought two St. Bernards of the highest quality. Since then, Ted, his wife, *Viola*, and their daughter, *Mary*, have raised, trained and entered their huge dogs in competition with hundreds of other canines in shows held all over the mid-west.

Two male dogs, *Thumper* and *Dinger*, keep bringing home one honor after another. Thumper, only 11 months old, already has scored two of the highest honors a dog can get—"best of breed" and high ranking "best of winners" awards last March at Chicago's International Dog Show, biggest held in mid-America. He also won the latter honor in two

The Wades' dogs gained these honors because of such natural qualities as coat markings, shape of head, and bone structure, as well as their ability to walk and stand correctly while being judged.

Besides his prize-winning physical characteristics, Dinger also rates highly in obedience work. When ordered, he heels (sits) beside his master, jumps hurdles, retrieves and obeys other commands quickly. Last year, after completing obedience training at the Fox Valley Training club, Dinger was ready for show competition. In three straight contests, he made almost perfect scores and earned his American Kennel Club's "Champion Dog" certificate in real style.

Thumper now takes the same training while Dinger goes in for more advanced obedience work.

Between classes, held once each week for a four-month period, the dogs receive training at home. The Wades, who are expert trainers, deal patiently and firmly, but not harshly, with their charges and quickly praise a dog who performs well.

The Wades travel far and wide in their search for high-caliber dogs of this comparatively rare breed. Cross-breeding their selected animals with dogs already on hand, they find, makes for the best stock possible. They keep the best one or two from each litter and sell the others.

The fame of Bernhardiner Hof is widespread and would-be St. Bernard owners flock to the Wade home after the arrival of a litter. Of Brandy's five puppies, born last April 20, four have found new homes. However, the Wades are keeping *Luke*, whom they feel sure is real championship quality and will bring more honors to Bernhardiner Hof.

**BRANDY PROUDLY** shows off her trophies, ribbons and other prizes. Her registered name is *Brenda*. Obtained from Von Schwarzwald Hof (Black Forest Ranch) of Grand Rapids, Michigan, she's a prime example of how well diligent searching for and careful selection of good kennel stock pays.



**THE WADES** (from left), *Viola*, *Mary*, *Henry* and *Ted*, pose proudly with *Brandy*, *Thumper* and *Dinger* (left to right). Ted, who has been with CTA and the former Chicago Rapid Transit company, for 27 years, is the son of *Edward P. Wade*, retired Real Estate Department employee.

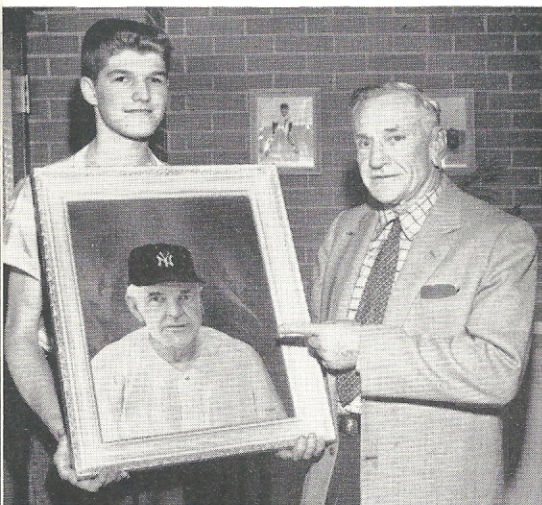
**TWO HUNDRED** pounds and every pound a champion is *Dinger*, who is shown here with *Ted Wade*, who gives the dog daily lessons in advanced obedience training. Despite his size, *Dinger*, like any other typical St. Bernard dog, eats only about two pounds of food a day, less than does the average hunting dog.

other recent shows. Two-year old *Dinger*, meanwhile, was named "best of breed" and "best of winners" in two other recent shows.

A whole tableful of trophies, ribbons and other prizes represent the achievements of the third champion, four-year-old *Brandy*, who achieved the unusual distinction of copping seven "best of breed" and three "best of females" awards in 10 consecutive shows. In later contests she won similar honors in these classifications.







**CASEY STENGEL**, manager of the New York Yankees, nods approvingly as he accepts oil portrait of himself painted by Chicago teenager, **Wayne Roepke**. Wayne presented the painting to Casey prior to the White Sox-Yankee night game on June 24.

## Young Artist

### SCORES WITH CASEY

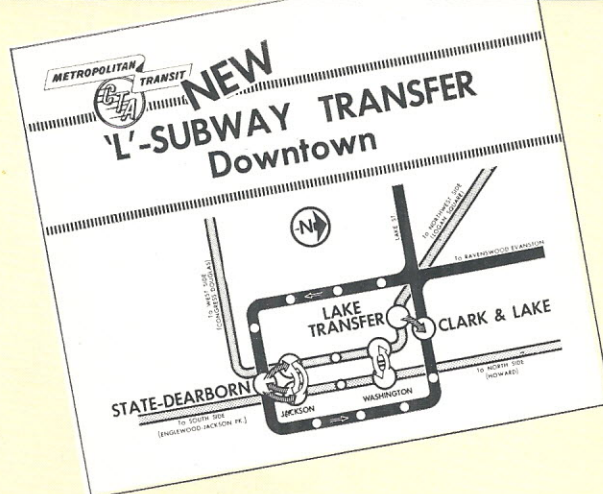
IT WAS a happy and rewarding day in Chicago on June 24, for *Casey Stengel*, manager of the New York Yankees, when his ball club beat the Chicago White Sox 6-2. However, prior to the game, Casey enjoyed another pleasant experience when he was presented with a portrait of himself, painted by teen-ager *Wayne Roepke*. Wayne is the son of *Art Roepke*, a CTA District "B" supervisor.

Upon viewing his likeness, a modest but pleased Casey commented: "This painting certainly shows me at my best." Seventeen-year-old Wayne was anxious to hear Casey's remarks regarding the oil painting since he had never seen Casey in person. The picture was painted from a photograph. Young Roepke, an admirer of the Yankee manager, started the painting in his spare time about three weeks ago when he heard that Casey would be in town for the series with the White Sox.

Wayne, a senior at Kelly high school, started painting with oils about four years ago. Since then, he has studied at the Art Institute of Chicago. Wayne is also pleased to admit that he received a considerable amount of help and encouragement with his painting by his high school art teacher, *Mrs. Verne Role*.

This ambitious teen-ager does not spend all of his time painting. His other activities include playing the bass fiddle and working part time at a hardware store. Wayne plays the bass fiddle with the Kelly high school concert orchestra and swing band, and is studying under *Rudolf Fashbender* of the Chicago Symphony Orchestra. On weekends, he manages to find time to play for social functions with a five-piece combo, the "Dominotes." At the hardware store, young Roepke influenced the owner to open an art supply department for the convenience of other neighborhood artists like himself.

Wayne will be graduated from Kelly high school next February. His future plans call for studying at the Art Institute or the furthering of his music career.



WITH THE opening on June 22 of the new West-Northwest through route, combining Douglas, Congress (formerly Garfield) and Milwaukee rapid transit routes, these arrangements for transfer between subways and between "L" and subways went into effect.

#### TRANSFERS FROM "L" TO SUBWAY:

To change from the Lake, Ravenswood or Evanston "L" lines to the North-South route, obtain free paper transfer at the State-Van Buren "L" station for presentation at the subway entrance on State Street between Jackson and Van Buren or between Van Buren and Congress.

To change from the Lake, Ravenswood or Evanston "L" lines to the West-Northwest route, obtain free paper transfer at the State-Dearborn-Van Buren "L" station for presentation at the subway entrance on Dearborn Street between Jackson and Van Buren. Only DOWN direction transfer is permitted at this station.

#### TRANSFER FROM SUBWAY TO "L:"

To change from the North-South route to the Lake, Ravenswood or Evanston "L" lines, obtain free paper transfer at Jackson station for presentation at the State-Van Buren "L" station.

To change from the West-Northwest route to the Lake, Ravenswood or Evanston "L" lines, obtain free paper transfer at Lake Transfer station (Clark St. exit) for presentation at Clark-Lake "L" station. Only UP direction transfer is permitted at this station. Alternatively, use direct platform-to-platform passageway between subways at Jackson, then obtain free paper transfer in North-South subway for presentation at State-Van Buren "L" station.

#### TRANSFERS BETWEEN SUBWAYS:

To change between the North-South and West-Northwest routes, use either of the two direct platform-to-platform out-of-the-weather passageways, one at Washington station and another at Jackson station. A paper transfer is not required.

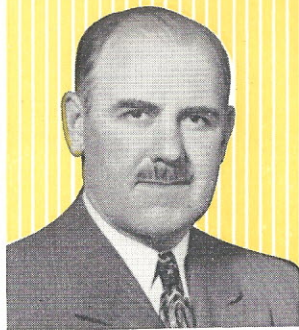
#### TRANSFER BETWEEN ELEVATED LINES:

To change between Lake and Ravenswood or Evanston routes, transfer at the State-Dearborn and Van Buren "L" station. A paper transfer is not required.

**SUBWAY-"L" TRANSFER DISCONTINUED AT OTHER LOCATIONS**



# MEDICALLY SPEAKING



By Dr. George H. Irwin  
CTA Medical Director

## HEADACHES

THE SUBJECT of headaches should be of interest to most people because it is a frequent and common symptom of many illnesses and physiological disorders. It is estimated that about 25 per cent of all patients visiting physicians have headaches as their chief complaint. However, it is very rare for headaches to indicate a serious condition within the skull. Headache or head pain is only a symptom or manifestation of an abnormal physical, physiologic, chemical or psychic change affecting the pain-sensitive structures of the head either within or outside the skull. Because headaches sometimes represent a serious condition, all recurrent or persistent head pains should be thoroughly investigated.

Generally speaking, there are two types of headaches. The first type is a superficial pain associated with irritation of the skin, superficial layers of mucous membranes, and fibrous and elastic tissues such as joints, capsules, tendons and muscles. An example of this type is the headaches associated with inflammation or spasm of the muscles and ligaments of the head and neck.

The second type of pain is the deep, persistent aching type associated with internal conditions which cause a drop in blood pressure and a sick feeling. An example of this type is the severe sinus infection or brain tumor which causes a change in the intracranial pressure. These descriptions serve to explain only the types or mechanics of headaches.

Some of the more common clinical forms of headaches which annoy the patient follow:

1. Migraine, including atypical facial neuralgias.
2. Tension headaches, such as muscular contraction headaches.
3. Headaches, associated with disturbances of cranial structures, such as the eye, nose, ear, sinuses, muscle and bone.
4. Headaches associated with systemic disturbances such as high blood pressure, allergy, various fevers and infections.
5. Post traumatic or injury headaches.
6. Psychogenic or headache of nervous origin.

Each form of headache in the above classifications usually has certain characteristics which help the doctor to make a

proper diagnosis. Most headaches do not have serious significance but all headaches may annoy, irritate, plague or reduce the efficiency of the sufferer.

The treatment of headache may be a difficult problem. On the other hand, aspirin or empirin can give prompt relief to the occasional mild form. As usual, the successful treatment depends on determining the cause. All too often the individual follows self medication too long. It is good sense to see your physician if headaches recur or persist. In these obstinate cases a careful history and physical examination may be necessary to locate the cause. In addition to the above investigations, careful eye examinations, x-ray, blood and urine analysis and electro-encephlogram determinations may be necessary.

Limitations of space prevent a more detailed discussion of these various forms of headache. However, this is sufficient to point out a few of the more common aspects and to urge you to see your physician if the headaches are recurrent and persistent.

## Wabash Avenue "L" Structure

### Being Repainted

THE COLUMNS and steel of the "L" structure along Wabash avenue from Van Buren street to Lake street started to receive a fresh coat of paint on June 29 as part of an estimated \$961,000 over-all program of maintenance and repair for 1958, for CTA operating properties and facilities.

The columns supporting the structure are being painted white up to the underside of the superstructure, and gray from the underside of the superstructure up to the ties. White was the color chosen for the columns in order to make them clearly visible to motorists and cleaner-appearing.

Painting of the elevated structures on Wabash avenue from Harrison street to Van Buren street began on July 7 as the second phase of this program. When this phase is completed, work will commence on the columns and structures along Lake street from Wabash avenue to Wells street.

Interiors and exteriors of two passenger stations along Wabash avenue also will be painted. Adams station will be painted a combination of light coral rose and cedar rose wood. Light mint green and medium green are the colors selected for the Madison station. At the remodeled Randolph station, platforms and mezzanine will be painted gray. Protective coatings will be renewed on roofs and canopies, gutters will be repaired, and other cleaning and repair work will be done.

CTA is cooperating in this way with the program of the Wabash Avenue Businessmen's Association to make Wabash avenue cleaner and brighter. Also, this project is in keeping with the general clean-up campaign sponsored by Mayor Richard J. Daley's Citizens Committee for a Cleaner Chicago.



## Garden Helps



JULY GENERALLY brings us to the hot part of the year, and frequently to the dry part.

Watering the garden becomes of major importance in many cases, or the conservation of moisture if it cannot be applied artificially. As most writers have pointed out for many years, the object of watering, except in the case of newly planted seeds, is to get water down to the root zone—five or more inches below the surface. So light sprinklings should be avoided and the garden or lawn soaked. This reduces the time and effort spent in applying water.

Water should be able to penetrate the soil easily so that run-off is reduced to a minimum. Cultivation to break up a crust is very useful in this way. The soil itself should have good water holding capacity, created by a good amount of humus. Weeds should be eliminated. They absorb water needed for the plants.

Ways to apply water to the soil are many. Any way is good if it brings about the desired soaking of the soil without causing run-off or excessive washing or packing of the soil. Generally a light mist-like rain is to be preferred, applied so that the soil soaks up the water as fast as it falls.

## Planned Surprise Party Almost Misfired

FOR 16 months a group of CTA employees at Laramie station daily have taken turns escorting a blind girl across Laramie avenue from the "L" station to a northbound bus.

In all that time the girl, *Mary Ponzo*, 5005 Wabansia avenue, had never missed arriving on the 4:55 p.m. Garfield train—that is until the afternoon of June 20.

They never learned her name, address or place of employment, but they became quite fond of her. So when she told them on June 19 that she was getting married and wouldn't see them after the following night they bought her a wedding gift—a white handbag and a hat—to give her on her last trip.

When the 4:55 arrived the next afternoon she was not

Water is lost from the soil by evaporating from the surface and by the amount taken up by the plants. Anything that reduces the amount of water lost is beneficial. Heat and air movements increase the rate of water loss, so cutting down on these is important. Covering the soil is the first consideration—this is called mulching. The material used can be nearly anything, but the best is that which can be left in place and that will build up the soil. Straw, hay, dried grass clippings, ground corncobs, buckwheat hulls, peat, leaves are some of the materials that have a dual effect—first as a mulch and second as a soil building humus. Any of these is suitable if put on in a layer from an inch to three or four inches thick depending on the material. It should keep the soil completely covered. Some of these materials will need to have extra amounts of nitrogen added to the soil to take care of the decomposition loss.

Other materials that can be used as mulch include cardboard, burlap, boards, pebbles, stone slabs, plastics, and so forth. Many of these are unsightly and probably are best used in specific circumstances as a protection for newly planted individual trees or shrubs or along the rows in a vegetable garden. In applying around individual plants be sure to make the protected area large enough to do some good. An area three feet square is none too large for a single plant. Black plastic mulches work very well in the planted garden where the seeds or bulbs can be planted between the sheets of plastic or where slots can be cut in the sheet and the plants inserted. This is excellent for row crops, strawberries or as collars for newly set trees.

aboard. Nor was she on the following train either. The men wondered why.

CTA *Photographer Edward Evenson*, assigned to take a picture of the presentation, also was curious. He questioned Laramie bus drivers, found out where the blind girl got off, rang a few doorbells on Laramie avenue and finally found her.

She was taken back to the station, greeted by her friends, *Switchmen John Parker and John Maher, Porter William M. Patterson and Supervisor John Schloeder*, and the gift presentation went on forthwith.

"I just can't get over what these kind men did for me," Mary exclaimed when it was all over.

The reason Mary wasn't on her usual train on Friday? A friend had given her a lift home from her work on that day.

A FOND farewell was bid to *Mary Ponzo* on June 20 by CTA friends at Laramie avenue who for 16 months had escorted the blind girl across Laramie avenue from the "L" station to a northbound bus. They presented her with a white handbag and a hat as gifts for her wedding a week later. Presenting the gifts to her are (left to right) *Switchmen John Parker and John Maher, Porter William M. Patterson, and Supervisor John Schloeder*. The fifth member of the group who took turns assisting her daily, *Switchman Garrett Holderness*, was unable to be present for the photograph.







## C'MON, BRING THE FAMILY! WE'RE EATING OUT

WHAT IS it that makes eating outdoors so enjoyable? Is it the food, the weather, the gaiety of the surroundings or the fact that children aren't underfoot and the wide outdoors muffles their noisy play?

Without pondering the reason, we'll get on with the preparations for a Chick-N-Que, just another name for chicken cooked outdoors. This one is planned for a family or neighborhood group with everyone's whims and demands attended to. The feature of the menu is the chicken, of course, with broiler-fryer chickens, your best choice whether you grill halves, quarters or parts. For the grown-ups there's zesty Chick-N-Que Sauce and man sized pieces of chicken. For the young children, the chicken pieces are generally smaller and the sauce is milder. Their chicken could be cooked in heavy duty aluminum foil.

You can serve a hearty green salad tossed with the best from the kitchen garden or the green grocer's stand. The bread, may we suggest, is corn bread studded with whole cranberry sauce. Use your favorite corn muffin recipe or a prepared mix. Serve it hot or cold.

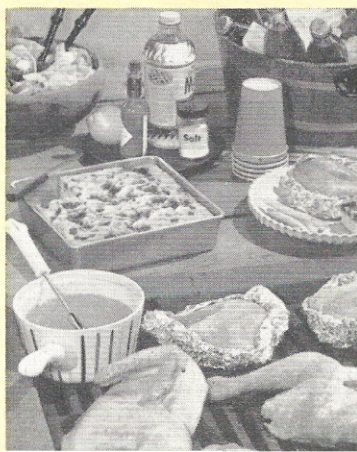
To quench outdoor thirst, make it well chilled soft drinks for all, with milk for the little ones.

Dessert? Oh, it might be watermelon, fruit in season or a big Tropical Sponge Cake. It might be pie or pudding or whatever your specialty happens to be.

Regardless of what the menu might consist of, it is pure delight for the entire family when they eat outdoors.

Now, for the good news! We have compiled a booklet with recipes for Chick-N-Que Sauce, Cranberry Corn Bread and the Tropical Sponge Cake which are sure to make your next outdoor meal the best ever. Write Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free recipe booklet.

**THIS CHICK-N-Que** appeals to children as well as grown-ups. For the children, the chicken is cut in small pieces, wrapped in foil for grilling. The corn bread is spiked with bright red cranberry sauce and the salad and relishes prepared for easy eating.



## FORECAST: COOLER

FROSTY FRUITS and chilled coffee are refreshment *par excellence* in hot weather. The flavors blend beautifully, calories are low, and the combination is a light, fitting ending to either summer luncheon or dinner.

What's more, there's no cooking involved at all—happy thought for 90 degree weather. Fresh or canned fruits are chilled in a melon shell. The coffee coolers are made at the last minute—an easy trick, because they start with instant coffee.

### Fruit in Melon Shell

With a spoon hollow out half a large honey dew melon to make a shell. Combine the scooped-out fruit with unhulled strawberries, and drained canned pineapple chunks, using about 3 cups in all. Drizzle a tablespoon of honey over the fruit and sprinkle with 1 teaspoon of lemon juice (or omit honey and sprinkle lightly with sugar). Chill at least an hour before serving. To serve, garnish with mint sprigs.

### Cream-Topped Iced Mocha

In each glass, dissolve a heaping teaspoon of instant coffee in a small amount of cold water. Add more water until glass is half-filled. Stir in 1 tablespoon chocolate syrup. Add ice cubes. Top with whipped cream; sprinkle with nutmeg.

### Cinnamon Coffeenog

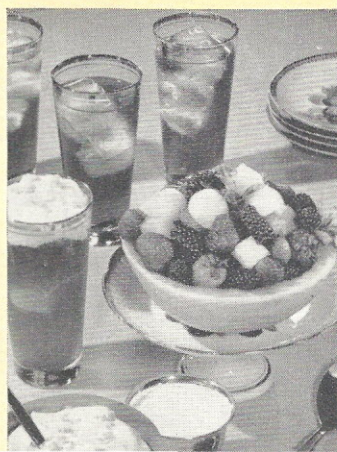
1 egg, beaten; 4 teaspoons instant coffee; 2 tablespoons sugar; dash cinnamon and 2 cups cold milk.

Combine egg, instant coffee, sugar and cinnamon. Beat until sugar is dissolved. Add milk; beat well. Serve well chilled. Yield: 2 servings.

## And Don't Forget . . .

WITH ALL the hustle and bustle of preparing the menu for a family outing, we sometimes forget two very important items.

Be sure to take along some suntan lotion to prevent the folks from spoiling their fun by getting sunburn. And, by all means remember that wooded areas are perfect habitats for mosquitos and other picnic pests, so have an insect repellent handy.

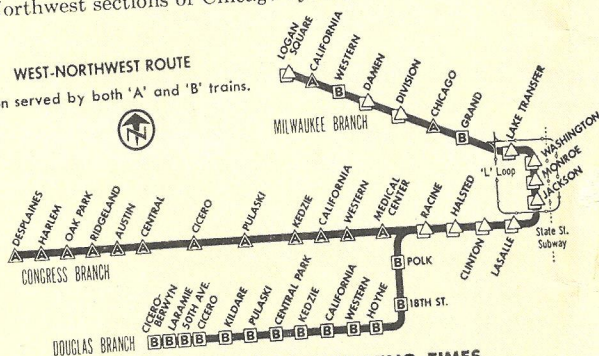


**SCRUMPTIOUS DESSERTS** like these are the perfect ending to a summer luncheon or dinner, especially if the weather is hot and humid.



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| Western and Congress . . .                 | 7 " "    | " "     |
| California and Congress .                  | 9 " "    | " "     |
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| Ridgeland Avenue,              |    |               |   |   |
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| Oak Park . . . . .             | 20 | "             | " | " |
| Harlem Avenue,                 |    |               |   |   |
| Forest Park . . . . .          | 21 | "             | " | " |
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