



METROPOLITAN

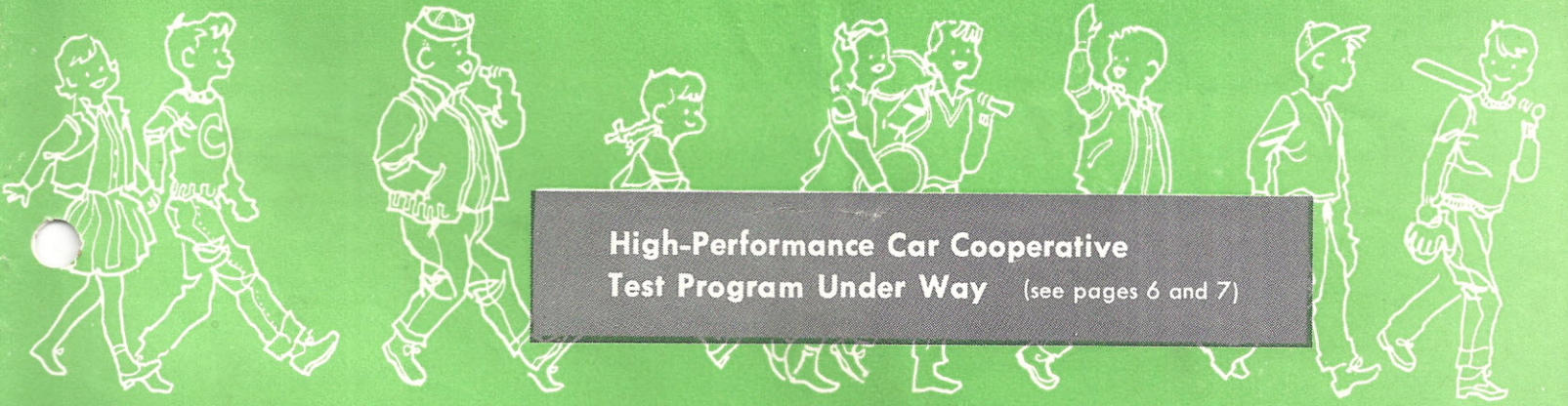


TRANSIT

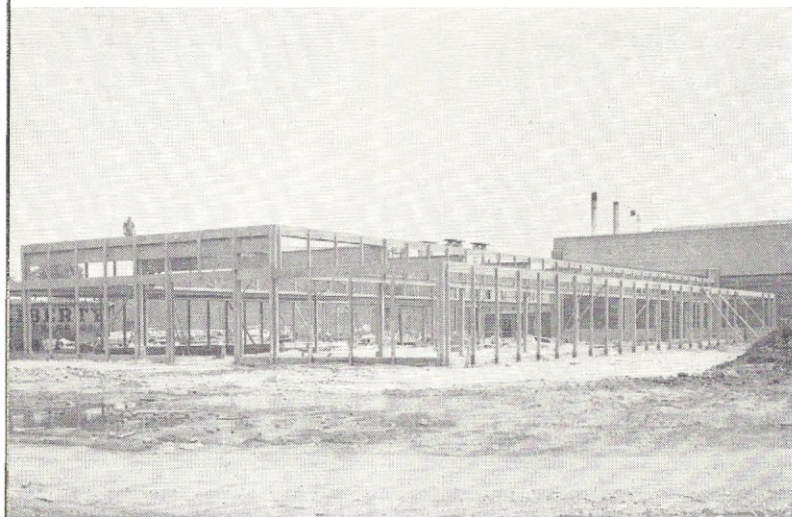
TRANSIT NEWS



AUGUST, 1958



**High-Performance Car Cooperative
Test Program Under Way** (see pages 6 and 7)



ANOTHER CTA improvement project is well under way as progress is made on the construction of a new warehouse building at Skokie Shops. The new warehouse will replace 31 wooden elevated cars now used for storage of over \$1,000,000 worth of parts. Located just west of, and connected to, the south shop unit, the new building is a \$267,220 project. All parts for repairing all rapid transit equipment and trolley bus motors will be kept at the Skokie Shops. The new unit is expected to provide faster, more economical, and safer storage of parts for these repairs. Structural steel-work was nearly complete when this picture was taken.

More Park 'N' Ride Space At Desplaines Avenue

PARKING SPACE for an additional 156 automobiles was recently made available for the convenience of CTA Park 'N' Ride patrons at the Desplaines avenue, Forest Park, terminal of the Congress rapid transit route.

The 156 automobiles will be accommodated in two locations. One site is west of Desplaines avenue, adjacent to the westbound track in the terminal. At this spot, formerly used by CTA for the storage of materials, 97 cars can be parked.

The other area, located east of Desplaines avenue, between Harrison street and the CTA tracks, will provide parking

for an additional 59 cars. Part of this land was formerly used as a turnaround for Westchester buses and the rest has been leased by CTA.

Westchester buses now operate via a new roadway, east of the new parking area, to Harrison street, east in Harrison street to the Desplaines avenue temporary roadway detour, then north to Madison street and west over the regular route.

The addition of these two new areas increases the capacity of parking facilities at the Desplaines terminal to 456 automobiles. The original parking area, located in the U-shaped plot formed by the terminal tracks, had a capacity of 420 cars. But this had been reduced to 300 automobiles by construction of terminal facilities.

It is hoped that the parking capacity at Desplaines avenue can be greatly enlarged in the future if and when public transportation funds are made available in accordance with a plan proposed by CTA. This plan calls for the construction of a multi-story, ramp-type Park 'N' Ride garage, combined with under-shelter, rail-bus passenger interchange facilities at the Desplaines avenue terminal, and similar Park 'N' Ride garages at other rapid transit terminals and outlying stations. Each such Park 'N' Ride garage would have a capacity ranging from 2,000 to 6,000 automobiles.

OUR COVER: Part of a group of 150 Girl Scouts who chartered these two CTA buses for a trip to day camp in Eggers Woods, 112th street and Avenue C, arrive at the picnic area. This group, like so many others in Chicagoland, have found there's no better way to keep everyone together for added fun and companionship than to charter a bus. Many organizations—from Chicago and out of town—rely time and again upon convenient, dependable, low-cost CTA charter service that can be adapted for almost any occasion the year around.

RECENT ADDITIONS TO THE ARMED FORCES

Joseph K. Aylor — Transportation
(North Park)
James W. Gladney — Transportation
(Limits)
Andrew Johnson — Transportation
(77th)
James A. Sernek—Transportation
(Archer)

RECENTLY RETURNED

John A. Garrity—Transportation
(North Avenue)
Paul W. Kolsch—Transportation
(North Park)
Price J. Phelps—Transportation
(Kedzie)

VOLUME XI CTA TRANSIT NEWS NUMBER 8

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, Editor *W. M. Runyon*, Assistant Editor *Ellen Miller*, Editorial Assistant

W. M. Howlett, Supervisor of Publications *H. L. Pollard*, Director of Public Information

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address Communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

\$1,800,000 Track and Structure Project at Wilson Avenue Started

CHICAGO TRANSIT Board on August 7 awarded a contract for \$153,189 to J. W. Snyder & Company for the first phase of a \$1,800,000 program to reconstruct the right-of-way for the North-South rapid transit trains at the intersection of Broadway and Wilson avenue.

The new track facilities will provide added safety features and improved service for the North-South route.

At the present time, North-South "L"-subway, Evanston Express and North Shore Line trains operate on a four-track right-of-way north of Chicago avenue, except for a distance of about 1,500 feet between 400 feet south of Wilson avenue and a point 300 feet north of Leland avenue. For this stretch, two tracks carry the trains through Wilson station and over Broadway before forking out into four tracks again for the balance of the route. The merging of train operations into a single track in each direction at Wilson station area caused serious time delays.

The entire \$1,800,000 project provides for the connecting of the four tracks for a continuous, smooth flow of traffic. When completed, the Evanston Express and North Shore Line trains will travel on the outside tracks and the North-South "L"-subway trains will operate on the inside tracks.

To start the first phase of the project, CTA has acquired the railroad freight track, which crosses Broadway west of the present tracks, for use as the outer southbound track. Under the terms of the newly-awarded contract, J. W. Snyder & Company will connect the freight track with the existing outer southbound track by constructing a ballasted deck right-of-way supported by a single row of concrete columns. The connecting track, covering a distance of approximately 540 feet, will be built in the yards south of the Wilson avenue station.

A new steel structure, to be built across Broadway between the existing elevated structure and the railroad freight track, will support the inner southbound track. This section of track will link the existing inner southbound track at the south side of Broadway on the south to the inner southbound track on the north side of Leland avenue.

The two tracks which are now in use over Broadway will be relocated on the present elevated structure to connect with the existing two northbound tracks at Leland avenue.

A new North Shore Line platform will be built adjacent to the new outside southbound track. The platform will be connected to the mezzanine of the Wilson avenue station by an enclosed passageway.

New Terminal at Irving Park-Neenah in Operation

EFFECTIVE JULY 9, CTA's Irving Park (No. 80) trolley bus line and North-Narragansett-Irving Park (No. 86) gas bus route began using a new off-street terminal on the north side of Irving Park road and opposite Neenah avenue.

The new facility, one of 98 off-street terminals operated by CTA, is the new western terminal of the Irving Park line and will provide a more convenient transfer point between Irving Park and North-Narragansett-Irving Park buses. East-bound vehicles of the latter line loop into the terminal while westbound buses of this route make stops adjacent to the terminal.

The terminal was built at a cost of \$26,407.00. It includes overhead wiring for trolley buses, a concrete driveway, drainage facilities, landscaping, an iron picket fence, which encloses the terminal on three sides, and facilities for bus operators. A canopy passenger shelter also is planned to be built in the near future. The facility is on ground made available to CTA by the State of Illinois Department of Public Welfare.

The terminal replaces a turn-around used by the Irving Park line which was on property leased from the Milwaukee railroad about 200 feet south of Irving Park on the west side of Neenah.

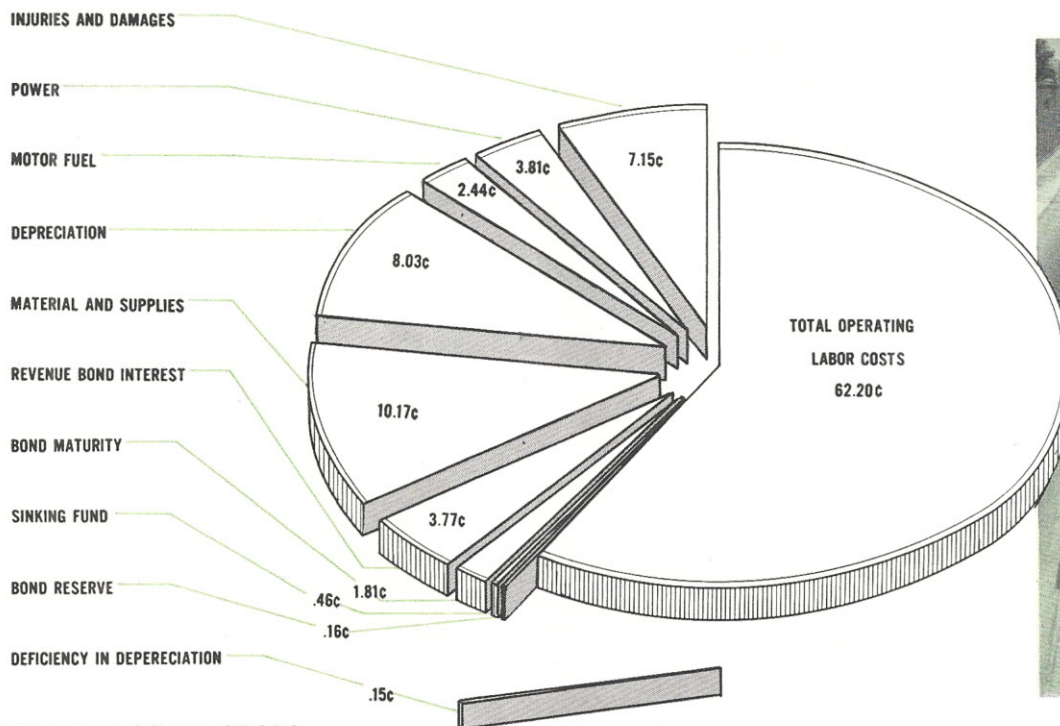


CTA BUSES are now using this new off-street terminal located at Irving Park road and opposite Neenah avenue. It serves the Irving Park (No. 80) and North-Narragansett-Irving Park (No. 86) routes.

HIGHLIGHTS FROM CTA'S

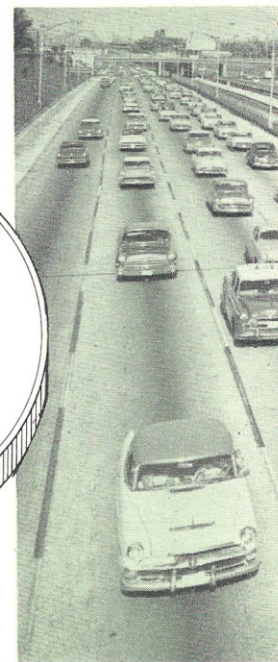
1957 A

DISTRIBUTION OF CTA'S 1957 REVENUE DOLLAR



Note:

Total Operating Labor Costs exclude \$2,107,256 (1.89c of CTA's Dollar) Charged to Operating Materials and Supplies, Injuries and Damage Reserve and Miscellaneous Services and Supplies.



IN TEN and a quarter years, CTA riders financed \$140,015,150 worth of equipment and other transit property modernization, according to Chicago Transit Authority's annual report for 1957 which has just been distributed.

Of the total, \$107,330,150 was for modern cars and buses. The remaining \$32,685,000 was for construction of three modern bus garages, for modernizing central shops and tools, for converting streetcar routes to bus operation, for converting carhouses to bus garages, for off-street bus terminals, for automatic crossing gates, and other facilities.

During 1957, CTA received and placed in service 169 motor buses and 158 "L"-subway cars, making a total of 4,286 transit vehicles purchased since the start of its modernization program.

Revenues of CTA in 1957 totaled \$124,472,935, an increase of \$4,279,381 over 1956, due primarily to an adjustment of fares at mid-year. Operation and maintenance costs were \$106,761,401, an increase of \$4,050,094, or 3.94 per cent, because of increased wage and material costs which reflected prevailing economic conditions.

Debt service requirements totaled \$8,024,366, a decrease of \$66,008. The deficit in depreciation reserve deposits, standing at \$223,611 at the end of 1956, was reduced to a deficit of \$180,690 at December 31, 1957.

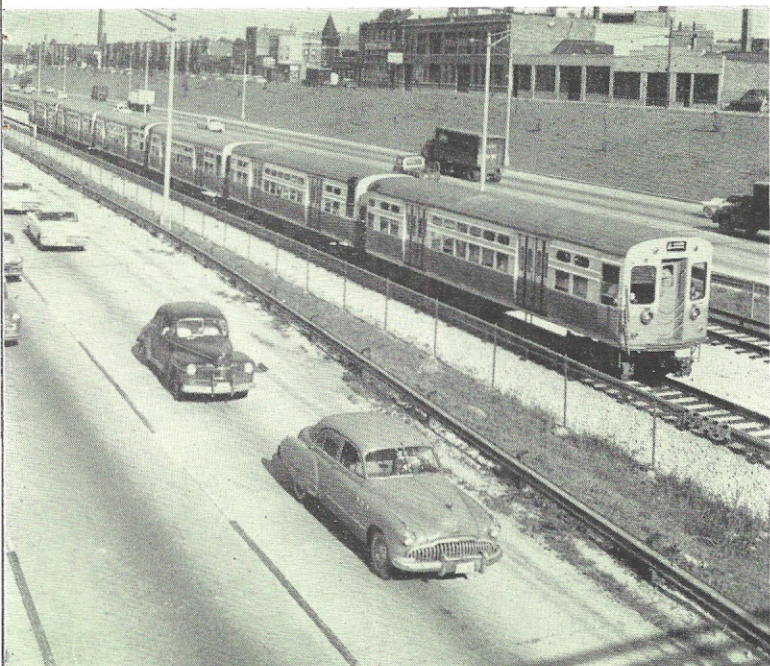
Revenue passengers for 1957 totaled 582,065,867, down 39,216,699 from the total of 621,282,566 in 1956. Surface system revenue passengers totaled 469,785,257, a decrease of 7.09 per cent from 1956; rapid transit system revenue riders totaled 112,280,610, a decrease of 2.92 per cent from 1956.

Payments to the City of Chicago, the Chicago Park District and the State of Illinois during 1957 totaled \$997,006, divided as follows:

To the City of Chicago—\$196,696 in taxes on electric power, \$300,000 for street paving, \$291,336 for subway rental, and \$16,527 for vehicle licenses and other fees, totaling \$804,559.

To the Chicago Park District—\$100,000 for wear and tear on boulevard pavement.

Annual Report



BLAZING THE trail—Chicago's new West Side Subway, America's first subway conceived, designed and built as an integral part of a multi-lane automobile expressway, introduces new era in mass transportation in populous urban centers. The new subway went into service June 22, 1958. This is a view looking east from Central Park Avenue during a week-day afternoon rush hour. Combining rail rapid transit in a grade-separated multi-lane expressway increases the passenger carrying capacity of the facility at least three-fold at only a fractional additional cost. Construction of this precedent-setting subway project was financed by the City of Chicago, but highway funds of four agencies—the City of Chicago, the County of Cook, the State of Illinois and the Federal government—contributed substantially to financing the cost of right-of-way, the increased length of local street over-pass bridges, and drainage required for the subway.

To the State of Illinois—\$92,447 for taxes on electric power and vehicle licenses.

Among the service changes noted in the report was the conversion of the N. Clark street portion of the Clark-Wentworth streetcar route to bus operation. The south portion of the route, between 81st and Halsted streets and Kinzie and Clark streets, was converted to bus operation June 21, 1958, marking the end of streetcar operation in Chicago.

On the rapid transit system, 1957 was notable for the elimination of the remaining wood-steel rapid transit cars. All of CTA's rapid transit service is now operated with all-metal cars only. During the year, considerable work was performed by CTA forces, as a contractor for the City of Chicago, on the new West Side Subway, which went into service June 22, 1958.

For the third consecutive year, CTA in 1957 set a new public safety record, the number of public accidents and fatalities being less than in any year in CTA's history.

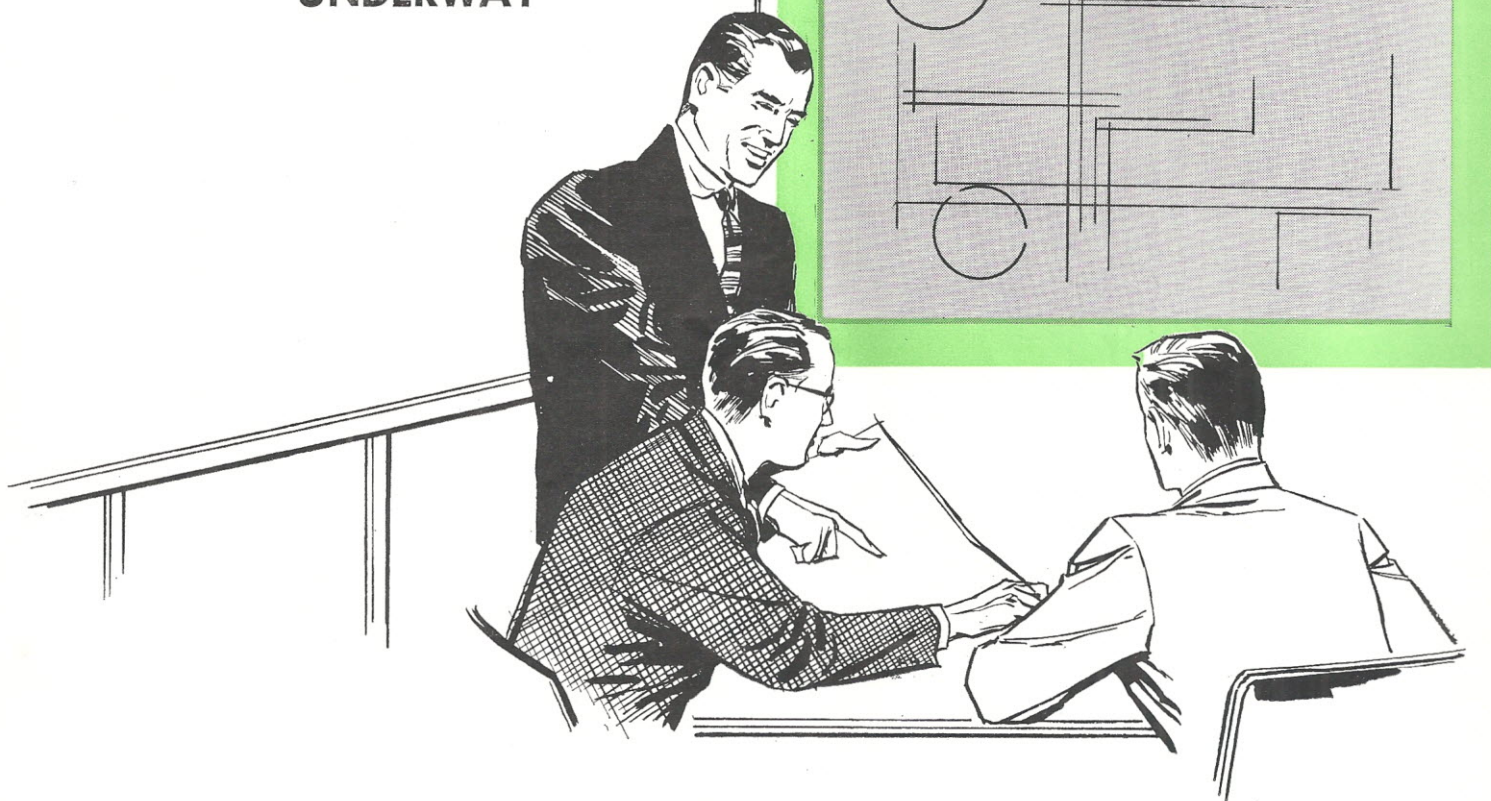
Reduction of passenger accidents was a special target in

1957. During the year, the number of passenger accidents, and the passenger accident frequency for both the surface and rapid transit systems were the lowest in the past four years. The surface system traffic accident frequency rate for 1957 was slightly higher than the record low of 1956, but was the second best rate in the history of CTA.

At year end, CTA had 14,323 employees, down 177 from the 14,500 at the end of 1956, and a decrease of 9,045 from the 23,368 employees in service at the dates of acquisition of CTA properties from predecessor companies. During the year, 544 employees retired on pension and 361 pensioners died.

James R. Quinn, a member of Chicago Transit Board since its organization in 1945, was reappointed by *Mayor Richard J. Daley* to a seven year term expiring September 1, 1964. *Philip W. Collins*, who had also been a member of the Board from its inception, died February 13, 1958, and was succeeded by *Edward F. Moore*, who was appointed by *Governor William G. Stratton*, effective May 1, 1958.

HIGH-PERFORMANCE CAR COOPERATIVE TEST PROGRAM UNDERWAY



ORGANIZATION OF a \$250,000 cooperative research and development program to step-up the progress of the high-speed era in urban transportation heralded by Chicago's new West Side Subway, was announced July 31 by *V. E. Gunlock*, chairman of Chicago Transit Board.

America's first significant project to combine rail rapid transit with a grade-separated, multi-lane expressway (the Congress Expressway), the new subway is credited by transit experts with marking an epoch in urban area transportation.

Objectives of the research program are the development and testing of lightweight rapid transit trucks, gear drives, axles and auxiliary braking specially designed for high-performance operation of lightweight, all-metal rapid transit cars in the rights-of-way of multi-lane, grade-separated expressways.

High-crest speed of upward of 75 miles per hour, a longer period of acceleration at the fast rate of three and one-

half miles per hour per second, and enhanced passenger comfort and safety are the results expected.

CTA's associates in this latest of its pioneering ventures are the Transit Research Corporation of New York; the Westinghouse Electric Corporation of East Pittsburgh, Pa., the General Electric Company of Erie, Pa., the Budd Company of Philadelphia, the General Steel Castings Corporation of Granite City, Ill., the St. Louis Car Company of St. Louis, Mo., the Dana Corporation of Toledo, Ohio, the Westinghouse Air Brake Company of Wilmerding, Pa., American Steel Foundries of Granite City, Ill., the Timken Roller Bearing Company of Canton, Ohio, and SKF Industries, Inc. of Philadelphia, Pa.

Five of the 100 rapid transit cars now being built for CTA by the St. Louis Car Company are to be equipped with the products of this research and development program. These five cars, each a single unit, double end car, will be test-operated as a train in the West Side Subway service, beginning next Spring or Summer.

All of the participants are making substantial financial contributions to the research and development program. Engineering services and some components are to be provided on a cut-down cost basis; other components are to be provided on a long-term test basis with option to purchase, and still other components are to be provided without cost.

"In our opinion," Mr. Gunlock said, "the integration of rapid transit with the Congress Expressway has launched a new era in transportation for heavily-populated urban areas. With proper equipment and operating methods, this combination of transportation facilities can meet today's needs in moving masses of people faster, safer and with greater comfort.

"Furthermore, integration is the efficient, economical approach to a solution of large urban area transportation problems. At only a fractional additional cost, the passenger-carrying capacity of an expressway can be increased at least three-fold, thus reducing the need for additional tremendously costly multi-lane expressways. Consequently, the utmost value can be obtained for each dollar spent for transportation facilities.

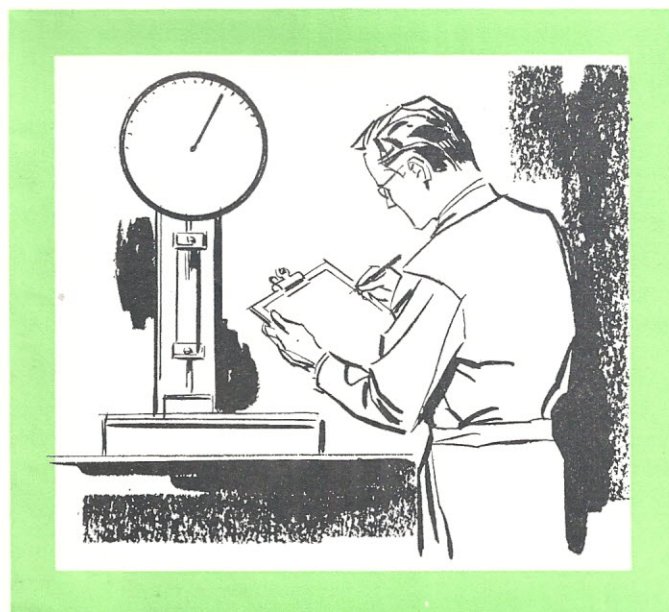
"Chicago is committed to the principle of combining rapid transit facilities with programmed additions to its



expressway system. CTA and its associates in this research and development venture are fulfilling their obligation to design transit equipment for this new era in urban transportation."

St. Louis Car Company, using Transit Research Corporation designs, will build three car-sets of trucks (one set for each of three cars).

One set will be equipped with General Electric 100 h.p. motors, G.E. axles and gears, a conventional propeller shaft,



Transit Research Corporation's conventional center-bearing support for the car body, and a combination of coil steel and rubber springs. G.E. control equipment will be installed.

The second set of trucks will be equipped with Westinghouse 100 h.p. motors, and the Dana Corporation close-coupled gear drive unit which eliminates the conventional propeller shaft. The body will be supported by center plates with side bearings, and the springs will be a conventional combination of coiled steel and rubber.

The third set of trucks will be equipped with Westinghouse 100 h.p. motors, a Dana Corporation drive unit incorporating a torque tube instead of the conventional propeller shaft, center bearing car body support, and flat leaf springs. Westinghouse controls will be used with the motors for these two car-sets of trucks.

General Steel Castings will build one car-set of trucks to its own specifications. This set will be equipped with General Electric 100 h.p. motors, G.E. gear units, a conventional propeller shaft, center bearing support for the car body, and a combination of coiled steel and rubber springs. Control equipment will be supplied by G.E.

The Budd Company will build one car-set of trucks to its own specifications, and equip them with Westinghouse 100 h.p. motors and the close coupled gear drive unit that eliminates the propeller shaft. The body will be supported on a combination of center and side bearings, and will rest on air springs. Control equipment will be supplied by Westinghouse.

Gear and axle unit bearings will be supplied by Timken and SKF for all five car-sets of trucks.

The 100 h.p. motors and controls to be used were recently developed through a co-operative, cost-sharing arrangement CTA had with Westinghouse and General Electric.

CTA Operators' Training Program Lauded

CTA'S METHOD of training bus operators was lauded in a recent issue of Chicago Traffic Safety Review, monthly publication of the Citizens Traffic Safety Board of Metropolitan Chicago, which credited this activity as being largely responsible for giving CTA, in 1957, the best public safety record in its history.

The article described the three areas of training activity carried on which have contributed to this successful record.

The first of these areas is initial training which includes a standardized 15-day program consisting of 28 hours of class room instruction, 16 hours of out-of-service practice driving, and 76 hours of in-service driving under supervision. This program not only teaches new employees all phases of bus operation, but concentrates special attention throughout on the development of safe driving habits.

The second area is refresher training. Activity in this area is devoted to providing in-service instruction and formal programs off-the-job to special groups of operators, or to all operators, on particular subjects where the group has fallen below acceptable standards.

The third area, and newest of all training at CTA, is retraining. In this phase activity is concentrated on individual operators who have specific problems. Special concentra-

tion in the form of an accident retraining program has recently been initiated for operators whose accident experience is higher than normal.

This program consists of two phases. The first phase is a "standardized review" in which every operator who has an accident is interviewed by his station superintendent to determine his particular faults. If retraining in driving skills seems indicated, the superintendent sends the operator, on his own time, to the second phase of the program—the retraining clinic.

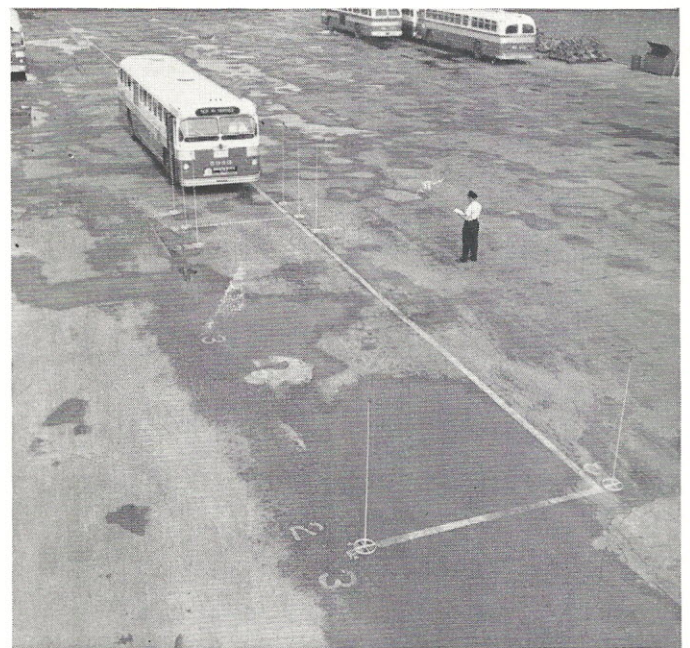
At the clinic, a specially trained instructor interviews, observes, evaluates, tests, retrains, and then qualifies or disqualifies the operator assigned to him. The average time an operator spends at the clinic is approximately two days. This time may be increased, depending on the operator's ability to perform satisfactorily.

There are now 28 instructors fully qualified to conduct the clinic, and more will be added as this program is made systemwide in 1959.

The fact that all areas of training are paying off is evidenced by the progress already made in the reduction of public accidents, even though exposure to accident possibilities is increasing with the growing number of private vehicles with which CTA must share the streets.



THE CTA retraining clinic is designed to determine and overcome the particular driving problems of high accident drivers. In this picture, *Instructors Edward Swanson (left), and Miles DeWitt* demonstrate how an instructor uses a diagram board and miniature vehicles during an interview to demonstrate how a particular accident occurred and what the driver did to try to prevent it. This is the first step an instructor takes to determine a driver's specific retraining needs.



AFTER THE interview, and on an out-of-service performance ride, the driver's ability to steer and maneuver a bus is tested in one of CTA's two large practice areas at North Avenue and 77th stations. In this picture, the instructor is measuring the driver's ability to keep his left front wheel on a painted line while operating at about 25 mph, and to make a smooth stop at the crossline shown at the front of the picture.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

She Traveled By Land, Sea and Air

ACCOUNTING—(General) — *Astrid Platto* went sightseeing in Richmond, Williamsburg and Jamestown, Virginia, and then took a steamer cruise up Chesapeake Bay from Norfolk, Virginia, to Mt. Vernon, Virginia; Washington, D. C., and Annapolis and Baltimore, Maryland. A trip by air to New York City to visit her sister and her sister's husband concluded her trip . . . *Kenneth McNeely* spent his vacation taking short trips in and around Chicago.

Barney Kane transferred to this section from Payroll.

(Revenue)—*Beatrice Cawley* recently became engaged to *Paul Dietterle*. Their wedding is planned for next June.

Esther Bragg visited Milwaukee, went to the races and sunned herself on the beach during her vacation . . . *Ann McAndrews* traveled up to Wauconda and other points in the northern Illinois lake region.

Daughter Is Wed

Pauline Torrey's daughter, *Gloria*, was married to *William Meier* July 12. After a reception in North Center hall, the couple left for a honeymoon in Wisconsin . . . *Florence Parrott's* daughter, *Judy*, was married to *Michael O'Neill* July 5 at St. Mathias' church rectory.

Judy Kassman returned to work after being confined with a back injury suffered when she was struck by a car recently.

Theresa Hayes presently is on the sick list.

Alice Arken and her husband vacationed at the Whitcomb hotel at St. Joseph, Michigan, where they enjoyed the sun deck and the delicious food . . . *Rose Krown* and her husband drove to Harvey's lake, Pennsylvania, via the turnpikes and also visited friends in the East.

(Property Accounting)—*John R. Boland* and his wife recently became the parents of a daughter, *Kathleen Denise* . . . *Patrick Clifford* and his wife, *Nancy*, who formerly worked in the Insurance Department, recently welcomed a son . . . The *John Dunnes* named



NOW YOU SEE IT—NOW YOU DON'T

THIS LUXURIANT beard belonged to *Stationary Engineer Arleigh Gruetzmacher*, South Shops, who recently competed in a beard-growing contest held as part of a centennial celebration in his home town, Paynesville, Minnesota. Arleigh, whom his fellow-workers dubbed "*General Grant*," lost out when the judges, unable to decide the winner, had Arleigh and the other three finalists draw straws. At left, his beard is coming off and, at right, he looks again the way he did six months earlier when he started growing his whiskers.

Reported by *Evelyn Clark* and *Frances Louward*

twins, born July 3, *Brian Patrick* and *Lauren Michelle*. *Mrs. Dunne* is the former *Alice Wallensack* of this section.

(Voucher)—*Doris Stahl* spent a day sightseeing in San Francisco before flying to Hawaii. Spending six days on the outer islands of Maui and Kauai, she climaxed her stay in Honolulu, where she enjoyed a native feast. On her return, she stopped off in Bellflower, near Los Angeles, to visit *Leon Salisbury*, retired CTA employe, and his family, as well as other friends.

Irma Krown, along with *Thomas O'Brien*, Internal Auditing, and his wife, traveled to New York City, and then to Quebec, Canada, via the New England states. They returned to Chicago by traveling through Buffalo, New York; by Niagara Falls and around the Great Lakes into Michigan. Riding over the new Mackinac bridge, they traveled through upper Michigan and Wisconsin.

James Touhy visited Ottawa, Illinois, shortly before floods in-

undated that town. He also vacationed at Wauconda.

(Internal Auditing)—*Walter H. Jandt* was named commander and *William W. Worcester* of the Schedule-Traffic Department senior vice-commander of CTA Post No. 1216, American Legion, recently.

(Material and Supplies)—*Harriet Kryzan* spent her vacation in Waukesha, Wisconsin . . . *Helen Franson* attended her high school reunion dinner and dance in her home town of Port Wing, Wisconsin. She also visited her sister in Bayfield, Wisconsin.

(Budget)—*Robert Baxter*, who intended to fish in northern Michigan, had his plans spoiled by heavy rains and high waters.

(Payroll) — *Marie Havlik* was transferred to Revenue Accounting recently.

Olive Batterby drove to Washington, D. C., and then on to Virginia where she visited her family home before continuing southward to St. Petersburg, Florida.

—HELEN A. LOWE and MABLE I. POTTHAST

Helicopter Pilot Drops In On His Folks

BEVERLY—*Ted* and *Bess Dexter's* son, *Ted, Jr.*, a helicopter pilot stationed at Camp Campbell, Kentucky, recently visited his folks, who were at their farm in southern Indiana. He landed the 'copter right in the *Dexter's* barn yard.

Mr. and Mrs. John Healy visited their daughter and her family in Frankfort, Germany, and saw their new grandson for the first time.

Donald De Jonge, son of *Gabriel* and *Mable De Jonge*, exchanged wedding vows with *Beverly Bowman* at St. Helena's church July 5.

Ed and *Clara Maloney* became grandparents for the 14th time when *Katherine Ann Maloney* was born recently.

Back at work after suffering serious injuries in an automobile accident in June is *Carl Wander-son*.

Hurts Shoulder

John DeWhite, who suffered a dislocated shoulder when he fell from a ladder, presently is away from his job.

Jack and *Dorothy Falsey* visited her mother in Park Falls, Wisconsin . . . *Mrs. Frances Zesch* was discharged from the hospital in time to accompany *Barney* on a fishing trip to Lake Alice, near Tomahawk, Wisconsin.

Walter and *Kathleen O'Connor* vacationed on his brother's farm near Mauston, Wisconsin. While there, they were joined by another of *Walter's* brothers, *Jack*, and his family . . . *Supervisor Ernie Frank* and his wife, *Jennie*, enjoyed two weeks at their cottage on Pell lake . . . *August* and *Adina Schwartz* fished at South Haven, Michigan. . . . *Ed O'Connor* loafed and fished at Three Mile lake near Paw Paw, Michigan.

Art and *Cecelia Schwappach* visited in Dresback, Minnesota, and then traveled to southern Illinois . . . *Mike Hynes* and his family vacationed at their summer cottage on the Kankakee river . . . *Art* and *Mary Pinelli* visited *Mary's* cousin, a priest, at a Trappist monastery near Dubuque, Iowa.

Edward Wotton Dies

EDWARD (TED) WOTTON, 76, retired consultant on equipment maintenance for the former Chicago Motor Coach company, died July 10 at Fort Lauderdale, Florida.

Mr. Wotton, came to New York City from his native England in 1906 under contract to the Fifth Avenue Coach company to operate the first motor bus in the United States. After the firm purchased additional buses, he trained men to operate them. Later taking charge of bus maintenance, he saw the company's fleet grow to 350 vehicles in the next 17 years.

On March 3, 1923, he came to the Chicago Motor Coach company, and, on May 1, 1924, became superintendent of equipment. Subsequently, he developed many innovations in bus motors and construction, while the fleet increased from 60 to 600 buses.

On February 1, 1939, he attained the position he held at the time of his retirement on January 1, 1952.

Mr. Wotton is survived by his widow, Mae.

Mr. and Mrs. Clyde Eaton visited Syracuse, Buffalo, Little Falls and other points in New York state . . . George and Ann Cregar spent several days in Phoenix, Arizona, during a tour of the West . . . Clifford Howard visited his mother in Harrison, Arkansas.

Ray and Dolores Tonn drove to Moline, Illinois, to help Ray's mother celebrate her 86th birthday. . . . Nick Dop and his friends fished at a lake near Madison, Wisconsin . . . Mr. and Mrs. Harold Bradshaw took their two grandchildren for an outing to Sisters Lake, Michigan.

Clerks Tom McGuire and Walter Daly were glad to return to work since it rained every day during their vacations . . . Frank Zellner and his three sons traveled to Onaping, Ontario, for some fishing . . . Oscar and Grace Benson toured the West with stops at Phoenix, Arizona; Las Vegas, Nevada, and San Pedro, California.

The Elmer Balloks visited New Orleans . . . Supervisor and Mrs. Jack Shaw spent a month at their summer cottage on the Kankakee river near Sumara, Indiana . . .

Mr. and Mrs. Joe O'Sullivan and their two sons had a good time re-discovering Chicago . . . George Tidd spent his vacation showing Chicago to his sister, Rose, who is from California.

George Granville, Tom Canning and Tom Geary enjoyed two weeks of just plain loafing . . . The John McCrea family went boating and fishing at Gun Lake, Michigan . . . Mr. and Mrs. Dan Murphy visited their son and his family in Mahwah, New Jersey . . . Ray Dobbertin explored nearby lakes and streams with his rod and reel.

Virgil and Evelyn Trimmer marked their 23rd wedding anniversary, and Steven and Victoria Bagrowski, their 34th anniversary, recently . . . Emil and Pearl Beck chalked up 37 years of married life July 21.

A double wedding anniversary celebration was held by John and Florence McMullen, who marked their silver wedding anniversary August 17, and by their son, John, Jr., and his wife, Lois, who will be married two years on August 27.

Frank and Helen Chard celebrated their silver wedding anniversary August 3, while the Roy Andersons will round out an even 20 years on August 24 . . . Supervisor Leonard Brezak and his wife, Alice, marked their 19th anniversary on August 11.

Operator Tom Spratt suffered the loss of his mother recently.

Supervisor Walter Bayer and his wife, Jane, visited their new grandson out in California and then spent two weeks in Lake Worth, Florida.

John and Ruth Hogan became the parents of their 12th child, Andrea, who was born July 16.

Foreman William Magee and Assistant Foreman John Granville were transferred to Archer station recently. Replacing them are Foreman Mike Cunningham and Assistant Foreman John Grant.

—FRANK M. BLACK

This Couple Really Got Around

ELECTRICAL—Carl Wolf, electrical engineer, and his wife, Margaret, visited Scotland, England, The Netherlands, Belgium, France, Switzerland, Germany, Denmark, Sweden and Norway. They used almost every mode of transportation—airplane, train, bus, steamer, automobile, and motor launch.

Joseph Nagrodski, East 63rd substation, visited friends in Pittsburgh and then motored to Niagara Falls, New York. He also traveled along scenic roads through New England . . . Draftsman Fred Hunsche wrote from Seattle, Washington, that he was at "a good place to test the old golf clubs."

Bernard Toal, operator at Harding substation, flew to the Emerald Isle to kiss the Blarney stone and to visit relatives and friends.

. . . Arvin Wilmont, operator at Harding substation, motored to the Straits of Mackinac. He enjoyed his stay at the Grand Hotel on Mackinac Island . . . George Nelson, supervisor of personnel, and his wife, Clara, vacationed in Rhinelander, Wisconsin, and northern Minnesota.

Thomas Johnson, chief operator at 20th street substation, visited his son at Biloxi, Mississippi, and then traveled to Sarasota, Florida, where he went deep-sea-fishing and caught a 123½-pound tarpon. He also visited St. Petersburg.

—GILBERT E. ANDREWS

Open Road Leads To California, Mexico

GENERAL OFFICE—(Transportation)—On a month's vacation, the Quetschke family, Bob, June and the youngsters, Phil and Bob, heeded the call of the open road and trav-

TRANSITAD

FOR SALE — Three lots in Round Lake, Illinois. One business lot 25 by 125 feet on Cedar road. Two adjacent residential lots 40 by 125 feet each on Maple street. Will sell one or all three. For further information write **George P. Shortley**, 418 Schafer road, Hayward, California.

eled over 6,000 miles across several states, over many beautiful mountain ranges, and down the west coast. They stopped at Disneyland, Marineland and the famous Forest Lawn Cemetery. After visiting Mexico, the Quetschkes called at the home of Dale and Roy Rogers in Phoenix, Arizona, whom they know through a mutual friend.

John Francis, Jr., only son of Radio Dispatcher Jack Krause, died suddenly in New York recently, only a short time after the birth of Jack's grandchild, John Francis III.

Marie Krausman spent her vacation at home entertaining informally in her kitchen an unusual group of individuals, the plasterer, the painter and the plumber.

Mr. and Mrs. Walter Lesiak, father-in-law and mother-in-law of

WAY UP NORTH



WHILE ON his way up to Kapuskasing, Ontario, in the Arctic, John Blais, former conductor, 77th, stopped off at Kirkland, Ontario, to do some fishing. At left are the six husky northerners that fell prey to his hook and behind him, nailed to the wall of the barn, are pelts of two bears that were killed the day before his arrival. Although it was cold enough for John to wear a light jacket, at Kapuskasing, undoubtedly even warmer clothing was called for as the temperature sank to a low 34 degrees during his stay. Enroute to Kapuskasing, he also stopped at Cochran and James Bay, Ontario.

Reported by Joe Smith

Max Willaucus, Information, had their pictures in many Chicago neighborhood newspapers on their 50th wedding anniversary.

Mickey Daly spent a week's vacation with her sister, *Mrs. Floyd Davis*, looking over her new home outside of Middletown, New York. Scenic drives through the foothills of the Catskill mountains, luncheon dates with nieces and nephews, plus plenty of rest and sunshine, made the week pass all too quickly.

(Public Information) — *Clerk Tom Hartnett* spent two weeks visiting a brother in Norwich, Connecticut. While there, he made a side trip to New London, Connecticut, where his nephew is employed at the submarine base. Tom saw the world's largest submarine, which can fire nuclear missiles, under construction. He also went on a sightseeing tour of New York City.

John A. Burgeson, service representative, spent two weeks of his vacation in St. Louis, where he took two weeks of training with his Army Reserve unit. John is a major in the Army's Transportation Corps.

Julia Riordan and a friend flew to Miami Beach, Florida, where they made sight-seeing trips and soaked up lots of sunshine.

Nancy Heavey, Steno I, plans to enter the Mother House of St. Joseph, a convent of the Dominican order, in Adrian, Michigan, on September 8. Nancy will study to become a teaching nun. She will leave CTA on August 22.

Ellyn M. Miller, editorial assistant, suffered the loss of her grandfather, *Edwin Hoyt*, who died suddenly, on July 21. Funeral services were held July 25 at Visitation church. Interment was in St. Mary's cemetery.

—JULIE PRINDERVILLE

She'll Be Fingering A Different Keyboard Now

GENERAL OFFICE — (Training and Accident Prevention)—*Typist Geraldine (Jeri) Falcone* left CTA August 1, and sailed on August 9 for Rome, Italy, where she plans to continue her study of the piano at St. Cecelia's Conservatory of Music.

Michael McCarthy, accident record clerk, vacationed out west. Leaving Chicago by plane, his first stop was Mesa, Arizona, where he visited friends and also the Cubs'

training camp at Rendezvous park. From Mesa, Mike traveled to Camp Pendleton, California, to see his brother, *Staff Sergeant Edward McCarthy*. He then went on to Los Angeles to visit his uncle.

John Baker, his wife, *Marion*, and their two boys, *Jimmie* and *Joel*, packed their camping equipment and took off for a trip to Rocky Mountain National Park... *John Hartnett* also went on a camping trip to Fort Riley, Kansas, but he was accompanied by the whole 327th Military Police Battalion of the Illinois National Guard reserves.

A son, *Brian John*, was born to *Rose* and *Dick Perry* recently. Rose formerly worked as a stenographer in this department.

(Engineering) — *Stanley Forsythe*, general superintendent of engineering, has a new grandson, *Richard Alexander Forsythe*, who will carry on the family name. His proud parents are *Tom* and *Marilyn Forsythe*, who also have a little girl, *Cady*.

George Uding, equipment engineer, and his wife celebrated their 25th wedding anniversary recently in Loudonville, Ohio, where George is serving as a residential inspector at the Flxible company.

James Murray presently is confined to West Suburban hospital.

Vacation In Michigan

(Specifications)—*George Adams* and his family motored to Mackinac, Michigan, for their vacation while *Jim Hrubes* and *Jack Larkin* decided to spend their time looking over their estates.

Zita Gyuricza suffered the loss of her husband, *Leslie*, recently.

(Building and Structures)—*Jean Gagy*, stenographer, who recently resigned to become a full-time housewife, was presented with a farewell gift at a surprise dinner held in the Wrigley Building dining room.

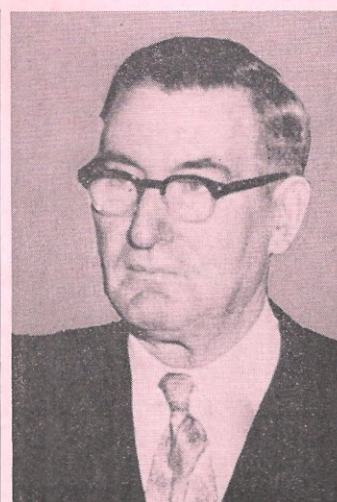
Johanna M. Anthon, mother of *Harold S. Anthon*, engineer of buildings and structures, died July 24. She was the widow of the late *Peter Anthon*, former superintendent of construction. Funeral services were held July 26 at the Lutheran Church of the Redeemer. Interment was in Acacia cemetery.

(Industrial Safety)—*Robert J. Egerter*, safety coordinator, is no longer an eligible bachelor. He married *Betsy Jean Surrey* at a recent evening ceremony performed at Trinity Lutheran church, Long Lake, Illinois.

HOLD RITES FOR J. P. HART

FUNERAL SERVICES for *John P. Hart*, 65, retired station superintendent of Keeler and Limits stations who died July 24 after a long illness, were held July 26 at the chapel at 7710 W. Addison street. Burial was in Irving Park cemetery.

Mr. Hart, who retired last May 1 after more than 38 years of service with CTA and the former Chicago Surface Lines, began his career on January 14, 1920, as a streetcar motorman. Assigned to the old Armitage station, he operated cars on the Milwaukee avenue line. On March 1, 1926, he became a street supervisor assigned to Limits, Armitage, Central-Division and Devon stations. He attained the position of assistant division superintendent at Armitage and Division on January 10, 1944, and on January 16, 1955, he was appointed to the



position he held at the time of his retirement.

Mr. Hart is survived by his widow, *Laura*; a grandson, *John C. Hart*, and a great-granddaughter, *Lori Hart*.

(Employee Suggestion Department)—*Kay Corcoran*, along with *Mary Berry* of Insurance, returned from a vacation in Florida with memories of a "fabulous" trip to Miami Beach. They also took in the sights at Fort Lauderdale, Pompano Beach, and Cypress Gardens, and then ended the trip with an enjoyable visit with *Michael Korousy*, formerly executive secretary of the suggestion plan, and his wife at Clearwater Beach.

Russ Warnstedt and his wife, *Ruth*, tried out the new Calumet Skyway when driving to Battle Creek, Michigan, for their vacation.

—MARY E. CLARKE

Make Quick Trip To Emerald Isle

KEDZIE—Operator *Pete Barrett* and his wife took a trip to Killarney and Galway, Ireland, to visit relatives and friends whom they haven't seen in some years. They enjoyed their 11½-hour airplane trip from Chicago to Shannon, Ireland.

Chief Janitor *George Wilson* and his wife, *Anna*, celebrated their 46th wedding anniversary on July 8... Others marking wedding anniversaries recently were *Paul* and *Jeanette Gunther*, their 35th. and

Charles and *Lillian Seebach*, their 34th... *Irving* and *Catherine Behling*, who rounded out 30 years of wedded life June 23, were joined in their celebration by their son-in-law and daughter, *Peter* and *Mary Kois*, who also celebrated their seventh anniversary on the same day.

Operator *Edwin Hoeller* recently married *Miss Ruth Byles* at the Galewood Congregational church.

—C. P. STARR

Operator, Wife Welcome Little Girl

LIMITS—Operator *George Cologeorgen* and his wife became the proud parents of a baby girl recently.

Frank Bartus and his wife suffered the loss of her mother.

Pete Cunningham, *Henry Seidel* and *Newton Myers*, who vacationed in Northome, Minnesota, said the fishing was good and the weather was fine.

Men, when you return from your vacations, please tell your reporter about your trips. Any pictures you had taken also will be welcomed. The more news this column has, the better it will be.

—IRVING J. METZGER

HE'S ALL SET



NOW REPAIRMAN Pete Jocius, (center) Kedzie, can go fishing whenever and wherever he pleases. Pete, who retired July 1 after 32 years of service with CTA and the former Chicago Surface Lines, was presented with a fishing outfit, which included rod and reel, and tackle box, and feted at a party by his fellow workers, some of whom posed with him for this picture.

Reported by C. P. Starr

Visits Daughters, Subway In East

LOOP—(Agents) — Part of Elizabeth Docherty's vacation was spent with her daughter, Betty, in Pittsburgh, Pennsylvania, and part in Connecticut with her other daughter, Patricia, who met Elizabeth in New York City. On her return, she stopped again in New York for a few days and had a busman's holiday riding the subway.

Margie Arnold, whose father presently is ill, spent her vacation in Pittsburgh with her parents . . . Kathleen Arnold flew to Bangor, County Mayo, Ireland. Her itinerary also included Dublin and London, England.

A resort at Waukesha, Wisconsin, was the spot picked by Marie Blanchfield to relax . . . Kathryn Leahy tried to cheer up her daughter, who had been ill, while vacationing around the Chicago area. . . Also vacationing in Chicago-land was Katherine Johnson.

At this writing, Robert Doherty is on the sick list.

—EDITH EDBROOKE

Seven Mark Years Of Wedded Life

NORTH AVENUE—Celebrating wedding anniversaries were Henry (Hank) Richter, his 29th on August 7; your reporter, Joe Hiebel, his 29th on August 6; George Baehr his 35th on August 8; Eddie Wehmeyer, his 34th on August 9; William Mediema, his 21st on August 14, and Herb Schmutzler, his 28th on August 16 . . . Henry Lockowski will celebrate his 35th on August 29.

Arthur Ecker, who vacationed in the Bahamas, reported plenty of beautiful scenery and good weather. However, many vacationers ran in to rainy weather. Among those confined to the back porch were Harold (Red) Forster, Nick De Fino, Tom Frei, Tom Cumane and your reporter . . . However Eddie Anderson and Phil Smith had good weather on their trip to Grand Rapids, Michigan . . . George May has pleasant memories of his trip to Washington, D. C.

Frank Buetow packed his fishing gear and left for International Falls, Minnesota, to see if the fish were biting . . . Ray Stratton is still raving about his trip along the Pacific coast . . . Bob Kelley vacationed in Wisconsin . . . Joe Lynch, who made a trip to Mexico, said that he would like to go there again.

Raymond Ebel, Jr., son of Collector Ray Ebel, and Charlene Dortha Wendt were married in Austin Trinity Methodist Church recently. A reception was held at the Austin Fine Arts club.

Jerry Hayes took his pension August 1.

Supervisor Owen Call's son, Eugene, recently was awarded a scholarship, bestowed by Division 241, A.A. of S.E.R. and M.C.E. of A., to De Paul university. Daniel J. McNamara, Division 241 president, made the presentation.

Operator Julius (Ted) Tedeschi became a grandpappy last month.

—JOE HIEBEL

What Did He Catch — Minnows?

NORTH PARK—Instructor Ed Brodd did some "deep sea" fishing around Bruce, Wisconsin, during his vacation.

David Benson, son of Operator Robert S. Benson, who was stationed with the Marine Corps on

Okinawa, was recently transferred to Indonesia for patrol duty.

Operator P. Van Ausdelt went on pension August 1.

Clerk Haddon Phillips is ill in Wesley Memorial hospital, at this writing.

Robert Arendt, an operator, has transferred into the office, and currently is fare box and transfer clerk at North Park.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Goes Marching, Then Goes Vacationing

PURCHASING AND STORES—Bill Unwin, South Division, was one of the proud marchers in the Medinah Division of the recent Shriners' parade. He and his family vacationed at Shawano, Wisconsin.

Ed Olsberg, stock clerk at Division and Western, returned to work after a recent illness.

Martha Jugin, South Division, basked in the sun in New Orleans. . . . Joseph McClowry, South Division, toured the West and Northwest during his vacation.

Edward DeStefano and Eddie Davis presently are on the sick list.

Stanley Hall and his family had a good time at Crystal Lake, Wisconsin.

—DAGMAR McNAMARA

First To Germany, Then To Yugoslavia

SCHEDULE-TRAFFIC—Margaret Rosich left Chicago July 5 via Lufthansa Airlines for Frankfurt, Germany. She then traveled by train to Zagreb, Yugoslavia, and Rome, Venice and Florence, Italy.

Andrew DeGrazia drove to Wisconsin to do a little fishing . . . James Brennan drove his new car to Florida to visit his folks . . . Joseph Viola journeyed to Cincinnati, Ohio.

Other recent vacationers included Joe Sabol, Michael Dore, Roy Williams and Herbert Vahl. Although we have not heard any tales of oversized fish or other exciting events, we do suspect a lot of work on various homes was accomplished.

Becoming grandfathers again were Edward Feinberg, when John Steven arrived on July 6, and Joseph Werner, when Cynthia Lee Taylor was born June 19.

Arvin Kreutzer's wife passed away July 14 after a lingering illness.

—GERTRUDE F. ANDERSON

Little Girl Gets New Playmate

77TH—Clerk Bill McCarthy and his wife, Eleanor, recently welcomed a new baby, Mary Therese, who now keeps her sister, two-year-old Karen, company.

Janitor Ed Henry's wife, who recently was hospitalized for a chest ailment, is now at home and feeling better.

Superintendent John Knerr took over while Superintendent Jack Theis was on vacation.

Supervisors John Crossan and Vince Rutkowski are back at work after recovering from a bad street accident.

—JOE SMITH

Honor Retiring Board Member

69TH—More than 50 men and some of their wives met at McKown's restaurant, 8043 S. Ashland avenue, to honor Tom Coughlin who retired July 1 after over 45 years of service. He was replaced as

FAMILY ON WHEELS



MEET THE Laziskys who spend much of their spare time enjoying a common hobby—roller skating. From left, in this picture, are Repairman Bernard, Beverly; a daughter, Bernadine, 16; Mrs. Lazinsky; and daughters Mary Ann, 18, and Cynthia, 11. Each Saturday, the five journey to a roller rink in Evergreen Park to engage in their favorite pastime.

Reported by Frank M. Black

board member, Division 241, A.A. of S.E.R. and M.C.E. of A., by Operator *Chester Williams*.

Sam Valloni's son, *Donald*, who is in the U. S. Navy, after making two trips to the Orient aboard the aircraft carrier *Hornet*, recently was home on a 28-day leave. *Donald* brought back numerous souvenirs.

Chief Clerk *Art Lipphardt* was on a vacation in Minnesota, but came back home in a hurry because, he said, the winter season had already set in up there.

As your new reporter, I hope to have a column full of news each and every month.

—WILLIAM E. BIHLMAYER

In-Laws Celebrate 70th Anniversary

SKOKIE SHOPS—*Joseph* and *Anna Melnikoff*, parents of *Machinist Julius Elinbogen's* wife, *Rose*, recently celebrated their 70th wedding anniversary with a party attended by all of their eight children, 12 grandchildren and eight great-grandchildren. The couple, married in 1888 in Kiev, Russia, came to this country 55 years ago. *Joseph*, 97, and his wife, 87, still do their own housekeeping. *Julius* and *Rose*, in a recent 7,000-mile trip out west, visited the Grand Canyon, Arizona; Las Vegas, Nevada; San Diego, Los Angeles, Monterey and San Francisco, California, and Yellowstone National Park, Wyoming.

Typist *Catherine Ann Harnett* spent a week at a dude ranch in Wisconsin . . . *Shopmen Joe Decker* and *Homer Douglas* vacationed in Florida and Havana, Cuba . . . *Jack Dwyer*, fire and safety coordinator, spent two weeks taking short trips.

Machinist Irv Weichman is back at work after a two-week illness.

Development Engineer *Theodore Neinaber* and his wife were on hand when their son, *James*, received a doctor of philosophy degree in geology at commencement exercises at the University of Texas.

Shop Clerk *III J. William (Bill) Bird*, who had been with CTA and predecessor companies since March 1, 1915, took his pension August 1.

Starting as a motor repairman with the old South Side Elevated Railroad company, he was transferred to the firm's general offices

EXPEDITER RETIRES



NEARLY 42 years of transit service with CTA and predecessor rapid transit firms ended for *Harvey O. DeBarr*, expeditor in CTA's Purchasing Department, August 1 when he took his pension.

Mr. DeBarr, who above is being presented with a cash purse by *Robert L. Manville*, superintendent, Purchasing, as *G. S. Graybiel*, general superintendent of Purchasing and Stores, looks on, started out with the old Chicago Metropolitan West Side Elevated Railroad company on November 17, 1916, as a ledger clerk. Subsequently, he worked as acting chief clerk, stockman, storekeeper, traveling storekeeper, and general storekeeper. In 1950, he was named to the position he held at the time of his retirement.

An Army veteran of World War I, he has been a member of the American Legion 38 years and belongs to CTA post No. 1216. He served as secretary and bugler for the former Chicago Elevated Post No. 184.

as an engineer and draftsman in March, 1920. During World War I, *Bill* served in the U.S. Navy as an electrician and gyro-man on a submarine. Going into the Navy again during World War II, he served aboard various ships in an advisory capacity relative to electrical matters.

In June, 1951, he attained the position he held at the time of his retirement. His future plans call for keeping busy on his farm near Lake City, Michigan.

—DAVID GURWICH and
EVERETT E. ENGLAND

The Women Land The Big Ones

SOUTH SECTION—Porter *Frank DeBerry* finally admitted that his wife was a better fisherman than he. While in Wisconsin she hooked a 40-pounder and needed the assist-

ance of two men to land the fish.

When the parents of *Conductor Prosper Standaert* celebrated their 60th wedding anniversary recently, their home was filled with their five sons, three daughters, 12 grandchildren and six great-grandchildren. Also, about 50 neighbors stopped in during the open house. Big league and little league baseball is the couple's favorite sport.

The *Hartneys*, *Steno Verna* and *Clerk Roland* went to the other side of the lake and stopped off at Paw Paw and Saugatuck, Michigan.

When *Arthur* and *Preston Ribot* went on pension and vacated runs four and six, these runs, by coincidence, were picked by *Chester* and *Stanly Zielinski*, who each obtained the same days off.

Motorman Charles Southard recently picked at Loomis Street terminal, so that he could get a bet-

ter argument when defending the White Sox.

Conductor Carl Scheuermann proudly announced that he was a grandfather for the third time when his daughter, *Dolores Wilkey*, gave birth to a baby boy.

Forty-two rapid transit employees attended an annual spiritual retreat at Mayslake sponsored by *Edward A. O'Hara*, Division 308, president, A.A. of S.E.R. and M.C.E. of A.

Porter Willie Sudduth headed towards Ft. Atkinson, Wisconsin, where he fished in the Rock river and got his limit of catfish, bass and northerns.

Motorman Fred Gronemeyer is mighty proud of his daughter, *Pat*, who recently graduated from Evergreen Park high school with high honors and, in addition, was nominated for an award in mathematics in a contest sponsored by a metropolitan newspaper.

Agents Lill Cullinan and *Esther McDermott*, and *Assignment Agent Jere Vinzens* got together again and took another trip west visiting national parks.

—LEO J. BIEN

Last Minute Change Sends Her Packing

SOUTH SHOPS—Vacation plans for your co-reporter, *Evelyn Clark*, were just to relax in Chicago, but a last minute change of mind found her heading for the Ozarks. She also visited Onyx cave and Lake Lucerne.

Carpenter Foreman Max Kuchan, Sr., and his wife vacationed at Fort Lauderdale, Florida, visiting their daughter, *Margie*, a former CTA employee, their son-in-law and grandchildren, *Carl* and *Elaine*. When the senior Kuchans returned to Chicago, they brought their grandchildren home to spend part of the summer in the windy city. . . . *Tex Heron*, auto specialist, and his family spent their vacation visiting *Tex's* mother, and brothers and sisters in Texas.

Boulder Junction, Colorado, was the choice vacation spot again this year for *Joseph Hecht*, general foreman, and his family.

Steamfitter Howard West spent his vacation visiting his sister in California. He visited Disneyland and Knott's Berry Farm, and did some fishing in Santa Monica . . . *Welder Robert Naecker* and his family decided to take to the out-

doors for their vacation. They planned to camp out en route to California.

Pat Colosimo, miscellaneous, and his wife took in the sights and visited relatives in California . . . *James Oostman*, tinshop foreman, and his wife chose Yellowstone Park for their vacation site this year . . . *Chester Cremieux*, miscellaneous, and his wife visited her relatives in Pennsylvania . . . *Hank Brandenburg*, industrial engineering, drove up to Canada on his vacation.

Cynthia, daughter of *Richard Bulak*, machine shop foreman, appeared in "Annie, Get Your Gun" at the Music theater in Highland Park. She portrayed the role of *Jessie Oakley*, young sister of sharp-shooting *Annie*.

Machinist Pat Quinn became a grandfather again recently. It's a baker's dozen for him now.

Electrician Edward Heinze passed away July 10.

Best wishes were extended to *Painter Charles Liko*, who retired July 1 with 29 years of service.

Employees of south bus overhaul section held their annual picnic at Wicker Park recently. All who attended reported a wonderful time.

—EVELYN CLARK and
FRANCES LOUWARD

Philatelist Shows Swedish Stamps

TERMINAL INSPECTION SHOPS — (*Lake*)—*Assistant Foreman Ralph Danielson*, a stamp enthusiast, exhibited 11 frames of Swedish stamps in a philatelic exhibition recently held in Chicago. Among the unusual exhibits shown were a pony express saddle used by Wells Fargo riders to deliver mail from St. Joseph, Missouri, to California, and Swedish letters from the year 1800 with a feather attached in place of a stamp. The showing was viewed by visitors from all over the world.

Ernie Jones recently was promoted to foreman.

(*Wilson*) — *Repairman Eddie Mizerocki* took part in the recent 20th anniversary celebration of the Central Electric Railfans' association during which the group traveled in an old red streetcar over the last of CTA's streetcar lines.

Paul Lorimer, foreman at Lake Street Shops, was transferred to Wilson Shop . . . *Repairman Adolph Kunz*, formerly of Logan

Shop, also transferred to Wilson Shop.

(*Linden*) — *Repairman Walter Lowecke* became a grandfather for the eighth time when a grandson was born recently. He now has four grandsons and four granddaughters.

Tony Porcaro, assistant general foreman, recently returned from a Florida vacation.

—JOE FEINENDEGEN

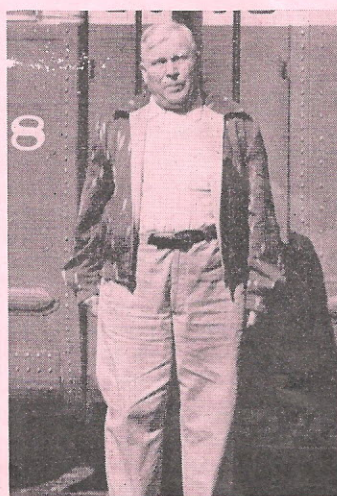
Four Close Careers, Take Pensions

WAY AND STRUCTURES — *Jack O'Reilly*, instrumentman, retired August 1 after 37 years of service. . . . Also retiring August 1, after 39 years of service, was *Plumber Henry Russo* . . . *John Horoba*, Rapid Transit Division, retired July 1. He had 38 years of service . . . *Trackman James Pavone*, Rapid Transit Division, also went on pension July 1 after chalking up 40 years in transit.

John Retzler, assistant to the superintendent of buildings, and his family spent a week at Lake Lawn, Wisconsin.

Ted Wade, iron worker foreman; his wife, *Viola*, and daughter, *Mary*, are very proud of their two

CLEANER RETIRES



AFTER 29 years of transit service, *John Hajduk*, bus cleaner, Limits, took his pension June 1. Starting out as a painter helper at West Shops, in 1929, he was transferred to Limits in June, 1949, at which time he attained the position he held at the time of his retirement.

Reported by *Irving J. Metzger*

St. Bernard dogs, *Thumper* and *Dinger*. In two recent shows, *Thumper*, who still is only a puppy, took best of breed, one of the highest honors possible, and *Dinger* came in with two "reserve winner" tallies.

—MARLENE NEHER

Former Area Resident Sees Big Change

WEST SECTION — (*Congress*)—Getting a good look at the new West-Northwest subway line recently was *Motorman Elmer Schildt's* father-in-law, *Joe Hess*, formerly of Forest Park and now of Banning, California, who was visiting the Schildts.

Motorman Patrick O'Brien's son, *Patrick, Jr.*, recently returned from a tour of duty in the Pacific with the Marines. A former student agent, he was due to be discharged, as we wrote this. Incidentally his father and *Frank Corda*, who have worked the same runs together for 24 years, planned to take their vacations together this year.

Supervisor Roy Rourke and *Conductor Vito Simone* are back on the job after illnesses.

Fred Till, district superintendent, recently returned from a vacation.

Conductor William J. Conley and his wife celebrated their 31st wedding anniversary July 16.

(*Douglas*) — *Gateman John Chavers* and his wife became the parents of a boy who was born at Loretto hospital on July 13.

Yard Foreman James Nasti, who was confined to Oak Park hospital recently, was home recovering at this writing.

(*Logan Square*) — *Motorman Jack Walsh* and his wife spent a month over in Ireland. They toured County Kerry and other points by auto.

—JOHN HANNING

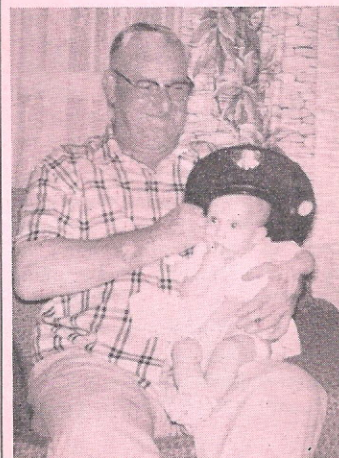
Couple Celebrate 28 Wedded Years

WEST SECTION—(*Agents*)—*Agent and Mrs. Edwin Bensen* celebrated their 28th wedding anniversary recently. At this writing, he, his wife and son are spending a few weeks in Minnesota visiting relatives.

Porter Fred Kaiser is in New Orleans at this time to be with his mother who was taken ill very suddenly.

Agent John Filipek, accompanied by his wife and family, enjoyed a

DEBUTANTE



AN ENGAGING young lady, who sits in the lap of her grandfather, *William (Bill) Harrison*, trolley tender and laborer with the Stores Department at South Shops, is *Diane Grace Liersch*, who made her debut into this world only last March 2 and already has made a big hit with her grandpa. Bill, who has been around a little longer than Diane, began his transit career in September 25, 1916.

motor trip through Michigan. He was particularly impressed with the town of Holland . . . *Agent Frank Zitek* is back from his vacation which he spent touring Wisconsin and Michigan . . . Also back from his vacation is *Agent Joe Vanek* who stayed around Chicago.

Agent Joe Ryan and family enjoyed their stay at Twin Lake, Wisconsin . . . *Agent Martin Tezak* spent a week completing some repair jobs around his home . . . *Agent Harry Cotton* and his family enjoyed a week's tour of northern Wisconsin and Michigan.

PENSIONERS MEET

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

For And About Our Pensioners

Porter Dave Johnson spent his vacation seeing the sights around town . . . Agent Ed Durkin and his wife are vacationing in the Ozarks, at this writing, and your reporter is looking forward eagerly to snapshots of the fish that didn't get away.

Agent Catherine Dee presently is still on the sick list.

On June 19, your reporter, accompanied by Agent Frank Zima, went for their last streetcar ride.

—GORDON KELLY

Rounds Lake To Visit Pensioner

WEST SHOPS — (Paint Shop) — George Hamilton traveled around Lake Michigan and stopped to visit John Sladek, former painter, at Charlevoix, Michigan.

(Carpenter Shop)—Bill Larsen took a trip up to Wisconsin to try the fishing. However, Vic Kunz toured the South on his way down to Florida.

(Machine Shop)—Bob Nord has returned to work after a recent illness . . . At this writing, John Gilla is ill at home.

Jim Platt had a nice time down in the Ozarks trying out his new outboard motor.

(Industrial Engineering) — Pat Horan spent part of his vacation in Twin Lakes, Wisconsin.

(Technical Services) — Saugatuck, Michigan, was the vacation choice of Dick Schneider.

(Office)—Don Riess and Irv Ptashkin toured Florida on their vacations recently. Although traveling separately, they met in Miami. . . . Ed Blaskey spent his vacation in Chicago entertaining his son, Jerry; his daughter-in-law, Lois, and eight-month-old granddaughter, Laurie, who were visiting from Las Vegas, Nevada, where Jerry is stationed with the U.S. Air Force.

Esther O'Brien spent part of her vacation at her summer home in Twin Lakes, Wisconsin.

—JOHN T. BURKE

DISABILITY RETIREMENTS

W. F. Gasdiel, operator, Archer. Employed 11-13-17.

John Igoo, carpenter "A," West Shops. Employed 10-17-24.

P. J. O'Neil, operator, Kedzie. Employed 10-21-19.

BEVERLY—Robert T. Duffy, former superintendent, and his wife, who make their home at Three Mile Lake, Michigan, recently entertained Mr. and Mrs. Morrie Dykhuizen.

On a recent trip to Phoenix, Arizona, Mr. and Mrs. George Cregar visited Will Hickey, a former conductor.

Basil Tracy, former motorman who lives in Moose Lake, Minnesota, recently was in Chicago for a visit with Vic Belanger. Basil reported that Roy Jones, a former conductor, lives near Moose Lake on a farm and is doing well.

William Balling, a former conductor, now is justice of the peace at Wheatfield, Indiana.

William May, who retired in 1943 with 46 years of service, is, even though he is 81 years old, working every day at a coroner's office. He remembers the old days when he used to work on the old cable cars out of the old 38th street terminal.

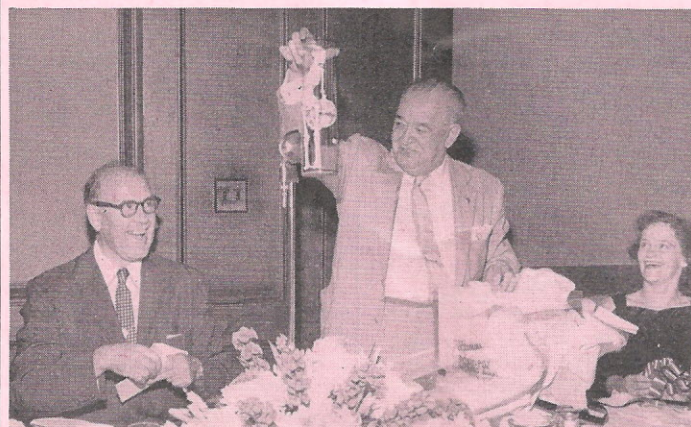
—FRANK M. BLACK

GENERAL OFFICE—It was a dyed-in-the-wool CTA party when a cavalcade of cars, packed with picnic lunches, descended upon Ed Hansen, former radio dispatcher, and his wife at their home in Sebring, Florida, recently. Guests included Joe Blaa, former radio dispatcher, and Florence Blaa, who formerly worked at North Avenue station, and who now live in Pinellas Park. Thomas Keough, now of Tampa; John Osolin, now of Avon Park, and George Ritter, now of Lutz, all of whom formerly worked out of North Avenue, also attended with their wives. Others present were former North Avenue operator George Pretzel, of Lutz and Matt Davies, former operator who worked out of the old Armitage station, and his wife, who now make their home in St. Petersburg.

—JULIE PRINDERVILLE

LOOP — (Agents) — Charles Claybrook said he had a good time en-

PHYSICIAN TAKES PENSION



DR. JOHN B. CIPRIANI, physician with CTA's Medical Department who retired on pension July 31, carefully examines miniature skeleton given him at a dinner in his honor at Henrici's restaurant July 30 as Dr. George H. Irwin, CTA's medical director, and Dr. Cipriani's daughter, Helen (Mrs. Thomas Davidson), look on.

Dr. Cipriani, who began with the former Chicago Surface Lines on January 22, 1947, is a 1913 graduate of the University of Illinois College of Medicine. He was a member of that school's faculty from 1920 to 1942 and, from 1927 to 1933, served as the first president of Mother Cabrini hospital. From 1941 to 1944, he was superintendent of the Illinois Public Welfare Department's Eye and Ear Infirmary and, from 1942 to 1945, was official examining physician for Selective Service Board No. 115, Chicago.

joying fresh fish and strawberries in Harrisburg, Illinois.

Lila Hodges visited relatives and attended a class reunion in Warsaw, Indiana.

—EDITH EDBROOKE

NORTH PARK—Operator Jack Werdell died July 16. Beginning his career June 1, 1916, he retired February 1, 1955.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

77TH—George Grassel, former board member, corresponds with Supervisor John Crossan regularly. If anyone would like to drop George a card or a letter, his address is 512 Spring street, Hot Springs, Arkansas.

Military funeral services for Michael H. Tierney, former conductor who retired on disability pension July 1, 1954, and who died July 16, were held July 19 with burial in Mt. Olivet cemetery. A Marine Corps veteran of World War I, Mr. Tierney recruited over 250 into the Marine Corps during World War II while working on the Racine line. During one week in 1941, he persuaded 69 men to don the Marine uniform. He was chaplain of the Chicago Detachment I, Marine Corps league, department chaplain of Illinois, and was a member of the Veterans of Foreign Wars and the American Legion.

—JOE SMITH

SKOKIE SHOPS—A recent visitor here was Mark Redman. A former specialist in the machine shop, he retired in 1950 after 28 years of service.

—DAVID GURWICH and EVERETT E. ENGLAND

SOUTH SECTION—Joseph Mascolino recently visited Catalina Island, California.

Jim Gallagher, former train clerk, planned to visit northern Canada during July. From there, he planned to visit Pittsburgh for two weeks.

Bob Cullen, former conductor, toured the old sod, stopping off in Dublin, Killarney, and Cork, Ireland.

Bill Waldron, former towerman, is now residing at Round Lake.

Henry Hoffman, former motorman, returned to his old love, the sea. Hank has been working as

NEW PENSIONERS

C. P. Adams, conductor, 77th. Employed 11-26-19.
Mariano Angileri, laborer, Track. Employed 11-20-23.
C. A. Backstrom, agent, West Section. Employed 9-21-43.
Alfred Benbow, operator, 77th. Employed 3-17-26.
C. G. Carlson, motorman, 77th. Employed 7-14-26.
G. J. Cockle, conductor, 77th. Employed 4-4-16.
T. J. Coughlin, collector, 69th. Employed 2-23-12.
Mary Donohue, agent, South Section. Employed 3-6-44.
J. W. Ficek, motorman, West Section. Employed 1-20-47.
W. W. Fischer, operator, North Avenue. Employed 8-31-18.
E. G. Graf, operator, North Avenue. Employed 9-15-20.
M. J. Haller, motorman, 77th. Employed 5-10-23.
E. J. Hausler, operator, Limits. Employed 4-6-26.
Elmer Hideen, conductor, 77th. Employed 6-13-21.
C. N. Hoff, motorman, 77th. Employed 5-26-20.
John Horoba, carpenter, Way and Structures. Employed 5-23-23.
Joseph Javorsky, operator, Lawndale. Employed 6-30-43.
Peter Jocius, repairman, Kedzie. Employed 6-28-23.
A. F. Karwowski, truck repairman, West Shops. Employed 1-30-43.
John Kearns, conductor, Limits. Employed 4-29-26.

For And About Our Pensioners (Cont.)

chef-steward on ships traveling from the Pacific to the Atlantic.
Fred Wenzel's new address is 425 E. Colerick street, Fort Wayne, Indiana.

—LEO J. BIEN

WEST SECTION — (Agents) — *Bill Walsh*, former agent, visited with your reporter recently. He was looking as chipper as ever, and sent greetings to all of his old friends.

—GORDON KELLY

WEST SHOPS—*Art Bowes*, retired machine shop foreman, died recently in St. Petersburg, Florida, where he and *Mrs. Bowes* had lived for several years.

—JOHN T. BURKE

L. A. Kiery, receiver, West Section. Employed 10-16-16.
Ignatius Kuta, gateman, West Section. Employed 8-21-45.
Charles Liko, painter "A," South Shops. Employed 5-11-29.
M. G. Lindquist, agent, North Section. Employed 9-24-46.
F. J. Loecher, gateman, West Section. Employed 4-15-46.
P. J. Looney, motorman, 77th. Employed 7-24-23.
M. A. McGee, agent, North Section. Employed 7-12-44.
W. M. McHale, agent, West Section. Employed 9-18-47.
Daniel McLaughlin, conductor, West Section. Employed 3-31-16.
Obrad Miljanovich, laborer, Track. Employed 5-6-21.
John Moore, doorman, 77th. Employed 3-8-28.
Edward Moravec, motorman, 77th. Employed 4-4-24.
N. C. Muenchen, operator, North Park. Employed 5-21-26.
W. E. Mullins, operator, Limits. Employed 11-28-25.
T. M. Oberly, agent, West Section. Employed 2-8-43.
R. M. O'Sullivan, agent, West Section. Employed 10-25-40.
James Pavone, trackman, Track. Employed 10-3-18.
A. J. Recknes, gateman, North Section. Employed 7-22-43.
T. J. Richardson, conductor, 77th. Employed 8-17-18.
W. W. Rye, motorman, 77th. Employed 8-6-26.
Eugenio Scola, group leader, Building Department. Employed 3-21-27.
F. P. Sedall, operator, Forest Glen. Employed 4-2-26.
Bessie Slaby, agent, West Section. Employed 5-14-43.
J. J. Sladek, painter "A," West Shops. Employed 7-8-26.
Benedict Tolvais, car repairman, 77th. Employed 6-9-16.
I. E. Tomovich, compressor mixer operator, Track. Employed 11-20-30.
O. W. Tornquist, conductor, West Section. Employed 3-9-44.
F. J. Ulrich, motorman, West Section. Employed 5-15-25.
A. E. Walsh, agent, West Section. Employed 1-11-43.
J. M. Wardrope, towerman, West Section. Employed 5-5-11.
W. W. Wright, conductor, North Section. Employed 2-14-44.
E. O. Ziemann, conductor, 77th. Employed 5-31-16.

RECENT DEATHS AMONG EMPLOYEES

W. R. ABBOTT, 81, retired stock clerk, Stores Department. Died 6-13-58. Employed 5-18-98.
J. E. BEEGAN, 52, chief clerk, Stores Department. Died 7-10-58. Employed 1-14-24.
J. C. BEHNKE, 71, retired conductor, North Avenue. Died 6-9-58. Employed 9-25-19.
PATRICK BERRY, 78, retired conductor, Lincoln. Died 7-10-58. Employed 5-5-05.
CARL F. BOHSE, 59, operator, Archer. Died 7-10-58. Employed 4-7-21.
ARTHUR BOWES, 81, retired foreman, West Shops. Died 6-26-58. Employed 7-16-19.
J. F. BOYER, 67, retired motorman, 69th. Died 7-6-58. Employed 3-9-15.
JAMES BRADY, 84, retired car repairman, Division. Died 6-27-58. Employed 8-13-19.
J. J. BROKAMP, 67, retired motorman, Kedzie. Died 6-20-58. Employed 3-10-14.
N. J. BURKE, 52, retired car repairman, North. Died 6-15-58. Employed 2-20-36.
C. C. CASPER, 61, conductor, North Section. Died 6-20-58. Employed 10-8-17.
J. M. CIBIC, 67, retired truck helper, Way and Structures. Died 6-14-58. Employed 7-14-13.
M. G. DEE, 70, retired trackman, Way and Structures. Died 7-3-58. Employed 11-22-23.
A. J. DEVINE, 84, retired motorman, North Avenue. Died 6-25-58. Employed 9-1-14.
FRANK DOOGAN, 65, retired conductor, Devon. Died 7-5-58. Employed 11-11-25.
W. H. DORGAN, 60, retired conductor, 77th. Died 7-7-58. Employed 11-16-21.
KIERAN DOYLE, 77, retired yard foreman, West Section. Died 6-12-58. Employed 6-22-99.
G. N. FISHER, 76, retired motorman, Devon. Died 6-20-58. Employed 5-9-12.
EDWARD P. HEINTZ, 62, electrician, South Shops. Died 7-10-58. Employed 6-13-22.
CHRISTINE HERRANEN, 65, retired agent, North Section. Died 6-12-58. Employed 1-4-45.
C. K. JEROME, 53, retired car cleaner, Shops and Equipment. Died 7-3-58. Employed 6-24-29.
B. J. JONKOUSKI, 76, retired car repairman, Devon. Died 6-11-58. Employed 2-13-26.
F. C. KAPPEN, 88, retired motorman, 77th. Died 6-7-58. Employed 12-7-98.
KOST KAVECKIS, 64, retired laborer, South Shops. Died 6-18-58. Employed 7-29-26.
M. S. KAYE, 78, retired car cleaner, Shops and Equipment. Died 6-6-58. Employed 3-25-25.
THOMAS KENNY, 69, retired bus repairman, Shops and Equipment. Died 6-15-58. Employed 3-6-24.
OTTO KEPPEL, 77, retired brake inspector, Shops and Equipment. Died 6-23-58. Employed 2-25-14.
JULIUS LUECK, 91, retired wireman, West Shops. Died 6-12-58. Employed 2-9-17.
PASQUALE LUNETTA, 64, retired watchman, Track. Died 6-15-58. Employed 9-1-25.
JOHN PAIRITZ, 69, retired gateman, North Section. Died 6-14-58. Employed 10-3-47.
C. O. PETERSON, 82, retired lampman, North Section. Died 6-13-58. Employed 6-9-28.
A. S. RUDMAN, 66, retired motorman, 69th. Died 6-11-58. Employed 1-5-14.
STANLEY RYGIEL, 71, retired car cleaner, Devon. Died 6-22-58. Employed 1-28-24.
H. F. SANDSTROM, 70, retired motorman, 77th. Died 6-27-58. Employed 11-7-12.
H. E. SIMON, 72, retired motorman, Devon. Died 6-11-58. Employed 11-26-07.
E. C. SORESENSEN, 65, retired gateman, West Section. Died 6-12-58. Employed 4-16-26.
D. F. SULLIVAN, 70, retired conductor, Kedzie. Died 7-12-58. Employed 3-29-09.
T. J. WARD, 73, retired conductor, 77th. Died 7-5-58. Employed 6-1-09.
A. J. WATKUM, 69, retired carpenter, West Shops. Died 5-4-58. Employed 4-17-20.
VINCENT YONIKAS, 69, retired car cleaner, Blue Island. Died 6-9-58. Employed 12-28-24.

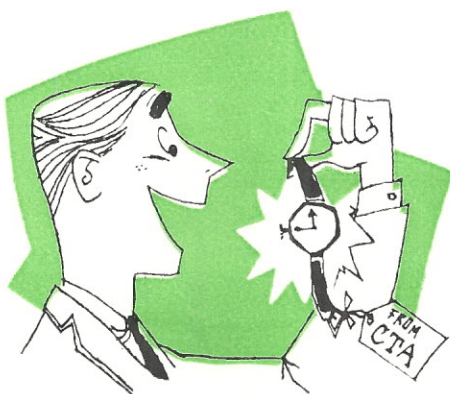
OUR

Public Speaks



AN IMPORTANT facet in today's transit industry is courteous, efficient service. CTA has established an extensive training program which stresses this point.

Many of our employes are conscientious in performing their duties and make personal efforts to accommodate our patrons. Following are some letters of appreciation received from our riding public, expressing their satisfaction with the service they have received.



(Editor's Note: The following letter was written to an employe who helped to recover a lost wristwatch.)

"You have been wonderful! Your company certainly should receive full patronage from the people of Chicago. I think that I have never dealt with a company that was more courteous, more dependable, or more accommodating than you people have been with me over this lost watch.

"My friends and I will have nothing but praise for you, as we certainly do feel that we have received more consideration from you than could have ever been expected. I am most grateful."

"Nice and Polite"

"My husband and I have been riding CTA for a long time and there is one man who works on the elevated line who really is a very fine gentleman. His badge number is 21416 (*Patrick Flanagan*, 61st Street). This conductor always is so nice and polite and seems to take an interest in the people who ride on his train. When I see someone as understanding as he is, I think it only fair to write about him."

"Heartwarming Good Morning"

"Upon passing through Central street, Evanston, I frequently have occasion to notice agent No. 1281 (*James M. Keane*, North Section). He always greets people with a heartwarming 'Good Morning' and the people sometimes come back to discuss the morning news with him. I've noticed how this little courtesy starts my day in a pleasant mood. This kind of service is priceless."

"Very Courteous"

"I have just alighted from bus 5249 whose operator is No. 6668 (*Michael J. Kompanowski*, Forest Glen). I wish to commend this driver for the very courteous way in which he handled his passengers."

AMONG OTHER recipients of commendations recently were: *Operators Sam H. Posner*, badge number 13116, North Park; *Henry M. Hicks*, badge number 4544, 52nd, and *Enzo Valentin*, badge number 13886, North Avenue.

HERE ARE a few letters that could have been commendations if the employes concerned had been more courteous and tactful.

"Not too long ago I boarded a bus and asked the driver about the best routing for me to take to get to my destination. I was very much shaken when he told me to stay at home if I didn't know how to get around the city. He became very sarcastic and insulting when another passenger offered to give me directions."

COMMENT: Had this woman received proper instructions in a civil, courteous manner, she, no doubt, would have appreciated her ride with CTA and very likely we would have won a "steady" patron.

"I feel the time has come when you should be informed of the uncalled-for inconveniences caused passengers by some of your discourteous drivers who believe in passing up people at designated stop zones.

"Many times I have allowed that they were late and had to make up time, but when I asked about this, I was told that there was no reason for it.

"This passing-up business has gone on for far too long. Several weeks ago, during midday, I was waiting for a bus and when the vehicle finally approached the stop zone, the bus operator smiled at me and drove off. It's one thing to be passed-up and another thing to be laughed at."

COMMENT: Operators who insist upon passing up passengers at designated bus stops fail to realize that they insult and inconvenience patrons whose CTA fares help to meet our payroll.

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

	July 1958	June 1958	July 1957
Complaints	907	865	1350
Commendations	87	111	80

WENTWORTH SUPPLEMENTAL TERMINAL

FOR THE convenience of CTA patrons, during morning and afternoon rush hours on weekdays, part of the buses of Wentworth route (No. 22) are now operated to and from a supplemental terminal at 83rd and Vincennes.

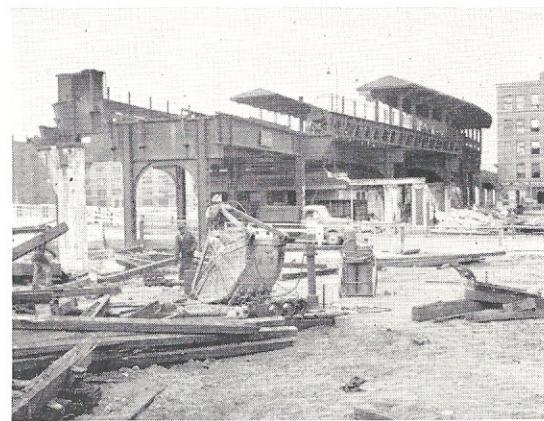
The regular south terminal of the route is the large off-street facility at 79th and Halsted where convenient transfer interchange is provided with the Halsted (No. 8), Halsted-Downtown (No. 42), South Halsted (No. 42B) and Vincennes-111th (No. 111A) bus routes.

Southbound buses destined for 83rd and Vincennes depart from the terminal at Kinzie and Dearborn during the morning rush hours from 5:45 a.m. to 7:30 a.m. at eight to 12-minute intervals. During afternoon rush hours, this bus service is in operation from 2:23 p.m. to 4:15 p.m. at nine to 17-minute intervals. Northbound buses, during morning rush hours, leave 83rd and Vincennes from 6:45 a.m. to 8:43 a.m. at 10 to 18-minute intervals and during afternoon rush hours from 3:34 p.m. to 5:34 p.m. at nine to 13-minute intervals. This schedule is maintained only weekdays, Monday to Friday, inclusive.

Duration and amount of service destined for the 83rd and Vincennes

terminal will depend upon the number of passengers using the facilities.

Buses serving the supplemental terminal at 83rd and Vincennes turn around on the private property of the Bethlehem Steel Company. Arrival and departure of buses at the supplemental terminal coincide with the changes in work shifts at Bethlehem and at other industrial plants in the area.



THE OLD Garfield Park branch "L" structure, long familiar to west siders, is beginning to be torn down. Removal of the first half-mile section, from just west of Des Plaines street to just east of Aberdeen street, was the first section to go. Along with it went the Halsted street station, which was in the process of being removed when this picture was taken. Removal of this section will permit the City of Chicago to proceed with construction of interchange connections between the new Northwest Expressway and the Congress Expressway near Halsted and Congress.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JUNE 1958 AND 1957, SIX MONTHS ENDED JUNE 30, 1958 AND 1957 AND
TWELVE MONTHS ENDED JUNE 30, 1958
(Revenues applied in order of precedence required by Trust Agreement)

	Month of June		Six Months Ended June 30,		Twelve Months Ended June 30, 1958
	1958	1957	1958	1957	
Revenues	\$10,271,246	\$9,679,531	\$62,964,014	\$59,179,830	\$128,257,119
Operation and Maintenance Expenses	8,775,884	8,305,396	54,243,117	52,940,180	108,064,339
Available for Debt Service	1,495,362	1,374,135	8,720,897	6,239,650	\$ 20,192,780
Debt Service Requirements:					
Interest Charges	386,057	398,695	2,321,814	2,392,173	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,667(1)	250,000	1,000,000	1,500,000	
Deposit to Series of 1947 Sinking Fund(2)	95,767	—	574,600	—	
Revenue Bond Reserves (3)	7,000	30,000	42,000	180,000	
	655,421	678,695	3,938,414	4,072,173	
Balance Available for Depreciation	839,871	695,440	4,782,483	2,167,477	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	—	313,588	
Balance Available for Depreciation	839,871	695,440	4,782,483	2,481,065	
Provision for Depreciation:					
Current Period	821,699	774,363	5,037,121	4,734,386	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	18,172	78,923 r	254,638 r	2,253,321 r	
Accumulated Deficit:					
To end of previous period	453,500 r	2,398,009 r	180,690 r	223,611 r	
At close of period	\$ 435,328	\$ 2,476,932	\$ 435,328	\$ 2,476,932	
r - denotes red figure					
Originating Revenue Passengers	43,275,598	49,460,289	267,830,938	305,704,630	544,192,175

STATUS OF EQUIPMENT MODERNIZATION PROGRAM
as at June 30, 1958

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

NOTES:

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

SUBWAY PAYMENTS AUTHORIZED

CHICAGO TRANSIT Board on July 24 authorized CTA to pay a total of \$11,745,963 to the City of Chicago for fixed transportation facilities, such as track, power distribution and communication systems, block signal and automatic train control systems, which were installed by the city in its new West Side Subway being operated by CTA.

The payments are to be made monthly over approximately 31 years, the estimated life of the fixed transportation equipment. The monthly payment by CTA will approximate \$30,907.

INQUIRING REPORTER:

Angelo Bianchini

LOCATION:

North Section

What things that you never had do your children have?



JOSEPH L. GOLDBERG, Conductor: "While I had to work hard as a youngster and had to wear hand-me-down clothes, my son and daughter have good times, have spending money, can buy their own clothes and don't have to work so hard to make a living. They can look at television, but, as a boy, all I had for entertainment along that line was a crystal radio set."



PATRICK J. HALLAHAN, Clerk (with Inquiring Reporter Angelo Bianchini at right): "My six boys belong to various boys' organizations that weren't in existence in my boyhood. Of course, all 10 of my children benefit from such medical advances as the Salk polio vaccine, but, most important of all, they are not living, as I had to, in a depression."



PATRICK C. STAUDT, Motorman: "My three youngsters can watch television or ride on their bicycles (one of my greatest childhood ambitions was to have a bicycle.) Any time they want to tour the city there's always an uncle or an aunt to take them where they want to go."



HENRY MEYER, Porter: "My son and three daughters all have college degrees, and all have good jobs. My son now is manager of a finance concern. Two of my daughters are school teachers and the third is a cashier with the Chicago Housing Authority. I was able only to finish the eighth grade before I had to go to work."



JOHN W. BRUCKER, Supervisor: "My six children, from my 22-year-old married daughter to my five-month-old son, have had—and will have—excellent opportunities to get a good education. I never had the privileges and responsibilities available to my older children and that my younger children also surely will enjoy when they grow older."

HANDY MAN IN AN EMERGENCY

OPERATOR WILLIAM E. (Bill) Bihlmayer, 69th, is a mighty handy fellow to have around in an emergency as nine-year-old *Madeline Stanko*, 4650 W. 65th place, Chicago, found out one day recently during a grade school picnic at Dan Ryan Woods.

Madeline, and about 80 other children and two teachers of the Lee elementary school, 4250 W. 65th street, who had chartered a CTA bus for their outing, suddenly became the target for a group of boys hurling stones. One stone struck Madeline on her left temple, severing a small artery and causing profuse bleeding.

Immediately, Bill, who has been a qualified first aid instructor for 30 years, took the situation in hand. He calmed the frightened child, stopped the bleeding by applying pressure with his fingers, cleaned the wound and applied antiseptic and bandage. For this action and also for treating skinned knees and elbows of several other youngsters who fell while running away from the stone-throwers, the teachers commended him highly.

Giving such able assistance—and all on a voluntary basis—in such situations is nothing new to Bill. For 18 years a

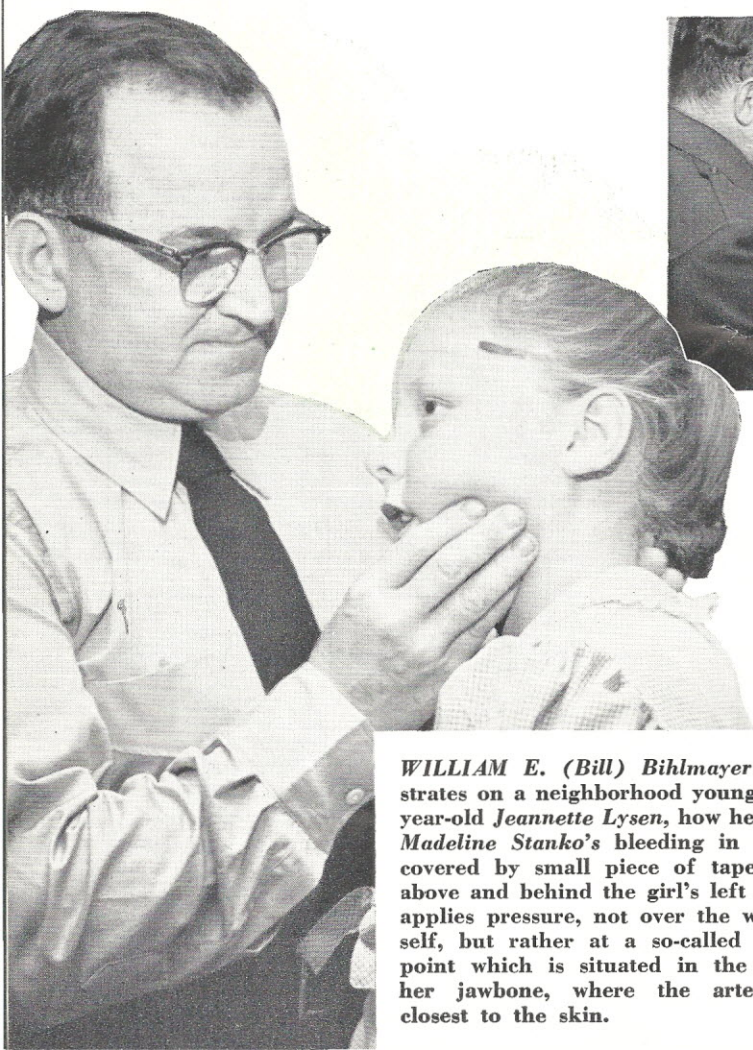
first aid instructor with the Chicago chapter of the American Red Cross, he is the chapter's Englewood community disaster representative. In this capacity he rushes to the scene of any major fire, explosion or accident, and is on call in case of flood or other natural disaster. Furthermore, he is a Red Cross water safety, swimming and life-saving instructor.

Working right along with Bill in administering first aid and/or conducting rescue work is his pretty wife, *Adele*, also a Red Cross first aid instructor and a member of the American Red Cross women's first aid corps.

During World War II, Adele felt she could help out in the war effort best by joining in Red Cross first aid work with her husband. After completing a first aid instruction course, she taught first aid to civilian defense workers. During the ensuing years, they have administered first aid to and rescued victims of such Chicago catastrophes as the LaSalle hotel fire of the late 1940s, an explosion on Wells street, the tragic streetcar-gasoline truck collision and fire of 1950, and two recent major floods.

Although his Red Cross work takes up much of his spare time, Bill also holds down the position of Scoutmaster, institutional representative and troop committee chairman of a local Boy Scout troop and a local Explorer Scout group.

This CTA employe feels, as does his wife, that service to others is the best possible way to occupy one's leisure time.

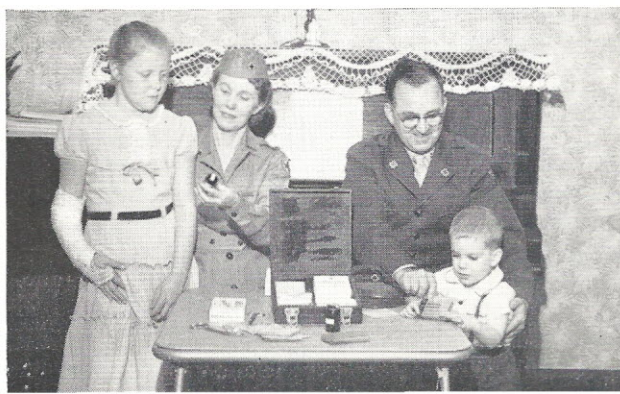


WILLIAM E. (Bill) Bihlmayer demonstrates on a neighborhood youngster, 11-year-old *Jeanette Lysen*, how he stopped *Madeline Stanko's* bleeding in the area covered by small piece of tape located above and behind the girl's left eye. He applies pressure, not over the wound itself, but rather at a so-called pressure point which is situated in the area of her jawbone, where the artery runs closest to the skin.

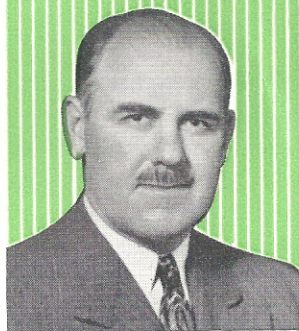


← **WITH SPECIAL** scissors, Bill cuts gauze supplied in this compact, yet complete, first aid kit which is similar to one he takes along with him each time he is assigned as a driver for a CTA charter group. Displayed are packets of band-aids, bandages, anti-septic, smelling salts and pills.

ADELE AND Bill Bihlmayer show *Jeanette Lysen* (left) and their son, *Kurt*, what goes into a first aid kit. With such a kit on hand, a Red Cross worker can administer first aid in almost any situation. However, if the Bihlmayers had been around when Jeanette fell off a porch and broke her arm, they also would have relied upon material at hand, such as a rolled-up newspaper, to serve as a temporary splint.



MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

HERNIA AND RUPTURE

HERNIA AND rupture, as discussed in this article, have the same meaning. A hernia is defined as a protrusion or bulging of a loop of an organ through an abnormal opening. The most common type of rupture is the protrusion of a loop of bowel through the abdominal wall.

The abdominal wall is something like a three-ply tire with strong muscles as the first layer, next a coat of fat and fibrous tissue and the outer layer of skin. Inside the abdominal wall there is a thin lining called the peritoneum. The peritoneum is not completely sealed off because of the structures running through the abdominal wall.

There are two exits or doorways in the male groin for the exit of certain structures, namely, the blood vessels and connecting tubes. Frequently, there is a weakness or some enlargement of these doorways which causes the bowel to protrude.

In most cases this weakness of the tissues is the fault of the person's own anatomy. This is referred to as a congenital defect and is responsible for the majority of hernias. Certain hernias can be acquired from a severe strain experienced over and over again. However, injury is rarely a direct and primary cause of a rupture.

How does one know if one has a hernia?

If the opening is small the bowel may not come all the way through and the individual will not know of its existence. In these cases there may be little or no pain. If the opening is large the bowel will protrude sufficiently so the person is well aware of the rupture. He may be sure of it if the swelling is noted when standing and disappears when lying down. When the hernia does not go back when lying and there is pain, it usually means trouble, such as strangulation or incarceration.

Ruptures may occur at any age. They are more common in males than females because of the male anatomy. There is a large variety of hernias, but some of the more common ones are the inguinal, femoral, umbilical, diaphragmatic, post operative or incisional and strangulated. In the female, weakness of the vaginal and rectal walls sometimes develops after repeated pregnancies. As a result, cystocele (hernia of the bladder) and rectocele (hernia of the rectum) occur.

The inguinal rupture is found in the groin and occurs more frequently than other types. The femoral develops a little lower down and is usually seen in females. The strangulation hernia is one which comes through the opening and can't be returned to the abdominal cavity. The very marked pressure causes interference with the blood vessels supplying the bowel and gangrene develops.

Treatment of hernias is basically surgical. There are other methods of treatment but they are not as successful as an operation. The truss is an old time remedy and is a great daily care. While a properly fitting truss may prevent the protrusion of bowel, it tends to weaken and irritate the surrounding tissues. Its use may be justifiable only in the extremely aged or in the person who is a poor surgical risk. Injection treatments have been used, but good results are rare from this method.

Surgery offers more cures than any other method. The important point about surgical treatment for hernias is early operation. When done early the tissues are stronger and heal better. This principle is just as true in repairing a hernia as it is in mending a hole in your trousers. The longer you put it off the more difficult it is to repair.

Early treatment is an absolute necessity in cases of strangulation. If you procrastinate, gangrene, peritonitis and a fatal result may occur. Fatalities may also develop in complicated cases such as when the hernia patient has heart trouble, liver disease, diabetes, blood diseases or kidney disease. Therefore, it is wise to have a careful physical check-up before the operation. If these abnormal conditions are corrected first, it may make the difference between a poor or good result.

The majority of medical experts feel that early operation in properly selected cases still offers the best results. If you have a hernia see your family doctor.

Cited for Safety

FOR THE second consecutive time, 52nd station won the surface system quarterly Station Achievement Award for recording a decrease in traffic-type accidents during the second three-month period of 1958.

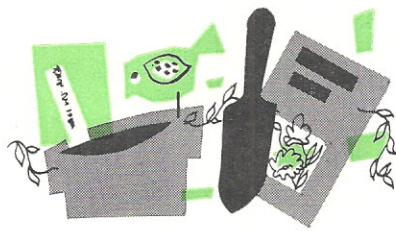
The plaque for posting the best achievement record in reducing passenger-type accidents during the same period went to Limits station.

The third award, given to the rapid transit system station showing the best record in reducing combined traffic-type and passenger-type accidents during that quarter was claimed by Kimball on the Ravenswood branch.

In traffic-type accidents, 52nd came through with a 3.03 decrease to top all over surface stations. The award to Limits was based on a 1.92 reduction in passenger-type accidents, while Kimball entered the winner's circle with a 0.95 decrease in the combined category. All awards are based on a comparison of figures for the same quarter in the three previous years.

Presentation of the plaques were made at the respective stations at the end of July.

Garden Helps



IN THE Chicago region, there is usually little rain during the month of August. The chances are that your garden will need plenty of water. This is all the more important in the case of woody plants, or perennials or those that grow from bulbs, corms, tubers or rhizomes. Earlier in the growing season the plants are drawing food from the roots in order to provide extensive growth and development of the tops including foliage, flowers or seeds. In August, however, the reverse is true. The sap in the plant is actually working to carry food from the foliage through the stems down into the root, corm, bulb, rhizome or tuber, where it is stored for use of the plant next year.

So, the health and vigor of the plant is very important in August, even though it may not be bearing flowers or fruit or edible parts in the case of vegetables. When there is no rain for a time, and the soil has become very dry, we must be certain to flood the whole garden so the moisture penetrates at least four to six inches beneath the surface of the soil. A soil soaker of porous fabric, attached to a hose is an excellent means for this watering. For an open vegetable bed or flower bed, however, you can get almost as good results by laying your hose without any nozzle on a plank which will spread the stream of water so it will not wash the soil away.

If very much cooler nights are expected in late August, it is somewhat of advantage to water in the morning, rather than late in the day. If the foliage is damp during a cool night the condition invites the growth of fungus diseases or mildew.

August is an excellent time to sow seeds or perennials. The perennials that are most readily raised from seed are these: forget-me-nots, delphinium, columbine, among others. A partially shaded place is best to start the seed. If you have no cold frame you can use an ordinary flat or box of any convenient size and about three inches deep, or deeper. A very light soil that will readily hold moisture is best. An equal mixture of sand and leaf mold or rotted compost, or peat moss or vermiculite will serve the purpose. An ordinary sandy soil from the garden is good enough for most purposes. By using a flat or box you can move it around to any convenient place, even out on the lawn or on the walk, placing it in the shade in the afternoon or under a tree if you expect a heavy shower that might wash the seeds out of the soil during the night.

August is a very important month for the lawn. Days are apt to be hot and dry and yet occasionally the nights will have quite heavy dew. A well-established lawn will need plenty of water. Set the blade of your mower so that when you cut the lawn it is not shorter than two inches. If you are troubled with crab grass and have not been able to get rid of it up to this time, do everything you can to destroy it now before it goes to seed.

You should most certainly arrange to plant seed in any bare spots in your lawn or even spots that are thin. After applying a weed eradicator or crab grass eradicator wait a week or 10 days and then plant new seed to fill in the bare spots. August is always the best time to repair a lawn or to make a new one.

CTA'S CHARTER service played a big role in the colorful and spectacular parades which featured the annual Shrine convention held in Chicago July 14 to 18. Some 1,000 chartered bus trips were made in transporting Shrine band, marching and musical units between railroad stations and hotels and to and from assembly and disbanding areas of the parades. For the most part 51-passenger buses were used, so the esti-

mated number of riders carried by charter service alone approximated 50,000. And both parades stepped off at the pre-arranged time, so it was apparent that the CTA buses delivered the participants on schedule. Here a Shriner group from Alladin Temple, Columbus, Ohio, prepares to board a line of six buses outside the Conrad Hilton hotel.





TEENAGERS NEED BREAKFAST

BEFORE LONG the old school bell will be ringing and our "vacationers" will be scurrying to leave the house to make their way towards their first classes.

However, the best and most necessary way to begin a school day is with a substantial breakfast.

Nutrition studies show that teen-agers are among the worst offenders when it comes to skipping breakfast. Of 10,000 junior and senior high school students queried in a recent survey, over 3,000 did not eat a good, nourishing breakfast daily.

Now breakfast is like no other meal of the day. It's absolutely essential to good health, and yet it is quick to prepare and not expensive. And, too, there's a great variety of good wholesome breakfast foods available.

So, it would seem that all three reasons youngsters give for not eating breakfast can be overcome.

If your family doesn't have the breakfast habit, start this semester to establish one. For you can create interest in breakfast.

The basic breakfast pattern of fruit, crisp ready-to-eat cereal, served with milk, bread, butter and a beverage is attractive. There are few foods that can equal the nutritive



EATING A substantial breakfast is just as important as being on time for the first class in school. If you haven't already, establish the "breakfast habit" in your home, beginning with this coming school semester.

values of cereal and milk at such low cost. These two foods go hand-in-hand to give your children pep and energy.

So, start with this breakfast pattern. You can add to it any special touch that will increase interest. You might have a double glass of chilled juice ready as soon as your daughter or son have finished dressing. Let him go about the business of gathering school supplies before sitting down to the remainder of the meal. Serve his favorite ready-to-eat cereal with plenty of milk. You might make honey butter and serve with raisin bread. Or, perhaps, you have a quick bread that is a specialty of your kitchen.

You know what your family will like. Just remember it's up to you to create and sustain interest in breakfast. You wouldn't let your child go without lunch or dinner—so, above all, don't let him skip the most important meal of the day, breakfast.

VACATION-TIME SPECIAL



NO ONE likes to fuss and bother with cooking during the warm weather, much less during vacation time. Man-sized hamburger patties are an all time favorite for the entire family and cost so very little to prepare. Leave kitchen drudgery at home and make this an all around vacation.

SIMPLICITY SHOULD be the keynote for vacation dinners. Whether you're spending the vacation at home or at a summer cottage, plan meals that can be prepared easily without too much fuss or flurry.

Hamburgers are always at the top when favorite foods are mentioned. Probably because they give the cook a long range for experimenting with different seasonings and flavorings. This recipe for hamburgers is made with beef, flavored with onions, salt, pepper and corn flakes. The cereal, which may be a surprise to some, extends the meat and adds a wonderfully subtle flavor all of its own. Form the mixture into over-size patties . . . the way men like them and broil to a turn!

Man-Sized Meat Patties

- 3 cups corn flakes
- $\frac{3}{4}$ cup milk
- 1½ pounds ground beef
- 3 tablespoons finely chopped onions
- 1½ teaspoons salt
- $\frac{1}{8}$ teaspoon pepper

Crush corn flakes slightly; add remaining ingredients and mix well. Shape into six patties. Broil 8-10 minutes on each side. Serve at once. Yield: 6 generous servings.

IN THE SPOTLIGHT ARE ALL CTA EMPLOYEES...



**WE WILL ALL MAKE
A FAVORABLE IMPRESSION
ON THE PUBLIC
BY PERFORMING OUR DUTIES
EFFICIENTLY AND COURTEOUSLY
AT ALL TIMES!**

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago 54, Illinois
Form 3547 Requested

SEC. 34.66 P. L. & R.
U. S. POSTAGE
Paid
PERMIT NO. 8021
CHICAGO, ILL.