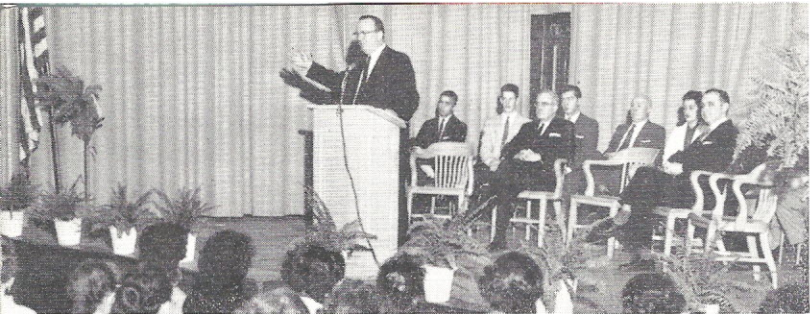


TRANSIT NEWS





Science Fair to Feature Students

THE BRIGHT, new era of science in which the world is living today and the opportunities it presents to young people was stressed in Chicago's public schools by a group of the city's prominent business and industrial leaders who spoke before student assemblies in 45 high schools on January 16.

The assemblies were a prelude to the ninth annual Chicago Public School Student Science Fair which will be held at the Museum of Science and Industry from April 16 to 19. The

event will give the participating students opportunity to express and display their talents in scientific work through their various exhibits.

The students compete for college scholarships and cash prizes, awarded at elementary and high school levels. The city-wide fair on April 16-19 features the prize-winning exhibits in the various contests held at the schools. The projects adjudged the most outstanding then may qualify as an entry for competition in the National Science Fair.

V. E. Gunlock, chairman, Chicago Transit Board, helped kick-off the local competition by speaking at the student assemblies at Farragut high school on the southwest side. He is shown here (at microphone) urging the young people to enter the competition.

CTA TRANSIT NEWS would be glad to learn of children of employes who are participating in this important and talent-stimulating competition. Parents of students entering exhibits are urged to notify the editor of TRANSIT NEWS.

52nd, KIMBALL TOP WINNERS OF ANNUAL ACHIEVEMENT AWARDS

FOUR OPERATING stations were honored for outstanding safety performance during the last quarter of 1958 and throughout the entire year when winners of Station Achievement Awards were announced recently by the Training and Accident Prevention Department.

Scoring a major victory was 52nd station which won a total of four awards, the two annual awards and the two quarterly awards presented on the surface system. Top safety records for the rapid transit system brought two awards to Kimball station, the annual plaque for year 'round performance and the quarterly plaque for the last three months of the year.

Two special awards also were made, one to Archer station and one to Douglas station.

In sweeping the surface system awards, 52nd registered a 3.36 decrease in traffic type accidents to capture the 1958 annual plaque in that classification, and a 0.92 decrease in passenger type accidents to take the annual award in this category. The quarterly awards to 52nd were based on a 3.37 decline in traffic type accidents and a 2.57 decrease in passenger type accidents for the period.

The annual award to Kimball was won with a 0.62 decrease in the combined traffic and passenger type accidents

classification set up for the rapid transit system. The quarterly award was achieved with a 1.75 decline.

All awards are based on a comparison of figures for similar periods over the past three years.

Last year's winners in the competition for the annual awards were: Kedzie, traffic type; 77th, passenger type, and Laramie, combined traffic-passenger.

Presentation of the awards to winning stations are to be made in February. Pictures will appear in the March issue.

OUR COVER: The three Chicago high schools pictured on our cover are among several served directly by the Damen avenue bus routes (see pages 18 and 19). They are St. Gregory's, 1677 Bryn Mawr avenue; Lindblom Tech, 6130 S. Wolcott avenue, and Amundsen, 5100 N. Damen, with a total enrollment of some 6,000 students.

VOLUME XII CTA TRANSIT NEWS NUMBER 2

Published monthly by and for employes 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*

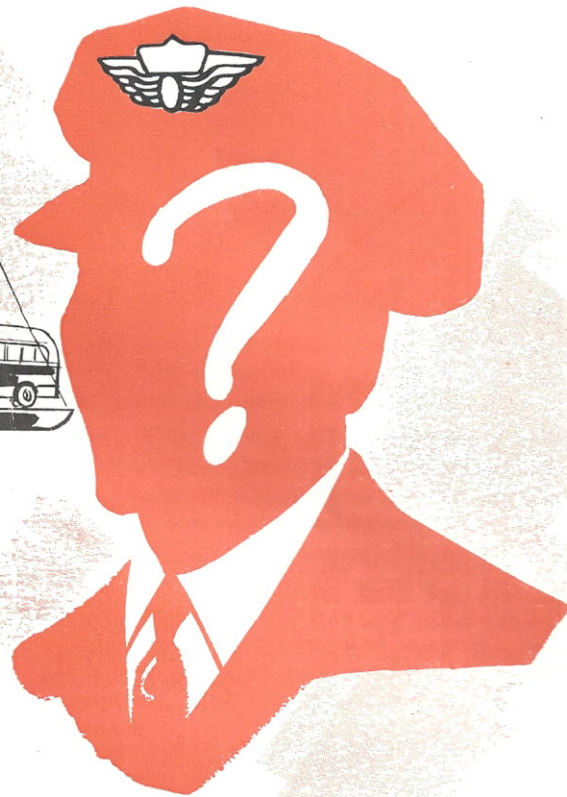
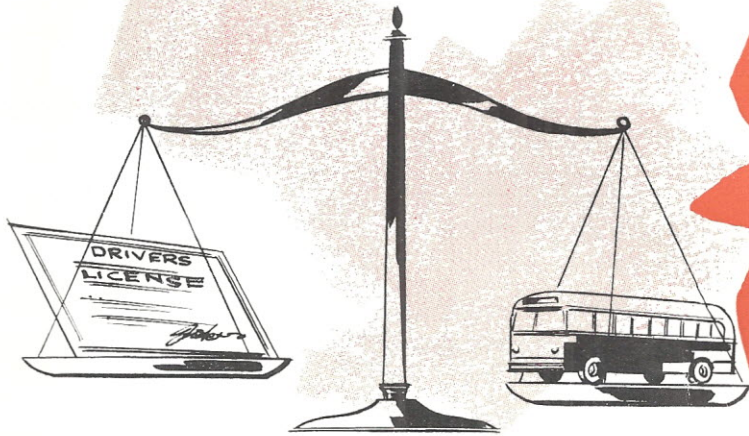
Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employes. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

RECENT CTA ADDITIONS TO THE ARMED FORCES

- Donald J. Evans—Transportation (Forest Glen)
- William E. Hudson—Transportation (Keeler)
- Joseph P. Jamison—Transportation (West Section)
- Daniel S. O'Rourke—Shops and Equipment (Archer)

RECENTLY RETURNED

- Robert J. Barrett—Shops and Equipment (Skokie)
- Louis F. Cuddy—Shops and Equipment (Forest Glen)



THE NEW DRIVER'S LICENSE POINT SYSTEM AS IT AFFECTS THE CTA BUS OPERATOR

By *William J. Lynch*,
CTA General Attorney,

with the assistance of

John B. Garry and *Paul J. Hecker*
Attorneys in CTA's Law Department

THIS ARTICLE directs attention to the new point system affecting drivers' licenses and its effect on bus operators in particular. It does not explain the entire operation of the traffic program. Its purpose is to warn all employees to obey the very strict traffic law and to point out how that law affects the employee. It also shows what he must do whenever he is charged with a violation of the traffic laws.

The New Point System

On Monday, August 4, 1958, *Secretary of State Charles F. Carpentier* announced the adoption of a point system which will guide his office in ordering the suspension and revocation of drivers' licenses. This announcement holds much importance for our bus operators and other employees, both on the job and in their private use of motor vehicles. Thus it would be well to review its contents.

The pertinent parts of the release of the Illinois Secretary of State are quoted as an appendix to this article.

All Violations Are Serious

The announcement shows that there is no violation which may be considered minor or not serious. A one-month suspension of driving privileges may result from conviction of a red light ticket received either in the operation of a bus or private vehicle. The law applies to chauffeurs' as well as operators' licenses, and while this seems a hardship on the man who uses his license in his work, no provision is made for an exception.

The Traffic Court

A word should be said about the Traffic Court, where the violator is tried and, if found guilty, pays his fine.

The court is located at 321 N. LaSalle Street and encompasses the entire first floor of that building. The violator's ticket and his license posted as bond are filed here and ready for his trial on the court date indicated at the bottom of the ticket. If he does not appear personally or by his attorney the court will enter a bond forfeiture and an order for his arrest. It would be well to add that if an employee who receives a ticket while in Authority operation cannot be present, he should be certain the Law Department is notified in advance of the court day. No employee should miss his court day without that fact being established with the trial attorney in advance of the court date. In any case where a violator fails to appear and does not notify the Law Department a conviction results and points will be assessed against the operator.

Procedure In The Traffic Court

The trial attorney will have the operators called in to meet him at 9 a.m. in Room 101 at the Traffic Center. This will be done only in cases which arise while the operator is on duty for the Authority. As there are usually a number of people in the court, the operator will find it more expedi-

(Continued on Page 4)

ent to go directly to the attorney's desk which is at the south end of Room 101.

The attorney will file appearances, discuss the case with the operator and locate his proper court room of the nine court rooms in the building. Once in court the operator will be tried and if found not guilty receive back his license and, upon receipt of his employe's time slip, may leave the court building. If a fine is to be paid the operator will receive his license at the time of payment. In no instance should an employe leave without having received his license or some notice in lieu thereof.

APPENDIX

Point values have been assigned to specific moving traffic violations, and the accumulation of certain totals will indicate revocation of the license or its suspension for varying lengths of time.

A total of 84 offenses against the Uniform Act Regulating Traffic on Highways and local ordinances are listed with point values ranging from 3 to 110. Offenses such as driving while intoxicated, leaving the scene of an accident or others for which revocation is mandatory are listed at 110 points.

The accumulation of 110 or more points within one year will indicate revocation of the license, while suspensions will be indicated for point accumulations ranging from one month for 10 to 20 points within a year to 12 months for 90 to 110 points.

Such a detailed breakdown of offenses, points and penalties is made possible by the rapid data assembling capabilities

of the electronic system. With that data quickly available to trained review officers for final decision, immediate action can be taken against dangerous drivers.

In addition, any person involved in three reportable traffic accidents within one year, four accidents within 18 months or five accidents within 24 months will be listed for review, and any person under 18 years of age who has been convicted of a second moving traffic violation within a year will be listed for review.

Following are the point totals and the actions indicated when those totals are accumulated within a 12-month period, provided there is a minimum of three violations within that period:

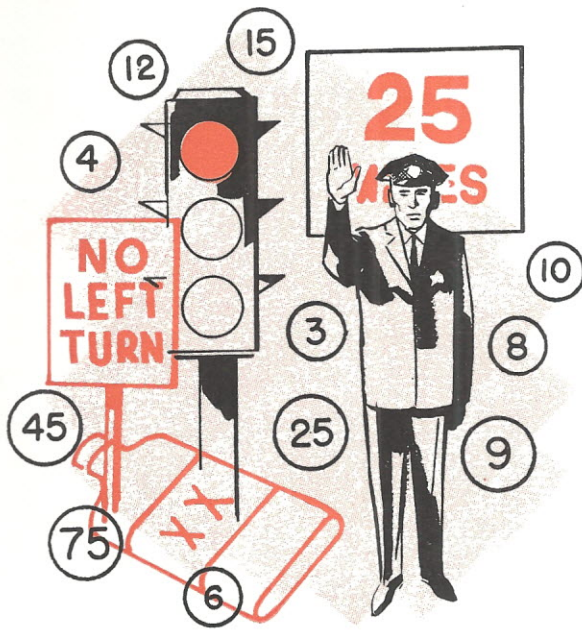
110 points or more	Revocation
90 to 110 points	12 month suspension
70 to 90 points	9 month suspension
50 to 70 points	6 month suspension
30 to 50 points	3 month suspension
20 to 30 points	2 month suspension
10 to 20 points	1 month suspension

Warning letters will be sent to persons who have two moving traffic violation convictions within one year.

Following are the violations listed and the point values:

Offense	Points		
Obedience to traffic control devices	9		
Traffic control signal legend	15		
Flashing signal	9		
Driving under the influence of intoxicating liquor or narcotic drugs	110		
Reckless driving			
1st offense within 12 months	24		
2nd offense within 12 months	36		
3rd offense within 12 months	60		
Speeding	1st Offense	2nd Offense	3rd Offense
Up to 10 MPH— Clear conditions	6	9	15
Up to 10 MPH— Adverse conditions	8	12	20
10 MPH to 15 MPH— Clear conditions	10	15	25
10 MPH to 15 MPH— Adverse conditions	12	18	30
Over 15 MPH— Clear conditions	14	21	35
Over 15 MPH— Adverse conditions	18	27	45
Over 25 MPH	30	45	75





Driving through safety zone prohibited	10
Obedience to signal indicating approach of train	10
Certain vehicles must stop at all railroad grade crossings	20
Moving heavy equipment at railroad grade crossing	5
Vehicles must stop at through highways	18
Stop before emerging from alley or private driveway	9
Limitation on backing	5
Obstruction of view	5
Driving on mountain highways	5
Coasting prohibited	4
Following fire apparatus prohibited	9
Overtaking and passing schoolbus when lighted lamps are required	20
Signal lamps and signal devices	10
Use of headlamps	5
Number of driving lamps required or permitted	10
Negligent driving	3
Obey bridge signals	12
Obey street signals	7
Obey street turn markers	7
Restricted turn signs	7
Obey street traffic restrictions	5
Obey "U" turn limitations	5
One way traffic, alley or street	10
Stop when traffic obstructed	4
Funeral procession	7
Slow traffic to the right	5
Restricted roadways	10
	9

Offense	Points
Minimum speed regulation	5
Special speed limitation on elevated structures when speed restrictions not applicable	14
Driving on right side of roadway	12
Passing vehicles proceeding in opposite direction	5
Overtaking a vehicle on the left	10
When overtaking on the right is not permitted	10
Limitations on overtaking on the left	12
One-way roadways and rotary traffic islands	20
Driving on roadways laned for traffic	7
Following too closely	20
Restrictions on use of controlled access roadway	10
Turning at intersections	9
Turning on curve or crest of grade prohibited	7
Starting parked vehicle	18
When signal required	9
Signals by hand and arm or signal device	12
Method of giving hand and arm signals	12
Vehicles approaching or entering intersections	15
Vehicle turning left at intersection	9
Vehicles entering through highway or stop intersection	9
Vehicles entering yield right-of-way intersection	9
Vehicle entering highway from private road or highway	9
Operation of vehicles and street cars on approach of authorized emergency vehicles	10
Passing street car on left	9
Passing street car on right	20
Driving on street car tracks	4

Add Four Trains To Evanston Service

TWO MORE CTA trains, in addition to the two that were added on January 26, were placed in operation effective February 9, to supplement the service on the Evanston Express route.

One four-car train was added during the peak of the morning rush period between 7:00 a.m. and 8:20 a.m. During this period, 14 southbound trains leave Linden avenue, Wilmette, at five to eight-minute intervals on weekdays.

During the height of the evening rush hours, between 4:45 p.m. and 5:45 p.m., an additional four-car train was added to the schedule. At four to six-minute intervals, 12 northbound trains leave Clark and Lake during this one hour period.

A new Evanston Express timetable, detailing all service, is now available for riders.



IMPROVED RECEPTION from CTA's radio-equipped emergency vehicles has been achieved by the installation of a new control console in the radio dispatcher's office. Here, *Frank K. Damrow* (right), communications technician, who designed and built the equipment, is adjusting the controls of one of the four receiving stations as *James Nelson*, radio dispatcher, prepares to contact a supervisor's car over the microphone.

CTA'S RADIO communication system centers in the radio dispatchers office in the Merchandise Mart. On duty when this picture was taken were, left to right, *Radio Dispatchers Clarence Melby, James Nelson and John Stanton.*



NEW

**Equipment
Improves**

CTA Radio Dispatching Operation

CTA'S RADIO dispatching operation has been substantially improved by the construction and installation of new receiving console equipment which offers a number of advantages over the equipment formerly used.

The new 15-tube control console was designed and built by *Fred K. Damrow*, communications technician. A spare console also has been built and installed to insure continual operation in case of failure of the first unit.

The new equipment provides better reception from approximately 100 CTA radio-equipped vehicles operating throughout the metropolitan area and from the four receiving locations on the CTA system. These are at Madison and Austin, where the transmitting tower is maintained; at Blue Island and Leavitt, Ardmore and Broadway, and 77th and Vincennes.

All messages broadcast from CTA radio-equipped vehicles are picked up at one or more of these receiving locations and are relayed by direct lines to the Merchandise Mart. There the messages channel into the new control console and are efficiently mixed in balanced circuits and are brought out on a single speaker. Previously, separate amplifiers and speaker units were required in the radio room for each of the four receiving locations.

Through this communications system, the dispatcher, from offices on the seventh floor of the Merchandise Mart, can

reach any CTA radio-equipped vehicle or emergency unit at any time of the day or night.

The transmitter at Austin and Madison is remotely controlled from the radio room and the dispatcher can either send or receive messages without leaving his operating position. When a message is to be put on the air, the dispatcher presses a foot switch which activates the transmitter and, speaking through his desk microphone, the dispatcher can conduct at two-way conversation or issue instructions regarding whatever emergency situation exists.

The new console also identifies the area of strongest reception, enabling the radio dispatcher to control the level of the received signal, thus ruling out interference from any of the other receiving stations. As an example, if a radio car calls from the far southeast side, the signals from the three receiving stations at Madison-Austin, Blue Island and Ardmore can be cut off in order to increase the signal level from 77th—nearest receiving station to point of origination of the call—to assure clearer reception.

All controls are positioned on the console for the convenience of the radio dispatcher. Formerly, four separate chassis, along with their associated controls and muting relays, housed in wall cabinets, were required. This made it necessary for the radio dispatcher to leave the operating position whenever adjustments on the equipment were needed.



1958

in Retrospect

CTA MADE transportation history in 1958—on the weekend of June 20-22—with the opening of the West Side subway, America's first rail rapid transit facility integrated with a multi-lane automobile highway, and the retiring of the last of its streetcars.

The precedent-setting rapid transit project has reduced travel time 10 minutes on the Congress branch between Desplaines avenue, Forest Park, and Congress-LaSalle station downtown. Furthermore, an automatic block signal and automatic brake-trip system, completed on December 16 between Congress-LaSalle and Cicero-LaVergne stations, insures maximum safety.

Eight of the 14 stations on the Congress route contain auxiliary entrance-exit facilities at adjacent highway overpass bridges for easy transfer to and from local buses. At Desplaines avenue terminal, Park-'N'-Ride facilities were increased, in August, to accommodate 456 automobiles, and parking space for 80 automobiles near the Cicero-LaVergne station was completed in October.

While the "new" was being ushered in, CTA dispensed with the "old" on June 21 when the last streetcar to run in Chicago, was eased into a storage track at 77th station, at the end of its final run on the Wentworth route.

New Cars, Buses Ordered

CTA, during 1958, ordered 100 new all-metal, light-weight "Green Hornet" rapid transit cars and 250 new LP-gas (propane) buses. New vehicles received during the year consisted of 117 propane buses and two rapid transit cars.

Cost of all new equipment received, ordered and authorized during 1958 totalled \$10,753,460, of which \$5,239,460 was allocated for new rapid transit cars and \$5,514,000 was spent for new buses. Scheduled for delivery in 1959 are 133 modern buses, costing \$2,917,200, and 100 light-weight, high-performance rapid transit cars costing an additional \$5,150,500.

Since the beginning of CTA's modernization program, approximately \$135,713,000 has been invested or committed for the purchase of new rolling stock, for modernizing other equipment and for other new facilities.

Believing that Chicago's transit facilities must continue to be improved and expanded, if metropolitan Chicago's transportation and traffic problems are to be eased, CTA proposed a \$315,000,000, publicly financed, 20-year, comprehensive expansion and improvement program. This program consists of building rapid transit subways and exten-

sions at an estimated cost of \$182,206,000; modernization of existing rapid transit facilities to cost about \$96,612,500, and \$35,000,000 in additional modern rolling stock to equip the proposed rapid transit extensions.

Also proposed was construction of a group of multi-story Park-'N'-Ride garages, combined with rail-bus passenger interchange facilities at outlying locations, to be financed from public transportation funds.

Moreover, the Chicago Transit Board recommended to the State Mass Transportation Commission that \$31,500,000 of public funds in the 1959-1961 biennium be made available to finance planning and initial construction phases of top-priority CTA rapid transit extension and improvement projects.

CTA's inability to finance, with the amount it receives from fares alone, such a long-range program was illustrated fully when, on December 4, a 1959 budget of \$129,993,000—\$4,503,000 in excess of anticipated revenues—was adopted. To hold the capital budget to the amount of money expected to be available from depreciation reserves, it was necessary to defer important capital projects costing an estimated \$10,000,000.

Start Wilson Station Project

However, during 1958, CTA, allocating \$1,800,000 of funds on hand, began the first phase of construction of a four-track rapid transit right-of-way through the Wilson avenue area which now is served by a two-track right-of-way. Except for the area concerned, trains operate on four tracks from just north of Chicago avenue to Howard street.

Also announced, on July 31, was organization of a \$250,000 cooperative program to step up the progress of the high speed era in urban transportation. Objectives are the development and testing of various parts specially designed for high-performance operation of light-weight, all-metal rapid transit cars in the median strip of multi-lane, grade-separated expressways to obtain greater speed, a longer acceleration period and greater passenger safety and comfort. Five rapid transit cars, now being built for CTA by the St. Louis Car company, will be equipped with the products of this program and will be test-run in West Side subway service starting in the spring or summer of 1959.

In April, CTA tested a two-way train telephone system which enables central dispatching personnel in the Merchandise Mart offices to talk directly with motormen of in-service trains and even to passengers, if necessary.

INQUIRING REPORTER:



Charles P. Starr

LOCATION: Kedzie

**What is the best advice
anyone ever gave you?**

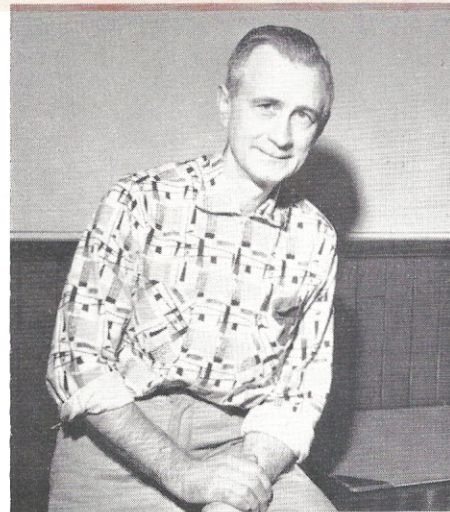


JAMES W. RICHARDSON, Operator: "Long ago, my father said to me, 'Son, always try to be a gentleman, and always work hard. Don't think that the world owes you a living.' I think that's good advice for anyone."

CORNELIUS (RED) O'CONNOR, Receiver: "Never make the same mistake twice. Once, I drove across an intersection when the traffic light was changing to red. A policeman quickly stopped me, gave me a ticket and warned me not to take such a chance again. The next time I approached a changing light, I stopped. It was a good thing I did for, just then, I saw that if I had gone through, I would have had a bad accident."



JOHN WATHEIR, Clerk: "The best advice I ever received was given to me by one of my high school teachers who suggested I go on to college after I graduated from high school. I thought I knew better and went to work. Now I can see that I made a big mistake by not heeding his advice."



EDWARD GLONKE, Janitor: "My wife once told me this: 'If you're planning a project, do as much as you can yourself to get it done, because other people won't do it for you.' So I never wait around for anyone else to do what I can do myself. It has been well worth my trouble."

TIMOTHY (TED) HEFFERNAN, Kedzie Credit Union Board Member: "When I was a young man, just starting out in the work-a-day world, my father advised me to treat others as I would have them treat me. Many times during my life, this advice has served me well. I have learned that even though sometimes it means a sacrifice on my part, doing a good turn for another always pays off."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Their Christmases Had Extra Sparkle

ACCOUNTING—(Revenue) — Under the glitter and tinsel of a Christmas tree, *Nancy Pearson* found her heart's desire, a diamond ring, when she became engaged to *Roger Thoren* on Christmas Eve. No date has been set for the wedding . . . December 24 also was the date when *Janice Patano* and *Frank Di-Cosola* became engaged. They plan an August wedding.

Pat Rochon left this office for a new job at West Shops. She received farewell gifts from her co-workers . . . *Felix Palilunas*, formerly assistant payroll accountant, was transferred to a new position here.

Betty Suhr had a wonderful winter vacation, most of which was spent visiting her sister and friends in Arizona.

Theresa Hayes, who presently is home recuperating from an operation, received many get-well cards from her friends.

Goes Back To School

(Payroll) — *Sylvia Reese* left CTA to continue her studies at Indiana University to become a medical technician. Her co-workers presented her with many gifts of personal items.

For a while, *Bob Kurtz*, who transferred here from Charter Service in the Public Information Department, claimed the honor of being the lone male member of the surface payroll division. However, *Bob* now has transferred again to a new post at West Shops.

(Voucher)—*Martha Neffas* returned from her West Indies cruise all rested and as brown as a berry, and all set to cope with our rugged winter.

Paul Laskey became a grandfather when his daughter, *Dolores Nordstrum*, and her husband became the parents of a son . . . *Doris Stahl* has the distinction of being a great-grandmother. *Victoria* was born to her granddaughter, *Roberta Phillips*, and her husband on January 4.

(Billing) — *Kenneth McNeely* moved into his new home in La



STAFF'S NIGHT OUT

INSIDE NEWS reporters, who spend many of their spare moments digging up items for the columns, and others of the CTA TRANSIT NEWS staff, as well as various members of the Public Information and Photographic departments gathered together February 3 for their traditional business meeting, dinner and theater party. After a delicious meal at Toffenetti's restaurant, where this picture was taken, the group climaxed the evening by attending the Cinerama production, "South Seas Adventure," at the Palace theater.

Grange on January 12 after selling his former house in Western Springs . . . Also exchanging homesteads recently was *Mike Verdonck*, who sold his home in Chicago and bought a new one in Des Plaines.

(Material and Supplies)—*Lorraine Falk* presently is recuperating at home after undergoing an emergency appendectomy on January 12.

Roy Wilson spent the Christmas holidays with his daughter and her family in Cedar Rapids, Iowa.

(Payroll Distribution) — *Eileen Neurauter* and her husband spent the Christmas holidays in Pittsburgh, Pennsylvania.

Fred Barker, who has been on the sick list, is recuperating nicely, at this writing.

(Budget)—As we wrote this, *Robert Baxter* was confined to his home with an illness.

—HELEN A. LOWE and
MABLE I. POTTHAST

Ballads, Vaudeville Featured At Party

BEVERLY — Several touching Irish ballads were sung by Operator *Frank Pierson*, and a number of comic vaudeville acts were performed by Repairman *Andy Karkoska* during the annual Beverly Credit Union party held January 17, as 225 appreciative persons looked on.

Elected to two-year terms on the Credit Union's board of directors were *Earl Tibbitts*, *Peter Flaherty* and *Virgil Trimmer*. *Martin Morrison* and *Walter Cassidy* were named to the supervisory committee, while *Martin Conway* and *Tom Spratt* were named to the credit committee. All other Credit Union offices remain the same.

A substantial increase in memberships, both in savings and loans, was recorded during 1958.

Marjorie, daughter of Mr. and Mrs. *Peter Zacharias*, is now a registered nurse at Michael Reese hospital. She recently finished

nurse's training at Illinois Masonic hospital.

Airman First Class *William Lull*, son of Mr. and Mrs. *Russell Lull*, served four years in Alaska before being discharged from the U.S. Air Force. Bill hopes to get a job with CTA . . . *Patrick*, son of *Joe* and *Mary Flynn*, recently finished his Navy boot training and now is stationed in Washington, D. C.

Carl Peplow and *Aleith Nix* were married in a recent ceremony at Seven Holy Founders Roman Catholic church in Calumet Park. Officiating at the wedding was *Father F. Reisdorff*, who is well known here at Beverly.

Alvin and his fellow-chipmunks weren't the only ones to receive hula hoops for Christmas. *John McCarthy* also got one and claims to have lost 15 pounds just showing his grandchildren how to use it.

Judy, daughter of Mr. and Mrs. *Charles Glines*, recently was installed as Queen of Bethel No. 29, Order of Job's Daughters.

Enjoys Fall Vacation

Operator *Harry Boren* enjoyed a late fall vacation in the Pacific Northwest.

On January 19, *Leo* and *Irene Murnane* became the parents of *Lee Ann*, who was born at Lying-In hospital . . . *Ralph* and *Florence Layton* became grandparents for the first time when *Michael Hugh Polk* was born on December 19, which also is the birthday of his mother, *Joan*. The happy grandparents marked their 32nd wedding anniversary on February 19.

Harold and *Mary Bradshaw* basked in the sun at Lake Worth, Florida, for three weeks during their vacation. Harold's greatest thrill was in landing a large sting ray.

Superintendent *George Evans* and his wife celebrated their 22nd wedding anniversary on February 6 . . . Twenty wedded years were celebrated by *Ross* and *Jeannette Shaffer* on February 14.

On the sick list, at this writing, are *Art Ryan*, *Jerry Gleason* and *Gabriel De Junge* . . . Baek at work, after short illnesses, are Clerk *Tom McGuire* and Operator *Mike Stenson*.

—FRANK M. BLACK

Trade Chicago's Snow For Florida's Sun

ELECTRICAL—*Arthur Hansel*, chief operator at Sedgwick substation, is basking in the Florida sun, at this writing.

Electrician *Chester Maddox*, who presently is on sick leave, enjoyed his stay in Ft. Lauderdale, Florida, and said he felt a little better.

Electrician *Arthur McDermott* suffered the loss of his wife on January 8 . . . Clerk *Michael Rickson*, Line Department, suffered the loss of his mother on January 4.

—GILBERT E. ANDREWS

Builds Miniatures In Spare Time

52ND—Like to see some scale models like trains, ships, etc., made to exacting specifications? Repairman *Robert Valerious* has them. He spends many a spare hour tinkering with various models.

Superintendent *William Hornkohl* and his wife celebrated their 36th wedding anniversary on January 13.

Clerk *Louis Pavlock* spent his vacation at home just taking it easy.

Bus Cleaner *Tim Hall* was welcomed back after his hitch in the Army.

Operator *Charles J. Schonberger* suffered back injuries while shoveling snow.

Operator and Mrs. *Roosevelt Martin* became the parents of a bouncing baby boy recently.

—JOSEPH W. WALINCHIUS

First By Train, Then By Auto

GENERAL OFFICE—(Transportation)—*Max Wills*, information operator; his wife, *Irene*, and their two daughters, *Barbara*, 10, and *Katherine*, three, recently made a trip to California. Boarding the Santa Fe's El Capitan, they traveled to Los Angeles to visit Max's father and mother, *Max, Sr.*, and *Pauline*. Using his father's car, Max and his family traveled 1,000 miles on the west coast visiting relatives and showing the children various colorful missions.

Radio Dispatcher *Ed Budoff* and his wife, *Sally*, saw the old year out and the new year in at Tampa, Florida . . . The flying *Krauses*, Radio Dispatcher *Jack* and Telephone Operator *Wanda*, packed their Christmas gifts and flew to

THOUGHTFUL OPERATOR COMMENDED

OPERATOR JOHN MUSSER, No. 6781, Archer station, likes people. And this trait shows up in his public contacts with CTA riders.

As witness, a letter was received from a prominent Chicago businessman telling of Musser's thoughtfulness when one of his regular passengers became ill and was confined to his home for an extended period.

Hearing of this, the operator sent a Christmas card to the ill man, enclosing with it a note.

The note read: "I hope this card finds you feeling better and soon able to take your daily ride down to your office. We just can't afford to go on much longer without the pleasant company of one of our most considerate passengers."

"May the holiday season bring you and yours happiness and a quick return to the best of health. All the drivers on the Canal street miss you."

In his letter, the businessman commented: "A message like this can mean very much



when a man is lying on his back. John Musser must be an exceptional man to take such a personal interest in his passengers."

Musser, a transit employee for 18 years, 11 of which were on streetcars operating out of 69th station, has been on the Canal street buses for the past seven years.

Yes, Operator Musser likes people—and people like him.

Paris, Texas, to visit Wanda's sister, *Joan Jackson*, and to be present at the christening of the Jackson's new baby, *James Ray, Jr.*

Ruth Soutter spent the holidays in Alhambra, California, visiting her sister, *Lillian Burke*, and her family . . . *Tony Curcio* took a second flying trip to Phoenix, Arizona, to spend the holidays with his mother and father, who are wintering there. Tony drove them to Phoenix during November.

Mickey Daly spent the Christmas holidays as a house guest of the *Lawrence Hennings* on the banks of Lake Nashotah, in Oconomowoc, Wisconsin.

(Stenographic)—*Louis F. Cuddy*, a Shops and Equipment employee who left CTA two years ago at Uncle Sam's invitation to travel, returned from France, and is a civilian again. At present, he is assigned to the Stenographic Department.

Helen Dobbs recently resigned from CTA and exchanged marriage vows with *Joseph Binder*. The couple honeymooned in Mexico.

Helen now has taken up her duties as a full-time wife.

Charlene Nelson transferred from Employment to Stenographic to assume the duties formerly assigned to *Helen Dobbs*.

Shirley Guertin, Executive, and *Joan Fitzgerald* recently returned from a trip to Mexico. Boarding a plane in Chicago, they were an hour and a half on their way when they learned the plane lost an engine and they had to return to Chicago for a substitute plane. After spending four days in and around Mexico City, Shirley and Joan motored to Taxco, the silver center of the world, and to San Jose Purua, a health resort. Then they traveled by plane to Acapulco for four glorious days of swimming, dancing, and enjoying excellent food.

(Insurance)—The glitter of the Christmas tree, now removed, was replaced by two new sparkling diamond engagement rings, one placed on the hand of *Kathleen Connery* by *Peter Belson*, and the other placed on the hand of *Lucille Al-*

tiere by *Mario Partipilo*. The dates for the chiming of wedding bells have not been determined.

Should the CTA ever need the services of a drummer, *Noreen Byrne*, a newcomer here, specializes in drum-playing.

—JULIE PRINDERVILLE

First A Fire, Then A Feast

GENERAL OFFICE—(Training and Accident Prevention)—*Joe O'Sullivan*, training assistant, sponsored an annual Christmas tree burning party January 10 for the children in the neighborhood of 68th and Winchester. The boys and girls gathered approximately 150 trees, piled them high in a nearby prairie and set them on fire after the local fire department had been alerted. The 50 children were supervised by their parents. Joe later invited everyone to his home where a treat of hot chocolate and cookies awaited them.

Student Engineer *Ray Jurgenson* presently is assigned to this department. Ray is a graduate of Valparaiso university where he received a degree in business administration. He also served three years with the U.S. Coast Guard as a 1st class petty officer.

Your reporter was quite surprised, upon arriving home one night recently, to find a strange lace-like pattern on the polaroid glass which protects the television set tube. When the glass was removed, it disintegrated into thousands of tiny pieces. Your reporter later learned that a sudden temperature change in the apartment may have caused the glass to contract and thus crack.

(Personnel Services) — *Millie O'Brien* was guest of honor at a luncheon given recently by her co-workers and friends, *Mary Anne Bohat*, *Kay Corcoran*, *Mary Berry*, *Anne Zahumensky*, *Carol McMahon*, *Audrey Kalkowski* and *Carol Fahey*. Millie left CTA to await her bundle from heaven.

(Employment)—*Geraldine Howe* was greeted as a newcomer to the department when she recently transferred from Insurance.

Arthur Stahl and his family enjoyed a Christmas vacation at Miami Beach, Florida.

(Staff Engineering) — *Traffic Analyst Herman Anders* is the

proud grandfather of a baby girl, *Shelley Anders Smith*, who was born to *Nancy* and *Harry Smith* on January 1 in Mexico City. This is Herman's first granddaughter. He has three grandsons.

—MARY E. CLARKE

Now He's Out In The Country

KEDZIE—Operator *Rudolph (Smiley) Misek* moved to Lombard, Illinois, where he bought a new home. Now he'll have further to travel each day.

Clerk Roy Schneider and *Operator Andrew Medema* left on January 19 to work in another CTA department.

Collector Arnold Abel, who has been on the sick list for some time, dropped in to see us . . . *Operator Ray Childress* presently is recuperating after a serious illness.

—C. P. STARR

Little Girl Brightens Home Of Operator

LIMITS—Operator and *Mrs. Dominick Finocchio* are the proud parents of a baby girl born recently.

Operator and *Mrs. Ed Novicki* recently marked their silver wedding anniversary with a celebration, at which many friends and relatives were present.

Operator Art Voss is back at work after seven weeks' absence, which was necessitated by his undergoing an operation . . . *Operator George Luka* presently is home recuperating after a stay in Alexian Brothers hospital.

Your reporter also spent some time in Alexian Brothers hospital after suffering from double pneumonia, but now is home recovering, and hoping to get back on the job by the time this goes to press.

We'd like to increase the size of this column and hope that everyone will cooperate in turning in the news.

—IRVING J. METZGER

These Agents Were Arkansas Travelers

LOOP (Agents)—*Julia Curry*, *Marie McAndrews* and *Margaret Donagher* vacationed at the Arlington hotel in Hot Springs, Arkansas. They took short sightseeing trips in the surrounding area.

TAKES PENSION



LABORER EDWIN FRIEDMAN (center), miscellaneous services, South Shops, is shown as he received a wallet containing cash from **Frank Rothman** (third from right) as fellow-workers look on. The presentation took place just before Ed went into retirement after nearly 23 years of transit service.

Reported by *Evelyn Clark* and *Frances Louward*

Ann Wastier spent several days in New York City visiting Radio City, the Copacabana and other points of interest. She rounded out her vacation in Miami, Florida, where she enjoyed the warm weather and sunshine . . . *Ann Dunleavy* and *Marie Blanchfield* spent their vacations in the Chicago-land area . . . *Mary Brown* visited her sister in Pittsburgh, Pennsylvania, over Christmas. The two drove to Cleveland, Ohio, to visit their brother, *Charles*. On New Year's Day, *Mary* was entertained by another brother, *James*, in Washington, D. C.

The holiday season brought many joys to *Helen Lynch* and her sister, *Ruth*, when the two visited Helen's daughter, *Ann*, her husband, *Fred*, and their two children, *Fred* and *Mickey*, in San Diego, California. They also visited Mexico.

—EDITH EDBROOKE

Who's Got Some Old Transit Relics?

NORTH AVENUE—Anybody at this station who would like to display or donate any items for the Chi-

cago Historical Society's exhibit on the history and progress of transportation in Chicago over the last 100 years should contact your reporter or *Transfer Instructor William Kennedy*. All items for the exhibit will be returned upon owners' requests.

Repairman John McGill is back on the job after a long illness, as is *Operator Ernie Bock*, who had been off from work for a long time because of a broken hip.

Operator Eddie Gundlach recently was presented with a granddaughter, who was named *Debra Lynn*.

Celebrating wedding anniversaries this month were the *William Fitzgeralds*, their 30th on February 2; the *Charles Conroys*, their 30th on February 8; the *Norman Gnadts*, their 17th on February 17; the *George Tyrivers*, their 39th, also on February 17, and the *Sam Tamburinos*, their 31st on February 20. Also, *Operator Tamburino* became the grandfather of a girl who was born to his daughter and her husband on January 17.

—JOE HIEBEL

Did The Fish Bite As Hard As Jack Frost?

NORTH PARK—As if this season hasn't been cold enough, *Operators Ed Gron* and *Vic Micetic* spent a few days in January ice fishing in upper Michigan.

Operator George Voight toured Arizona, Texas and New Mexico during January.

A number of young ones joined the North Park family recently. *Operator* and *Mrs. R. H. English* became the parents of a daughter, *Rebecca* . . . *Mary Nancy* joined the household of *Operator* and *Mrs. Nicholas Zahn*, and *Wayne Allen* became the first born child of *Operator* and *Mrs. T. J. Skinner*.

Operator Mike Philbin is a grandfather for the seventh time, while *Operator* and *Mrs. Al Schwegler's* son, *Al, Jr.*, and his wife presented them with their first grandchild.

Clerk Robert Peterson and his wife celebrated their 18th wedding anniversary recently.

Rudy Carlson of the repair department passed away December 30. He was a brother-in-law of *Supervisor Ed Hutton*.

Chief Clerk Elmer Riedel has been busy in connection with the forthcoming exhibit at the Chicago Historical Society which will trace public transit in Chicago from 1859 to the present.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

They've Made Transit A Family Vocation

NORTH SECTION—*Motorman Herb Koehler* told your reporter that "I must be getting old because I am now working with the third generation of the *Pogue* family." Latest member of the *Pogue* clan to embark upon a transit career is *Alexander*, who became an extra guard last November 17. *Alexander's* father, *Burchard*, is a North Section supervisor and his grandfather, *William*, who died December 16 in Miami, Florida, was a motorman with CTA and the former Chicago Rapid Transit company for 29 years, from 1919 to 1948.

John Brucker recently was appointed chief supervisor of instruction.

Motorman Frank Goede presently is confined to Illinois Masonic hospital.

ON THE JOB



NOT LONG before he took his pension, Towerman **Tim Craten** posed for this typical on-the-job picture in the interlocking tower at Linden avenue, Wilmette, terminal of the Evanston "L" branch. Tim, who retired January 1 after more than 36 years of service, was presented with a cash purse and gifts by his fellow-workers. Photo was snapped by **Extra Guard Bill Limanowski**, North Section.

Reported by **Angelo Bianchini**

Towerman **George Ostermeyer** and **Otto Hartmann** recently suffered the loss of their mothers . . . The wife of Towerman **Raymond Fassbender** and the brother of Conductor **Stanley McClean** died recently.

—ANGELO BIANCHINI

Two Betrothals Make The Headlines

PURCHASING AND STORES—**Patricia Lukes**, Stores, General Office, announced her engagement to **John Lucas** on Christmas Day. Plans are under way for a June wedding . . . **John McMahon**, stock clerk, South Division, became engaged to **Josephine Cummings** on January 12. Their wedding is set for June 6.

Fred Schwartz and **Larry Stefens**, both of west division, presently are in the hospital.

Rudolph Herold's father-in-law passed away in January.

—DAGMAR McNAMARA

If you've moved recently,
please notify
CTA TRANSIT NEWS

Another Milestone In Devereux Family

SCHEDULE-TRAFFIC—**William Devereux** recently escorted his daughter, **Marilyn**, down the aisle of Resurrection church when she was married to **Joseph Lawler**. The bridegroom is the son of **Steven Lawler** of Kedzie station.

Edward Kosztowny recently announced the birth of a daughter, **Christine** . . . **Joe Billis** announced the arrival of a daughter, **Tina Jean**, on January 7.

Michael Dore's father passed away recently.

—GERTRUDE F. ANDERSON

A Fast Flight To See Son And Family

77TH—**Bus Operator Harry Barry** and his wife, **Mary**, flew to Arlington, Virginia, to visit their son and daughter-in-law, **Harry and Carol**, and their grandchildren, **Tim, Terrence**, and **Ann**. The flight from Chicago to Arlington took two and one-half hours.

Senator John J. Donovan visited his many friends at 77th on January 30. It was a short visit, but he managed to say hello to all.

Bus Repairman Norm Newcomb is back on the job after a short visit to the hospital for observation.

Supervisor Joe Rossbach was confined to Little Company of Mary hospital, as we wrote this.

—JOE SMITH

We're Glad To See You Fellows Back

SKOKIE SHOPS—**Electrician Frank Kramer**, who underwent a serious operation and was laid up for over four months, has now fully recovered his health and is back on the job . . . **Machinist Michael Fabian** also is back at work after a long illness.

Carpenter Robert Barrett has returned to CTA after spending two years with Uncle Sam.

Upholsterer Al Schmitz recently underwent an operation.

—DAVID GURWICH and
EVERETT E. ENGLAND

Little Stranger To Begin Hunter's Duties

SOUTH SECTION—There was great excitement at **Porter Frank DeBerry's** home on January 6 for, on this day, a baby, **Sammy R.**, was

delivered. **Sammy**, just 11 weeks old, greeted them with a lusty Beagle puppy bark. Before long he will be hunting pheasants and rabbits just like **Tim**, his predecessor, who is now going into retirement.

Motorman Coleman Joyce said it was nice, during his vacation, to be able to look out the window at the snow and not be required to go out into the cold. He spent most of his time just viewing TV, sleeping late and loafing. He also planned to visit Toledo, Ohio.

Agent Renate Mason, who was recently married, received a pleasant surprise when her husband, who is in the Army, arrived home on a furlough to spend the holidays.

Conductor James Moss seems to be busier than usual, and appears to have that far-away look in his eyes. It might be that soon spring will be here and that he is making plans for that time of the year.

Clerk Roland Hartney is learning what makes an auto go, and at the rate that he has corrected deficiencies in his own car, it won't be long before he will be taking in motor repair jobs.

Bob Thompson, former motorman, who now is operating a bus, just can't forget his days with the former Chicago Rapid Transit company and makes regular visits to 61st to see how everyone is making out.

Clerk Al Lipke recently surprised everyone at 61st Street when he reported for work with some tasty pastries prepared by **Mrs. Lipke** who is noted for her baking ability. It should happen more often.

—LEO J. BIEN

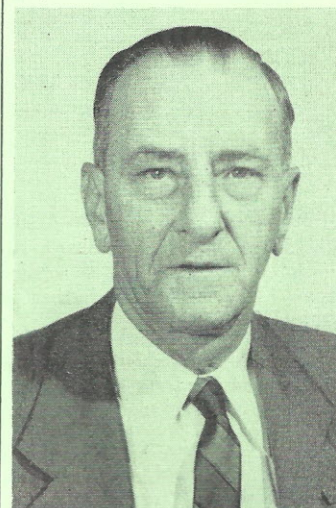
They Wanted A Change Of Scenery

SOUTH SHOPS—Enjoying holiday vacations away from Chicago were **Charles Buza**, office, and his wife, who visited relatives in Indiana; and **Thyra Foster** who called on relatives in southern Illinois.

Bob Hunt, utility and **Carl Anderson**, office, are back at work after being hospitalized. On the sick list, at this writing, are **Painter Edward Buza**, **Carpenter John Provenza**, and **Tom Cashin**, stationary engineer.

Hubert McGee, bus overhaul, and his wife, **Thelma**, recently became the parents of a daughter,

MOTORMAN RETIRES



MORE THAN 46 years of service with CTA and predecessor companies were closed out Monday, February 1, by **Motorman George Betterman**, North Section. In point of service, he was the oldest employe on the Ravenswood line.

George began his long transit career with the old Northwestern Elevated railroad on January 7, 1913, as an extra guard. Becoming a regular guard in 1917, he assumed his motorman's duties the following year. Before being assigned to Ravenswood service in 1954, he operated trains on CTA's North-South route.

Mr. Betterman and his wife, **Mary**, plan to make trips to California and Florida after his retirement.

George has three children, **George Jr.**; **Dorothy** and **Virginia**, and five grandchildren.

Debra Lynn . . . On January 9, **James Walter**, also of bus overhaul, greeted his new son who was christened **Kenneth James**.

Tony Gasparovich recently suffered the loss of his father.

—EVELYN CLARK and
FRANCES LOUWARD

Boy Joins Home Of Repairman

TERMINAL INSPECTION SHOPS—(**West-Northwest**)—**Repairman Mike Fahey** became the father of a boy recently.

Repairman Louie DeMarco, who was off because of sickness, returned to work . . . However, at this writing, Repairman Bill Thornton is off sick.

(Lake) — Repairman Art Four-nier recently lost a brother.

Repairman Clyde McKay presently is off because of sickness.

(Kimball) — Cleaner Tom Meehan's brother passed away recently. . . . Cleaner John McPartlan of Wilson terminal recently suffered the loss of his sister.

(Wilson) — The employes of Wilson and Howard Shops are to be complimented for the fine job they are doing in connection with the current safety and fire prevention campaigns, as well as for the fine decorations they put up during the holidays.

—JOE FEINENDEGEN

It's Not Entirely A Man's World!

WEST SECTION—(Douglas Park)—The girls really shut out the fellows recently, at least as far as putting in appearances is concerned. For instance: little Mary Theresa arrived at Little Company of Mary hospital on New Year's Day. She is the new daughter of Extra Trainman James Cunningham and his wife, Mary, and the first girl in a family of three boys . . . Motorman Edward Baker and his wife, Sandra, became grandparents for the first time when their daughter, Sandra Switzer, gave birth to Lorna Lynn January 7 at Bloomington, Illinois.

Another new arrival was Judy, who was born January 8 at Mother Cabrini hospital. She is the granddaughter of Ralph De Maria, West Section superintendent of agents and porters . . . Mary Alice was born recently to Stanley Christ, West Section instructor, and his wife, Ruth, at Community Memorial hospital, LaGrange . . . And still another newcomer is Tina, who was born February 3 to Mike Veltri, West Section instructor, and his wife, Violet. Tina has two sisters, Shelby and Gail.

Porter William Ravizee married Ernestine Jackson on January 2.

(Congress)—Conductor William Meyers and his wife visited their daughter, Dorothy; their son-in-law, Sid, and their 18-month-old granddaughter, Judy, in Lake Worth, Florida, over the Christmas holidays. The couple traveled by plane both ways and Bill thus took his first ride in an airplane.

He said that the ride was so smooth that the landscape below, rather than the plane, seemed to be moving.

Supervisor Roy Rourke, who was confined to his house because of an illness, died January 30.

—JOHN HANNING

Santa Was Soggy, But Not Sorry!

WEST SECTION (Agents) — During the Christmas season, Agent John Filipek played Santa Claus to a group of neighborhood children. Everything went well until he interviewed the real small ones. However, we understand his enthusiasm to enact the role again next season has not been dampened.

Porter Fred Kaiser is back on the job after being off for over three months because of the amputation of a finger on his left hand.

Agent Erma O'Bryan joined the ranks of the retired on February 1.

Agent Martin Tezek returned from a three-week vacation, during which he gave the old home-stead a new lift via paint and wallpaper.

—GORDON M. KELLY

TRANSITAD

FOR SALE—Two-grave lot at Oak-Hill cemetery, 119th and Kedzie, Chicago, at price paid by owner. Reasonable. Please contact Walter M. Collins, 5851 45th avenue, north, St. Petersburg 9, Florida.

Six Round Out 176 Transit Years

WAY AND STRUCTURES — Six employes retired February 1 after chalking up a combined 176 years with CTA and predecessor firms. They are Trackmen Andrew Krok and Joseph LaBue, Laborer Clarence Getty and Truck Repairman Frank Botica, all of the track division, and Trackmen Ernest Rivoltorto and George Czajka, both of the rapid transit division.

Oldest employe, in point of service, was Andrew, who rounded out 38 years. Joe and George each rolled up 36 transit years, while Clarence retired after 27 years of service, and Frank, after 24 years. Ernest closed out a 15-year career.

—MARLENE NEHER

New Pensioners

John Chojceki, bus cleaner, Archer. Employed 4-25-44.

K. M. Connelly, agent, South Section. Employed 8-11-43.

T. M. Craten, towerman, North Section. Employed 9-20-22.

M. E. Dye, agent, West Section. Employed 9-27-43.

James Faklis, bus cleaner, 69th. Employed 12-10-42.

T. A. Foley, agent, South Section. Employed 8-15-44.

E. E. Friedman, laborer, South Shops. Employed 5-6-36.

S. J. Gillard, plant guard, CTA Department of Police. Employed 1-28-29.

M. J. Griffin, agent, West Section. Employed 12-16-41.

J. P. Grotz, motorman, North Section. Employed 3-6-25.

J. A. Halloran, porter, West Section. Employed 12-10-19.

M. O. Higer, agent, North Section. Employed 3-19-29.

G. W. Holderness, switchman, West Section. Employed 10-25-29.

C. L. Kitson, agent, North Section. Employed 10-24-27.

John Krawczyk, trackman, Way and Structures. Employed 6-3-25.

G. A. Leuthner, conductor, West Section. Employed 3-31-16.

Patrick Loftus, bus cleaner, Kedzie. Employed 8-10-37.

M. G. Meehan, agent, South Section. Employed 9-26-28.

Charles Muse, porter, West Section. Employed 1-27-46.

E. T. Nelson, receiver, Limits. Employed 11-18-22.

C. I. O'Brien, agent, West Section. Employed 7-6-28.

J. P. Olson, agent, South Section. Employed 2-15-36.

Matthew Regan, conductor, North Section. Employed 8-9-24.

F. R. Rhoda, agent, North Section. Employed 9-11-47.

M. T. Rohr, agent, North Section. Employed 4-19-20.

Charles Scavuzzo, agent, South Section. Employed 2-20-43.

W. J. Smith, agent, West Section. Employed 1-18-37.

G. H. Stader, conductor, North Section. Employed 4-17-25.

E. W. Tidler, conductor, West Section. Employed 9-18-19.

William Webster, porter, West Section. Employed 5-12-20.

IN FLORIDA'S SUN



HERE ARE four CTA pensioners who, so far from having to endure the rigors of an unusually severe Chicago winter, bask in their shirtsleeves in Florida's sunshine. From left to right are Sid Brown, former motorman; Frank Wimmer, former conductor; Ben Day, former trainman and Alex J. Csaba, former motorman. All except Alex, who lives in Plant City, make their homes in St. Petersburg, and all formerly worked on the West Section. Ben contributed the picture, probably to remind us Chicagoans that we, too, can enjoy Florida-like weather, if we don't mind waiting a few months.

For And About Our Pensioners

ACCOUNTING—(Billing) — *Camille Gillies* stopped in to say "hello" to her former co-workers when she was down to be photographed for her pensioner's riding pass. *Camille*, who looked youthful, advised: "Keep busy and don't stagnate."

(Revenue) — *Agnes Samek* recently came in to see her former fellow-workers. *Agnes* said she was enjoying her retirement and felt "like a million." She was accompanied by *Phyllis Cusic*, revenue, who presently is on sick leave.

—HELEN A. LOWE and MABLE I. POTTHAST

BEVERLY—*Tom Nolan* and his wife, *Ann*, who spent a recent vacation in Florida, met many retired CTA employes at the December 3 meeting of the CTA Pensioners' club of St. Petersburg. Among the persons they encountered was *Chris Nielsen*, 4791 60th way, north.

The Nolans also met *Joseph A. Rabig*, 2127 42nd avenue, north; *John W. Turvison*, 7400 46th avenue, north; *A. Jack McMullen*, 509 11th avenue, Largo, Florida; *Joe Blaa*, 7631 48th street north, Pinellas Park, Florida, and *Phil Vaillancourt*, 3504 San Juan street, Tampa, Florida.

While in Florida, the Nolans were the guests of *Mr. and Mrs. Mike Hanley* of 3100 Ocean parkway, Boynton Beach, Florida. Living right across the street from the Hanleys are the *John R. Clarks* of 3120 Ocean parkway.

A belated birthday greeting to *Tom Grennan* who was 86 years old last November. *Mr. Grenshaw*, who now lives in Lake Worth, Florida, is the father-in-law of *Eddie Dunn* of 77th.

Former Conductor *Pat Brown* would like very much to have visitors at his home in Manhattan Beach, California.

Chris Stovlbeck, who worked on the 79th street surface line until about three months ago, has moved to 915 E. Indian Hill School road, Scottsdale, Arizona.

The Rev. *Robert J. O'Rourke*, who recently was ordained into the priesthood in ceremonies at Columbian Fathers seminary in Milton, Massachusetts, offered his first solemn mass recently in his home parish church, St. Joachim's, 700 E. 91st street, Chicago. His father is Retired Supervisor *Gene O'Rourke*.

Former Clerk *Bill Frank's* son, *The Rev. William F. Frank*, former interim pastor of the Vincent Methodist church, was commissioned a missionary by *Bishop J. Ralph Magee*. He will leave soon for Cochabamba, Bolivia.

Bernard Ekstrom, who retired November 1, 1957, after 38 years of service, lives at 7136 S. Seeley. His wife, who has been ill at South Chicago hospital since December 18, is improving fast, at this writing.

Working In Loop

Tom Hughes is working for a Loop printing company. Other CTA pensioners, who work with him, are *Mike Duffy*, *Dan O'Brien*, *Joe Moriarity* and *Pat Mulvihill*.

Former Operator *Joe Celner* now is a policeman stationed at the Grand Crossing police district.

During a recent visit to California, *Al Heinrich* and his wife, *Ethel*, visited at the home of the *Alfred Vandermeches*, 6209 Monlace road, Long Beach. Also visiting the Vandermeches were the *Jim Godwins*.

Jim's brother, *John Godwin*, retired motorman, recently visited *Tom Glynn*, another retired motorman, who is in Ward 340, Administration building, Hines hospital.

Elmer Thieben, retired conductor, left his farm near Pekin, Illinois, long enough to pay a short visit to Operator *Fritz Joike*.

Ernie Blahetka, retired conductor with whom your reporter spent many hours on the extra board in 1929, died in January.

Mr. and Mrs. Lou Bartelheim celebrated their 55th wedding anniversary on February 2. *Lou* formerly was a Loop supervisor and

station superintendent. The *Bartelheims*, who live at 8021 Vincennes avenue, have two supervisor sons, *Augie* and *Art*.

—FRANK M. BLACK

ELECTRICAL—*Leo Behrendt*, former chief operator at 20th Substation, wrote from Pasadena, California, that he enjoyed seeing the Tournament of Roses, which preceded the annual Rose Bowl football game on New Year's Day.

—GILBERT E. ANDREWS

KEDZIE — *Edward Ahearn*, who makes his home in Pinellas Park, Florida, sent his regards to all the boys here.

—C. P. STARR

LOOP (Agents) — *Katherine Sheehan* is visiting her sister and her nephew, *Danny*, and his wife, and their two children in Nova Scotia, Canada, at this writing.

Miss Carrie E. Lindholm, ticket agent on the Douglas Park branch who retired on December 1, 1949, after 31 years of service, died on December 27, 1958. She was 76.

—EDITH EDBROOKE

NEWSBOYS' REWARD



LOOKING OVER copy prepared by *Dave Condon*, Chicago Tribune sports writer who conducts the "Wake of the News" column in that paper, is *Carl F. Hruska* (extreme left), son of Operator *Gale Hruska*, 69th. *Carl* was one of eight boys chosen as an outstanding newspaper carrier and was the Tribune's special guest for the day on January 29. The seven boys pictured (one was unable to be present) also visited *Fran Allison's* television show and received her autograph. After a luncheon at the Chicago Press club, they met Tribune executives, toured the paper's circulation, editorial and production facilities and saw a Tribune press run. They rounded out their day by viewing the controls of the WGN-TV transmitter atop the Prudential building.

(Chicago Tribune photo)

BROTHER AND SISTER



SISTER FRANCIS KEVIN (above), daughter of *Carpenter Frank Brady*, Way and Structures, was professed into the Dominican Order of nuns last December 28 at *Adrian*, Michigan. Attending the ceremonies was her brother, *Brother Gregory* (also pictured) of the Augustinian Order in Oconomowoc, Wisconsin. Another brother, *Frank, Jr.*, is employed in CTA's Schedule-Traffic Department.

Reported by *Edith Edbrooke*

ELECTRICIAN WINS \$165.00 AWARD

A SUGGESTION recently made by *Electrical Worker Clemens (Clem) Hammerschmitt*, Skokie Shops, resulted in his receiving a \$165.00 award from the Employees' Suggestion committee. Clem recommended that so-called goose neck type microphones in 6200 series rapid transit cars be altered to become wall-type microphones in order to reduce wear and tear on the instruments, and also reduce the danger of theft or vandalism. Adoption of this suggestion has resulted in a net savings to CTA of \$1,627.00. Clem, a 16-year CTA employe, now has received a total of \$190.00 in suggestion awards. An earlier suggestion, submitted in February, 1953, netted him a \$25.00 award. Other recent winners are:

NAME	POSITION	LOCATION	AMOUNT
<i>Gerald B. Dalton</i>	Bus Repairman	77th Street	\$10.00
<i>Dominick DiOrio</i>	Shopman III	Skokie Shops	15.00
<i>Carl R. Green</i>	Automobile Mechanic	West Shops	25.00
<i>Gunne A. Lindstedt</i>	Blacksmith	Skokie Shops	5.00
<i>William Little</i>	Painter and Finisher	Skokie Shops	5.00
<i>Irene Peterson</i>	Addressograph Operator	Stores	10.00
<i>Michael Bogira</i>	Repairman "B"	61st Street Shops	5.00
<i>Marguerite Kuper</i>	Receptionist	Insurance	10.00
<i>R. J. Maziarka</i>	Draftsman	Engineering	20.00
<i>Frank Soluri</i>	Carpenter	West Shops	25.00
<i>Edward Bartkus</i>	Tinner Leader	South Shops	25.00
<i>C. W. Buckley</i>	Repairman	Beverly	10.00
<i>James Egan</i>	Carpenter	Skokie Shops	35.00
<i>L. T. Gunn</i>	Operator	52nd Street	10.00
<i>D. B. Murphy</i>	Repairman	Beverly	25.00
<i>Alex Pala</i>	Repairman	77th Street	20.00

SUPPLEMENTARY AWARD WINNERS

<i>Sam Cicero</i>	Machinist	Skokie Shops	15.00
<i>Charles Dreasler</i>	Machinist	Skokie Shops	5.00
<i>Ray Laskowski</i>	Machinist	Skokie Shops	5.00
<i>John J. Kania</i>	Automobile Mechanic	West Shops	25.00
<i>Joseph J. Perillo</i>	Wireman "A"	Skokie Shops	15.00

NORTH SECTION—*Edward Pulliam*, who retired 11 years ago after 40 years of service with the former Chicago Rapid Transit company, celebrated his 76th birthday at the Kensington Palace hotel in London, England, recently. He and his wife made a stopover there while enroute from Scotland to the

mainland of Europe. He and *Mrs. Pulliam*, a CTA ticket agent, visited Holland, Germany, Austria, Exposition in Brussels Belgium.

A cash purse and gifts were presented recently to *Conductor George Stader*, who retired January 1, at Linden avenue terminal. . . . *Agents Fanny Rhoda, Mae Rohr, Clara Kitson* and *Mary Higer* also retired on January 1.

Retired Motorman John Carlson and *Retired Conductors Charles Elliott* and *Bob Blane* recently dropped by to say hello.

—ANGELO BIANCHINI

SCHEDULE-TRAFFIC—*Retired Traffic Clerk William Underwood* died December 26. Beginning his transit career with the former Chicago Motor Coach company in 1923, he retired from CTA in November, 1956.

—GERTRUDE F. ANDERSON

STELLAR SENIOR

77TH—We received a postcard from *John Blais*, who said he got married, sold his house in Chicago, bought a house in St. Petersburg, Florida, and joined the St. Petersburg CTA Pensioners club. He also got in a little fishing with his deep sea equipment. He lives at 218½ 13th avenue north, St. Petersburg.

We would like to hear from our pensioners who live all over the country. We know you are out there but we haven't been hearing from you!
—JOE SMITH

SOUTH SECTION—Agents, who went on pension January 1, were *Kathleen Connelly, Teresa Foley, Grace Meehan, Jeanette Olson, Charles Scavuzzo* and *Finley Shrinks*.

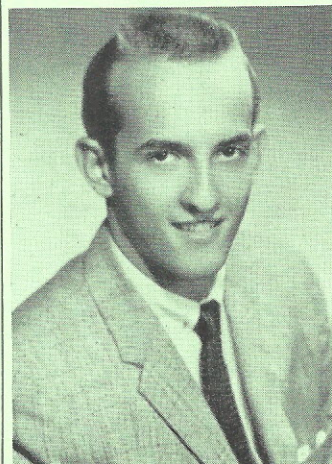
The South Section always had its share of good golfers, but it took one of our recent pensioners to make the headlines. Down in St. Petersburg, Florida, *Former Towerman Emil Glatz* hit a perfect shot on the eighth hole at Sunset country club and got a hole-in-one.

Everyone is reminded that the Division 308 Pensioners' club will hold its annual St. Patrick's Day party at 2:00 p.m. Thursday, March 19, at 32 W. Randolph street, 13th floor. Why not plan to be there? Pensioners who are members of the Rapid Transit Employees' Blood Fund should contact their representatives, in order to be in good standing for the 1959 year and to pay their annual \$3.00 dues, on or before February 28.

—LEO J. BIEN

SOUTH SHOPS—*Edwin Friedman*, who retired on January 1, was hospitalized the following day, but is out of the hospital, at this writing.

Joseph Hecht, retired paint shop foreman, visited the South



TOP JANUARY GRADUATE at Steinmetz high school, *Raymond Goldstein*, 18-year-old son of *Richard Goldstein* of the Schedule-Traffic Department, was pictured recently in the Chicago Tribune, with outstanding seniors of other schools. Raymond was senior class president, a member of the National Honor Society and the school's orchestra, band and "Campus Crew" dance band. He plans to attend Loyola university to study pre-law in preparation for entering the foreign service.

Reported by *Gertrude F. Anderson*

Shops recently. He and *Mrs. Hecht* plan to spend several weeks in Miami Beach, Florida.

—EVELYN CLARK and FRANCES LOUWARD

RETIRED SUPERINTENDENT DIES

FUNERAL SERVICES were held February 4 for *William C. Becker*, 89, who died on January 31.

Mr. Becker, a retired superintendent of substation maintenance, had 54 years of service in the local transit field at the time of his retirement on November 1, 1954. He started with the former Chicago Union Traction Company in October, 1900, as an armature winder. He subsequently became an armature winder foreman, and was advanced on April 26, 1945, to the position he held at his retirement.

Services were held in the chapel at 567 Spring road, Elmhurst, with internment at Woodlawn cemetery, Forest Park.

Surviving are his widow, *Helen*, and a son, *George A.*, who is now superintendent of substation maintenance for CTA, having succeeded his father in this position. Two sisters, *Mrs. Emma Hitchcock* and *Mrs. Bertha Barkstrom* and a brother, *August*, also survive.

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, March 3, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above address.

JUNIOR GUARD



THIS BROADLY - SMILING young lad is four-year-old *Rickie Limanowski*, who always wants to do what his daddy does. So, here he is all dressed up in the uniform—complete with coin changer and punch—of his father, *Extra Guard Bill Limanowski*, North Section. The little fellow's grandfather, *Albert Limanowski*, formerly worked at North Avenue surface station as a repairman until he retired in January, 1956.

DISABILITY RETIREMENTS

- John Gilla**, machinist, West Shops. Employed 12-7-36.
- J. J. Kilmartin**, bus cleaner, 77th. Employed 7-31-42.
- W. J. Leonard**, electrical worker "A," Skokie Shops. Employed 9-1-20.
- W. A. O'Neill**, operator, 77th. Employed 6-3-20.
- F. A. Shrinks**, agent, South Section. Employed 1-29-45.

LEGION POST PLANS ST. PATRICK'S FETE

A ST. PATRICK'S Day party and dance will be held by CTA Post No. 1216, American Legion, and the post's Women's Auxiliary beginning at 8:00 p.m. Friday, March 20, at St. Jude's hall, 211 W. Madison. Refreshments will be served.

All CTA employees who are veterans are cordially invited to join the post, according to *Nick Suero*, membership chairman. Meetings are regularly scheduled for the third Tuesday of each month at St. Jude's hall.

RECENT DEATHS AMONG EMPLOYEES

FRANK ABRAMIC, 74, retired machinist, South Shops. Died 1-4-59. Employed 9-4-07.

MAURICE ABT, 63, retired motorman, 77th. Died 12-27-58. Employed 12-23-19.

THOMAS BABCOCK, 50, clerk, Accounting Department. Died 12-23-58. Employed 8-27-42.

EDWIN BARTUSCH, 61, mailman, Office Services. Died 12-24-58. Employed 4-17-13.

LOUIS BENDKOWSKI, 71, retired carpenter, South Shops. Died 12-27-58. Employed 5-24-28.

ERNEST BLAHETKA, 62, retired conductor, 77th. Died 1-2-59. Employed 1-28-29.

HARRY BORN, 52, operator, North Avenue. Died 12-20-58. Employed 3-5-34.

PATRICK DRUMMY, 77, retired motorman, 69th. Died 1-2-59. Employed 6-15-11.

JOHN DUFFY, 76, retired conductor, South Section. Died 12-27-58. Employed 1-28-27.

For And About Our Pensioners (Cont.)

SKOKIE SHOPS—*Augie Feindeggen*, retired machinist foreman, was made an honorary member of the Skokie Shops Elbow Benders' club. Your reporters recently received a card from *William (Bill) Small*, former carpenter who now lives in California.

Gus Hyde, who is spending the winter in Florida, wished to be remembered to all his old friends and co-workers.

—DAVID GURWICH and EVERETT E. ENGLAND

WEST SECTION—*Edward F. Shea*, former motorman, presently is confined to Room 826-C, Veterans hospital, Southfield and Outer Drive, Dearborn, Michigan. Since he will be hospitalized for some time, he would appreciate hearing from some of his friends. Ed, who entered transit service in May, 1914, retired on July 1, 1947.

—JOHN HANNING

D. B. FORD, 86, retired agent, South Section. Died 12-28-58. Employed 4-15-18.

ELIJA GALICH, 74, retired foreman, Track. Died 12-25-58. Employed 11-6-23.

ADAM GASPAROVIC, 84, retired laborer, Track. Died 1-2-59. Employed 5-5-20.

P. D. GRICIUS, 71, retired repairman, 69th. Died 12-29-58. Employed 9-18-19.

H. P. HANSON, 70, retired conductor, Beverly. Died 12-9-58. Employed 12-29-09.

G. A. HOFFMANN, 72, retired conductor, North Section. Died 1-5-59. Employed 11-7-06.

ARTHUR T. KIPFERL, 61, conductor, North Section. Died 1-6-59. Employed 12-3-42.

ANTON KLARICH, 73, retired motorman, 77th. Died 12-9-58. Employed 1-26-15.

E. J. KOPSIN, 54, retired conductor, Devon. Died 12-29-58. Employed 6-20-23.

S. A. KROLL, 70, retired operator, Kedzie. Died 12-29-58. Employed 2-5-13.

C. E. LINDHOLM, 76, retired agent, West Section. Died 12-27-58. Employed 9-9-18.

I. F. LOSINSKY, 70, retired gateman, Kimball Avenue. Died 11-13-58. Employed 9-6-44.

C. C. MACKENROTH, 93, retired conductor, South Section. Died 1-1-59. Employed 8-26-07.

C. J. MAHONEY, 70, retired construction engineer, Building Department. Died 12-10-58. Employed 2-1-44.

JOE MATKO, 68, retired laborer, Track. Died 11-26-58. Employed 8-24-29.

CORNELIUS MILLER, 85, retired motorman, South Section. Died 1-1-59. Employed 6-14-95.

HENRY MITCHELL, 55, gateman, West Section. Died 12-20-58. Employed 5-22-37.

ANTHONY MOSCO, 69, retired car cleaner, Logan Square. Died 12-12-58. Employed 5-6-18.

O. F. PAGE, 77, retired agent, West Section. Died 12-12-58. Employed 7-29-30.

GEORGE POLICH, 75, retired laborer, South Shops. Died 12-5-58. Employed 10-10-29.

W. T. POGUE, 78, retired motorman, North Section. Died 12-16-58. Employed 11-15-15.

J. A. RUCK, 77, retired motorman, Kedzie. Died 12-20-58. Employed 1-13-09.

R. O. SCHROEDER, 74, retired motorman, 69th. Died 12-10-58. Employed 9-30-11.

ALMAR SCHULTZ, 48, motorman, North Section. Died 1-6-59. Employed 4-15-41.

H. J. SMITH, 66, retired agent, North Section. Died 12-13-58. Employed 4-7-41.

GEORGE THERMOGIANIS, 82, retired cleaner, Cottage Grove. Died 12-12-58. Employed 8-3-20.

W. W. UNDERWOOD, 67, retired clerk, General Office. Died 12-26-58. Employed 7-26-23.

THOMAS L. VALIQUET, 58, operator, Beverly. Died 1-16-59. Employed 1-16-25.

W. M. VERHEY, 70, retired conductor, Cottage Grove. Died 1-4-59. Employed 12-4-22.

JEREMIAH WALSH, 76, retired guard, South Section. Died 1-3-59. Employed 8-12-19.

A. F. WASKELIS, 67, retired repairman, 69th. Died 1-5-59. Employed 4-14-25.

S. J. WIELGUS, 64, retired operator, Limits. Died 12-31-58. Employed 2-11-20.

FRED WILLERT, 79, retired conductor, 77th. Died 12-14-58. Employed 1-4-08.



OUR

Public Speaks

RECENTLY, IT was brought to our attention that *Operator Kelly Gilio*, badge number 11648, Kedzie, received an envelope shortly before Christmas from several Sears, Roebuck & Company employes who regularly ride on his bus. Attached to the contents of the envelope—a \$50 bill—was a note, “Our Christmas gift from your Sears riders for the courteous and efficient service you render.”

OF COURSE, cash rewards always make our wallets a little fatter. However, letters of commendation noted in an employe’s personal file always enriches the value of that particular employe.

Below are a few recently received letters of commendation about employes who conscientiously have performed their duties:

“Impressed by the Courtesy”

“Recently, I boarded an outer drive bus at State and Adams streets, enroute to Rosemont and Sheridan road. I was most impressed by the courtesy of the driver (*Operator Reed Peoples*, #12574, North Park) and his genuine concern for his passengers. He cautioned them to be careful when alighting because of the snow and ice, and was very helpful in calling the names of streets and answering all questions accurately and thoroughly. This lad really gave the impression of knowing his business—that of driving a bus and handling of people.”

“Lost Papers”

“About two weeks ago I boarded a Racine avenue bus and left some important papers behind when I alighted.

After I realized what I had done, I called the CTA Lost and Found, but the papers had not been turned in.

“When I arrived home that evening, my husband told me that the bus driver that I had ridden with on the Racine line found the papers and had brought them to our home. We both appreciated this so much and felt that this driver, badge number 5524, (*John Wilson*, 69th) was a credit to CTA. He went out of his way to see that these papers reached us safely. Since this incident, I make it a point to be a steady passenger on this operator’s bus.”

“Sincere Regards”

“I am writing this letter, with sincere regards and deepest thanks for the consideration and courtesy shown me in a desperate time of need from Operator Number 10052 (*David Gonsoulin*, North Avenue).

“Last week I boarded his bus and was very embarrassed to find that I hadn’t a cent to my name. After relating my predicament to the operator, he was very polite and understanding and gave me a quarter out of his own pocket and told me to forget it. To me, his actions were more than just courtesy and politeness, but a grand display of brotherhood. I only wish I could do more than just say ‘thank you.’”

OTHER LETTERS received in the Service Section of the Public Information Department reflect the opinions of patrons who feel they have not received the kind of service they should. The following are a few recent examples of less favorable views expressed by our riders:

“Recently, I was aboard a Broadway bus at about 4:20 p.m. A woman passenger boarded this bus at Wilson avenue and gave the operator a transfer. The driver looked at the transfer and shouted out to the woman that it was not acceptable. The woman, very amazed, asked why. The operator then proceeded to tell her that she did not have the transfer stamped in the ‘L’ station and therefore it was not valid. When the woman offered to pay another fare, the operator flatly refused to accept it, saying that the only way she’d get to know the procedure was to go back and have it stamped.”

COMMENT: If the operator, in rejecting the transfer, had courteously explained the reasons why it was invalid, this letter would not have been necessary. If the passenger was not familiar with transfer regulations and offered to pay another fare, the operator should have accepted it and advised her to send the transfer to CTA’s Service Section with a letter reporting the incident. Her complaint then would have received proper consideration and action as indicated by the circumstances. The conduct of the operator as described by the complainant is never justified nor condoned.

“Last week I boarded a bus and traveled on it for about 12 blocks. Since I am an elderly woman, I got up from my seat in plenty of time, about two blocks away from my stop, so I would be sure to be at the door on time. I pulled the cord several times and stepped down on the second step. The operator drove right past my stop and took me about four blocks out of my way. Naturally I had to walk back and it was no picnic walking through all the snow.”

COMMENT: Failing to give our patrons the service due them by passing up designated stops to allow them to board or alight is a direct violation of CTA regulations. Passengers are the most important asset CTA has.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for January, 1959; December, 1958, and January, 1958:

	Jan. 1959	Dec. 1958	Jan. 1958
Complaints	1636	1333	1141
Commendations	134	82	109



TO SERVE OUR RIDERS BETTER...

KNOW YOUR CTA ROUTES

COMBINED, CTA'S North Damen (No. 50) and South Damen (No. 50A) surface lines serve 10 Chicago communities and provide, for the residents of these areas, convenient connections with rapid transit service to and from the Loop.

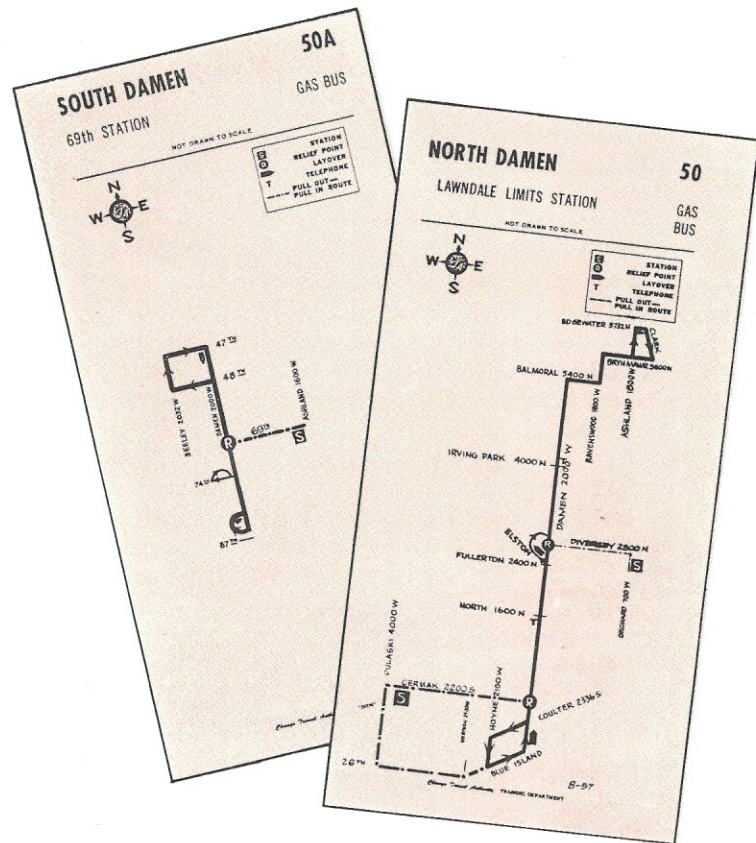
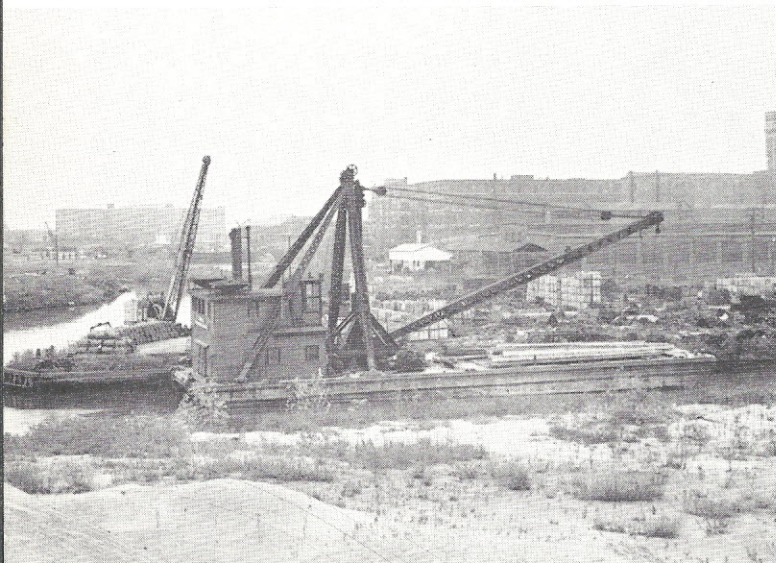
North Damen buses, in their travels through the Lincoln Square, North Center, Logan Square, West Town, Near West Side and Lower West Side communities, make direct connections with the Logan Square and Congress branches of the West-Northwest rapid transit line and the Ravenswood "L" branch. They also stop conveniently close to the Hoyne avenue station of the Douglas Park "L" branch (between Cullerton and 21st streets).

South Damen bus passengers, by transferring to 63rd (No. 63) buses, at 63rd and Damen, or Marquette (No. 110) buses at Marquette and Damen need travel only a short distance to the Loomis street "L"-subway terminal of the North-South's Englewood branch.

For generations, Damen avenue, which once marked the western city limits, was known as Robey street. However, about 30 years ago, Chicago's city council changed the street's name to honor a *Father Damen*.

Along this largely residential thoroughfare, dwellings range in type from small, new homes, such as those of the North Beverly neighborhoods, and neat, well-maintained homes of the kind found in Lincoln Square and North Center to the much older houses typical of New City, Lower West Side and Near West Side.

MANY TOWBOATS, which haul long strings of barges loaded with a wide variety of products between Chicago and Gulf ports, tie up in this barge terminal area which, in this picture, is seen from the Damen avenue bridge. At this point, the south branch of the Chicago river is only a short walking distance from the southern end of the North Damen line.



Also along Damen are such famous Chicago landmarks as the Veterans' hospital and Veterans Administration offices at Taylor, Chicago stadium, at Madison and Wolcott; and Cornelia C. Lathrop homes, one of the city's first public housing projects, at Diversey.

Shopping centers, as well as industrial and commercial areas, are located on or near Damen, in the area served by the two lines.

Two-man streetcars, which began running over portions of North Damen avenue as early as 1897, were replaced by buses in May, 1951. South Damen was served by one-man streetcars from 1919 to January, 1948, when this line became one of the first, under CTA management, to be converted to bus operation.

From a northern terminal at Edgewater-Clark (5732 N. and 1600 W.), southbound North Damen buses operate south on Clark, west on Bryn Mawr, south on Ravenswood, west on Balmoral, south on Damen, southwest on Coulter,



NORTH SIDE landmark is this castle-like edifice which marks the main gate of Rosehill cemetery, 5800 N. Ravenswood, and houses administration offices. Cemetery officials believe that, because of this structure's similarity to the famed Chicago water tower at Chicago and Michigan avenues, both buildings were designed by the same architect. However, records, which would prove or disprove the theory, were destroyed in the Chicago Fire of 1871.

south on Hoyne, and northeast on Blue Island to the south terminal at Blue Island and Damen (2450 S. and 2000 W.). Northbound buses reverse this route except at the northern end where they travel north on Ashland from Bryn Mawr to Edgewater.

Mondays through Fridays, headways on this line range from four minutes during rush hours to nine minutes during evening periods. On Saturdays, buses run every eight minutes all day until evening when they operate on 10-minute intervals, and on Sundays and holidays, they operate every 15 minutes in mornings, and every 10 minutes throughout the remainder of the day. "Owl" service, on 30-minute intervals, is provided seven days a week.

From the northern terminal at 47th and Damen (4700 S. and 2000 W.), South Damen buses travel south on Damen to an off-street terminal at 87th (8700 S.). Northbound buses



THIS EYE-ARRESTING tombstone, which is in the form of a massive tree and a railroad mail car entering a foliage-coated tunnel, is located in Rosehill cemetery. It marks the grave of *George S. Bangs*, who originated the idea of sorting mail on trains and was one of the inventors of the mail car. The graves of many other prominent persons, including those of *Charles C. Dawes*, Vice President during the *Coolidge* administration; *Frances E. Willard*, founder of the *Womens' Christian Temperance Union*, and 16 Chicago mayors also lie in this burial ground.

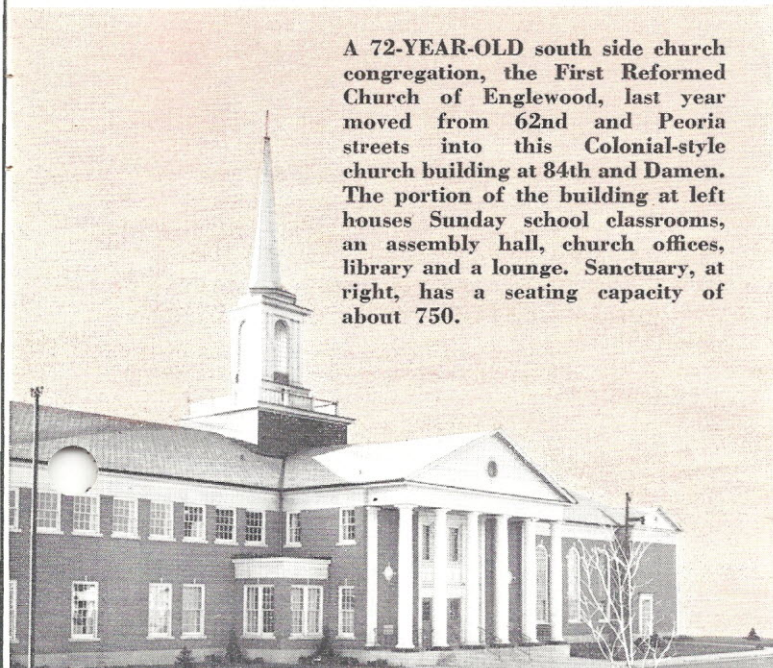
travel the same route in reverse except that they loop west on 48th, north on Seeley and east on 47th to the northern terminal.

South Damen buses run every seven to eight minutes during rush periods, Mondays through Fridays; every 12 minutes all day on Saturdays, and, on Sundays and holidays, on 20-minute headways during mornings, and on 10 to 12-minute headways throughout the remainder of the day. There is no "owl" service on this line.

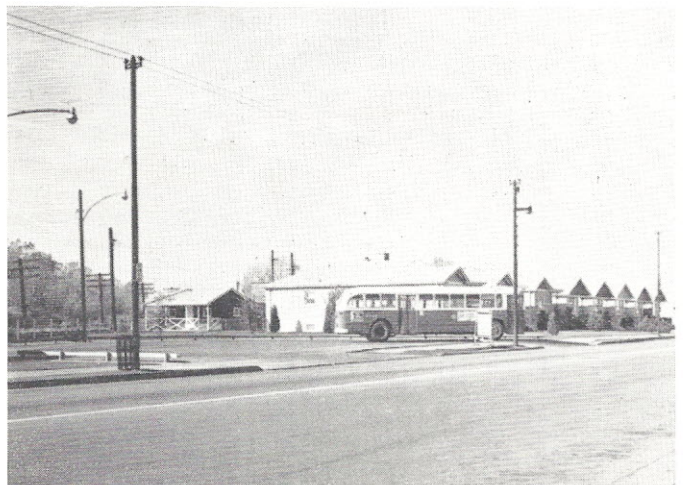
Thirty-three buses, operating from Limits and Lawndale garages, are assigned to the North Damen line. Depending upon the time of day and traffic conditions, they cover the 10.14 miles of the route in from 53 to 68 minutes.

The eight buses of the South Damen line, which are based at 69th street station, cover the route's 5.1 miles in from 20 to 25 minutes' time.

A 72-YEAR-OLD south side church congregation, the *First Reformed Church of Englewood*, last year moved from 62nd and Peoria streets into this Colonial-style church building at 84th and Damen. The portion of the building at left houses Sunday school classrooms, an assembly hall, church offices, library and a lounge. Sanctuary, at right, has a seating capacity of about 750.



OFF-STREET terminal, marking the south end of the South Damen line at 87th street, adjoins small, well-kept homes in the North Beverly community. At left is portion of *Dan Ryan Woods*, one of the six Cook County forest preserves wholly within Chicago's boundaries.





Collection Depicts Chicago Transit History

LOOKING OVER a collection of pictures which cover Chicago's transit history from the cable car era to the present day with members of his family is *Elmer W. Riedel* (second from right), chief clerk at North Park.

Among his pictures, which he has arranged neatly in chronological order on five large panels in the basement of his home, Elmer prizes highly those which show a four-unit cable car train on State street in the early 1890s, a sprinkler car getting a refill of water at the old Lincoln station in 1912, several pictures of open-air "summer" cars of types commonly seen on Chicago's street around the turn of the century, and a 1925 group picture of personnel assigned to the old Elston station. Supplementing the 60-odd pictures are old-time transfers issued by the former Chicago Surface Lines and newspaper articles which told of such special events as streetcar line extensions, closing of depots and other related occurrences.

After he participated in setting up an exhibit of old-time transit pictures in connection with the closing of Lincoln

station in 1951, Elmer decided to form a collection of his own.

Also looking at the exhibit are (from left) *Mrs. Nancy Riedel* (wife of Elmer's son, *John*); Elmer's wife, *Margaret*, and Elmer's and Margaret's son and daughter-in-law, *Elmer H.* and *Mary Riedel*.

Seek to Enlarge Howard "L" Parking Area

NEGOTIATIONS FOR more property to provide added auto parking space at the Howard "L" terminal were authorized recently at a meeting of Chicago Transit Board.

Two adjacent parcels along the east side of Hermitage street, south of Howard, already have been acquired, and are being used for parking by a lessee.

Once the new parcel is acquired, either by negotiated sale or by condemnation, the CTA would have an area measuring 515 feet along Hermitage and 202 feet deep.

This would be large enough for 300 to 400 cars, whose drivers could ride rapid transit between Howard and the Loop.

Later, when enough money is available, it is tentatively planned to have a multi-storied Park-"N"-Ride garage on the site.

Red Streetcar Becomes Museum Piece

ANOTHER OLD streetcar became a museum piece recently when car No. 144 was sold to the Illinois Electric Railway Museum at North Chicago.

The car, once part of the old red car fleet of more than 3,000 that served Chicago, will join 11 other replicas of a passing era of transit carriers at the museum.

The car, last of three of its type in existence, was built in 1908 and went out of service in 1954.

Several CTA employees are actively interested in the museum which is located on the grounds of Chicago Hardware Foundry and is open to the public on Saturdays.

CTA TRANSIT NEWS

CHICAGO TRANSIT AUTHORITY

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

This statement is subject to such changes, if any, as may be disclosed by final year end audit.

	Month of December		Twelve Months Ended December 31,	
	1958	1957	1958	1957
Revenues	\$11,040,240	\$11,066,034	\$126,118,729	\$124,472,935
Operation and Maintenance Expenses	10,087,885	9,364,261	108,604,206	106,761,401
Available for Debt Service	952,355	1,701,773	17,514,523	17,711,534
Debt Service Requirements:				
Interest Charges	377,893	388,261	4,595,688	4,727,766
Deposit to Series of 1947 Serial Bond				
Maturity Fund	166,667(1)	166,666	2,000,000	2,500,000
Deposit to Series of 1947 Sinking Fund (2)	105,213	95,767	1,205,880	574,600
Revenue Bond Reserves (3)	—	7,000	43,398	222,000
	649,773	657,694	7,844,966	8,024,366
Balance Available for Depreciation	302,582	1,044,079	9,669,557	9,687,168
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	—	—	—	313,588
Balance Available for Depreciation	302,582	1,044,079	9,669,557	10,000,756
Provision for Depreciation:				
Current Period	883,219	885,283	10,089,498	9,957,835
Deficit in Depreciation Provision				
or Balance Available for Other Charges (5)	580,637 r	158,796	419,941 r	42,921
Accumulated Deficit:				
To end of previous period	19,994 r	339,486 r	180,690 r	223,611 r
At close of period	\$ 600,631 r	\$ 180,690 r	\$ 600,631 r	\$ 180,690 r

r - denotes red figure

PASSENGER STATISTICS

	1958	1957	1958	1957
Originating Revenue Passengers	46,450,166	46,588,509	533,294,043	582,065,867

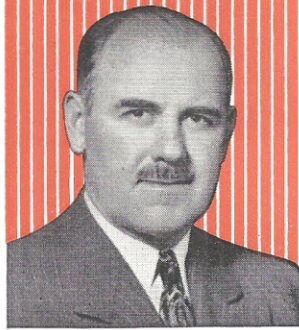
STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 1958

	Delivered to Date	Remaining to be Delivered	Total
1958 Orders:			
El-Subway Cars	—	100	100
Propane Buses	119	31	150
	119	131	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:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1959.
- Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

ANEMIA

ANEMIA IS not necessarily a disease of the blood, but rather a state or disorder of the blood, which may be found in a great variety of conditions.

In order to understand this important subject better, the composition of the normal blood will be briefly described.

The blood normally consists of a circulating liquid plasma which acts as a vehicle for the red blood corpuscles, white blood corpuscles, blood platelets, various chemicals such as bile, potassium, sodium and many other chemical products. The red corpuscles carry the hemoglobin or iron and oxygen. The white corpuscles are the policemen of the body which usually increase in number to fight or destroy any infection which invades the body.

The chemicals in the blood often referred to as the electrolytes must be in proper balance in order for the body to function normally. The usual or normal blood count shows 4,500,000 to 5,000,000 red cells per cubic millimeter of blood, 7,000 to 8,000 white cells and about 13.5 to 15 grams of hemoglobin per millimeter of blood.

The term anemia comes from the Greek, meaning without blood, probably indicating thin or watery blood rather than a complete loss of blood.

The bone marrow is the main factory which produces red cells. The cells of our body are constantly being replaced. Research indicates that the average red cell lives only about 30 to 60 days and then is replaced by a new cell. Further, it has been calculated that the bone marrow must produce 2,500,000 red blood cells per second and about 6.3 grams of hemoglobin in one day.

Normally, all the components of the blood are in perfect balance. As one cell is destroyed it is replaced by a new one. Can you imagine any industrial or chemical plant operating as perfectly as this? All of these ingredients are in suspension in about five quarts of blood circulating through our body.

Perhaps it will lead to better understanding to say that, in general, anemia signifies either a reduction in the amount of hemoglobin or a reduction in the number of red cells in a given unit of blood, or both, as is usually the case.

The causes of anemia, generally speaking, are either a loss of blood, due to a hemorrhage; to destruction of certain

elements in the blood or to some imperfection in the manufacture of the blood. The above classification of causes is rather broad, but space prevents enumeration of the many, many exciting agents of each group of causes.

The symptoms of anemia are varied. The more common manifestations are pallor, headaches, dizziness, shortness of breath or air hunger, weakness, loss of appetite, and numbness or tingling of the extremities. In addition there are other associated symptoms and signs depending on the cause.

The actual diagnosis of anemia is made after a complete study of blood including a count, blood volume, blood protein, blood chemistry and sometimes an examination of the bone marrow plus a careful history and physical examination. There are so many types of anemia that it is impossible to discuss them all in this article. Some are characterized by a loss of the total number of red cells, even though a normal amount of hemoglobin may be retained in each cell. In others we find the number of red cells to be normal while the amount of iron in each cell is decreased.

Perhaps the "most heard of" anemia is pernicious anemia. It is chronic in nature, has most of the previous mentioned symptoms, plus the absence of hydrochloric acid in the stomach.

The treatment of anemia naturally depends upon the cause. For example, if there has been a severe loss of blood through lacerations of blood vessels, hemorrhage or by some other accidental cause, the proper method of procedure is to replace the blood loss by transfusion. If there is some disorder in the normal production of blood this must be determined, if possible, and then corrected. Liver and iron will be much more helpful in this type than transfusions.

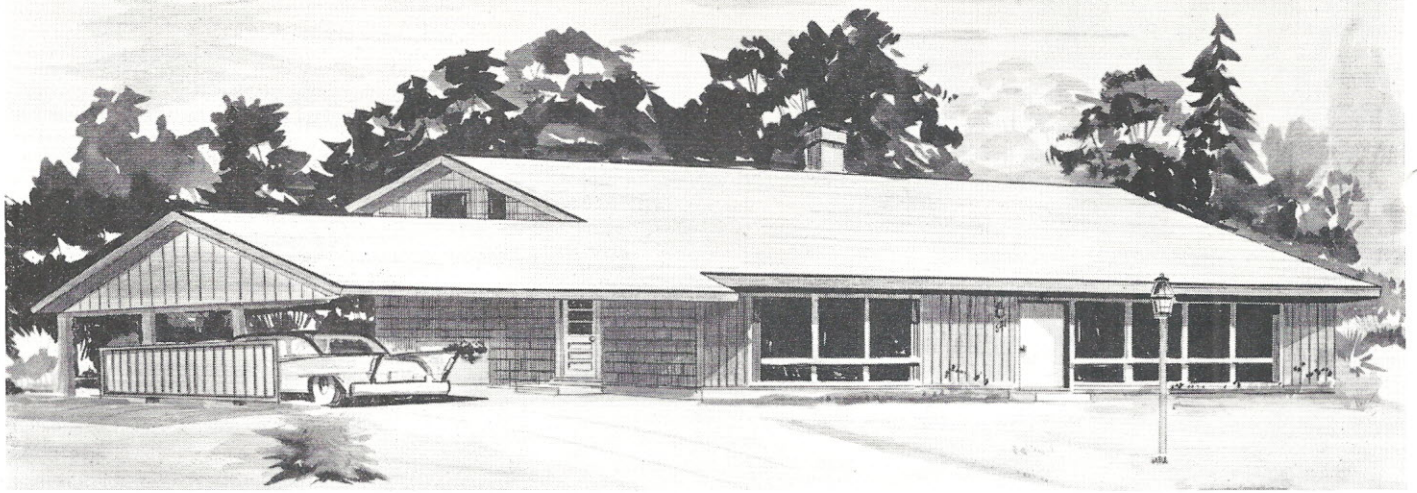
In summation, it may be said that correct diagnosis is the key to the successful treatment for anemia. Don't delay or waste valuable time if you are not feeling well by taking a "shot-gun mixture" of vitamins for tired blood. The sensible thing to do in these cases is to see your family doctor. He will place you on proper management.

Chicago Historical Society To Mark Transit Centennial

THE YEAR 1959 marks the centennial of mass transportation in Chicago. The Chicago Historical Society tentatively is planning an exhibition during the month of July tracing the 100 years since the first charter was issued to a transportation company in the city.

The Chicago Historical Society is interested in obtaining materials pertaining to the history of Chicago's transportation systems to display at the show. Any employe or pensioner who has some mementos, pictures, models of equipment, etc., and is willing to donate or loan them to the Chicago Historical Society is requested to notify them by letter.

The letter containing a complete description of the items should be sent to Joseph B. Zywicki, Curator, Chicago Historical Society, Clark Street at North Avenue, Chicago 14, Illinois.



IN CONNECTION with the Chicago World Flower and Garden Show to be held at the International Amphitheatre from March 14 to 22, a beautiful six-room model home has been erected on Amphitheatre grounds and is now open for inspection without any admission charge.

The model home, known as the Gold Medallion Model Home, has the latest electrical appliances and features an electrical radiant ceiling heating system. The home will be given free, as a door prize to some fortunate person attending the show during the March 14-22 period.

Located on the south corner of the parking grounds, at Halsted and 45th streets, the home is landscaped and handsomely furnished throughout. When the show is over, the home will be taken down, transported to Meadowdale, in Carpentersville, Illinois, and placed on a fully landscaped lot, ready for the winner to occupy.

The demonstration home is open every day, including Sundays and holidays, from 2 p.m. to 10 p.m. Halsted street buses directly serve the model home.

Garden Helps



CLOUDY, COLD weather may have been a little hard on your house plants. Although they need little sunshine, they do enjoy bright daylight. Also, during cold days the home atmosphere with its constant artificial heat, may have brought about dry conditions in the air that are not suited to the house plant needs.

All these conditions mean that this is the time to give your house plants a good feeding with a complete soluble plant food. Dilute the plant food according to directions on the package. Use the solution instead of a regular watering. Thus the soil will be dry when you apply the fertilizer solution and will permeate the soil and feed the roots. The conditions of recent weeks have encouraged the growth of aphids, mealy bugs, mites or some of the scales that sometimes form under or on top of the leaves of house plants.

Some scales can be removed with a soapy wet cloth. Others cannot be loosened or removed without spraying. One of the good old-fashioned sprays for removing scale is volck. This, or the more modern malathion spray, can be used to get rid of insects that attack flowering, as well as foliage plants.

When spraying the house plant, be sure you cover the upper and lower surface of all leaves and stems. A very thorough way of applying these sprays, provided you are very careful about diluting them, is to make a kettleful, or

even a bucketful, if your plants are large. Then take up each plant with its pot, place a cardboard or some other material over the soil so that it will not spill out, turn the plant upside down submerging the whole plant in the solution and swishing it around so that the whole plant becomes thoroughly wetted with the spray solution. Then set the plant up so that the excess solution will drip off.

If you have Amaryllis plants it is important to treat them properly after their flowers have withered. First, cut the stem off to a height of about two inches above the bulb. During the next two or three months the leaves will be coming up and growing tall. This is a very important period. The bulbs should receive ample water and an application of a balanced fertilizer about every 10 days. A teaspoonful is enough at one time for an eight-inch pot, or less for a smaller pot. In the spring, after all danger of frost is past, the pot should be submerged in the open ground in sunlight or partially shaded place in the garden. It is during that period that the leaves are feeding the bulb to prepare for the next year's flowers. In late summer, when the leaves begin to turn yellow, gradually decrease the amount of water. Then, when the foliage is all dried down to the top of the bulb, place the pot in a cool place of about 40 to 45 degrees Fahrenheit. Turn it on its side and give it no water during this dormant period.

During February give some thought to pruning your trees and shrubs. While the wood is dormant, you can readily notice if some branches rub nearby branches in a strong wind, or that branches are considerably tangled and too thick to develop properly. In such cases, cut off the branches that are causing the trouble. Be sure, however, to cut them back as near the ground as possible or close to the main stem from which they grow. In every case, make the cut at an angle so water will not rot it.



STUDED WITH colorful corn, green pepper and pimiento, Muffins Mexicana accompany a Lenten seafood salad with flavor finesse.

MUFFINS MEXICANA

FOR ANY-time-of-day goodness, muffins are a good bet. They're quick to make, and they disappear even faster at mealtime. Muffins Mexicana ably show that muffins have a place at lunchtime.

Studded with colorful corn, green pepper and pimiento, Muffins Mexicana accompany a Lenten seafood salad with flavor finesse. Serve the salad in individual tomato aspic rings with plenty of hot muffins and butter or margarine. Luncheon success is certain.

During Lent, look to muffins and other enriched breads to add variety and nourishment to all your meals—morning, noon and night. Enrichment gives three B-vitamins and food iron to enhance your family's health.

Watch that the ready-baked or brown-and-serve breads you buy to give a lift to pre-Easter meals are enriched, too. When you shop, try to include a stop at the bakery section in the grocery or at your favorite neighborhood bake shop.

Muffins Mexicana

- 2 cups sifted enriched flour
- 1 tablespoon baking powder
- 1 teaspoon salt
- 2 tablespoons sugar
- 1 egg, beaten
- 1 cup milk
- 2 tablespoons melted shortening
- ½ cup cooked whole kernel corn, drained
- 2 tablespoons chopped green pepper
- 2 tablespoons chopped pimiento

Sift together, flour, baking powder, salt and sugar. Combine egg, milk, shortening, corn, green pepper and pimiento. Add liquid to flour mixture, stirring only until flour is moistened. Fill greased muffin cups $\frac{2}{3}$ full. Bake in hot oven (425°F.) for 20 minutes. Makes about one dozen medium-sized (2-inch) muffins.

Hair Fashion Forecast For

Spring and Summer



THIS HIGHLY feminine Sweetheart Coiffure was specially designed for the upcoming Spring fashions.



1959



A DEFINITE trend away from the Empire-inspired hair fashions of last year is predicted for spring and summer of 1959. The new hair style is the Sweetheart Coiffure, described by the hair fashion authorities as a lovely-to-look-at hairdress with a definite American post-Empire look.

Making the announcement in honor of National Beauty Salon Week, which was observed February 8-14, the hair fashion authorities describe the new American look as one of awareness, of an American woman who is gentle and direct, and at ease in her surroundings. Control will be a key word in her coiffure, just as it will be a key to her spring clothing silhouette. Special emphasis will be placed this year for coordinating hair fashions and millinery designs, so that hair will be styled for spring hat wear.

Hair length will continue to be generally short, tapered professionally for the required silhouette. You will also need a permanent wave all the way down to your nape in order to establish needed softness and easy control.

Spring make-up will be fresh and clearly creamy with a flush of peach and apricot. It must blend perfectly with the coiffure colors and result in an overall natural appearance. Much eye make-up will be used, but subtly applied. This includes liner, shadow and false lashes, but all carefully controlled and blended. Lashes will be accentuated towards the inside corner of the eye for a "moth-eye" effect, rather than at the outside corners for the "doe-eye" of previous seasons. Eyebrows will be shorter rather than longer, and fuller but not dark. The plucked look is out.

Presenting the 1958 WINNERS ANNUAL STATION ACHIEVEMENT AWARDS...

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



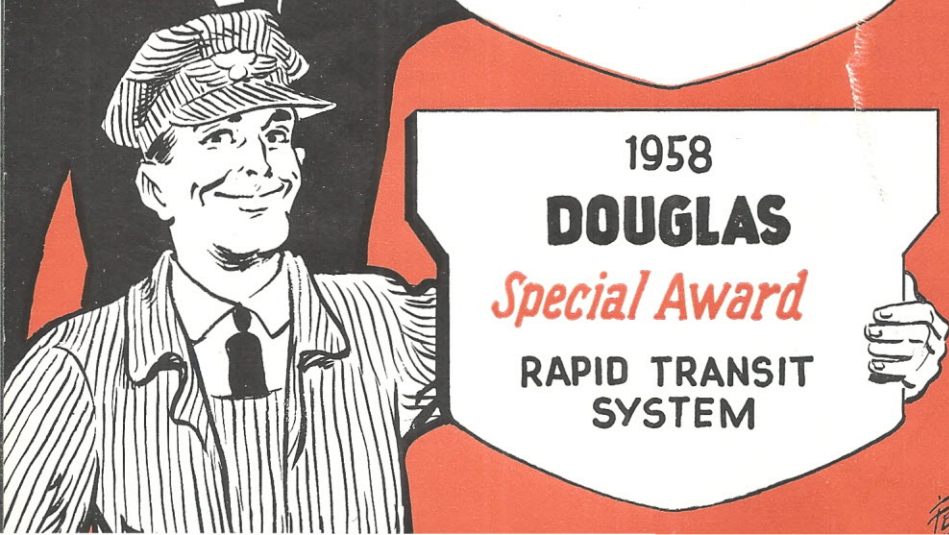
1958
52nd [2 AWARDS]
*Passenger
and Traffic*
SURFACE SYSTEM



1958
KIMBALL
*Combined Traffic-
Passenger Award*
RAPID TRANSIT
SYSTEM



1958
ARCHER
Special Award
SURFACE SYSTEM



1958
DOUGLAS
Special Award
RAPID TRANSIT
SYSTEM

BULK RATE
U. S. POSTAGE
Paid
PERMIT No. 8021
CHICAGO, ILL.

FEDER