

MARCH, 1959

TRANSIT NEWS

METROPOLITAN

TRANSIT



New Platform Facility For Desplaines Terminal

CONSTRUCTION WORK on a new, permanent train platform on the north side of CTA terminal property at Desplaines avenue, Forest Park, began on February 3.

This new platform is the first step toward providing interchange facilities required to permit resumption of Chicago, Aurora and Elgin Railroad operation on a 90-day trial basis. The platform, however, is a part of the permanent arrangement of the terminal regardless whether or not the CA&E remains in operation after the 90-day trial period.

With the start of construction work on the new platform it will be necessary to eliminate auto parking facilities in the recently established supplemental parking lot on the west side of Desplaines avenue between the CTA and Chicago Great Western tracks, north of the main parking lot. This reduces the parking space for cars by about 90 vehicles.

The new arrangement consists of an island platform, 375 feet long by 12 feet wide, and is being built by CTA at a cost of approximately \$90,000. It will have complete facilities for efficient station operation. The platform will be topped by a canopy.

The track on the north side of the new permanent train platform already has been installed. To put the new station

in full operation will require the installation of a new track to the south of the platform and necessitate some other track changes to provide connections with existing CTA tracks.

When authorized by Cook County, CTA will build another platform to the north of the new permanent platform for use by the CA&E at which point passengers would interchange between the two services. Completion date is contingent upon authorization by the County.

The ultimate permanent terminal will be a substantial improvement over the present one. It will, after completion of the Desplaines avenue bridge, permit convenient rail-bus interchange as well as pick-up and delivery of CTA patrons by private automobiles.

COST-OF-LIVING ALLOWANCE DROPS

COST-OF-LIVING allowance being paid to approximately 13,000 CTA employees was reduced from 10½ cents per hour to 10 cents per hour effective with the first payroll period in March.

Basic payroll costs, therefore, were reduced by \$14,000 per month. The reduction resulted from a drop in the cost-of-living index for Chicago for January, 1959, as reported on February 20 by the U.S. Department of Labor, Bureau of Labor Statistics.

The cost-of-living allowance for CTA employees is adjusted quarterly. The adjustment, either up or down, but not below the basic wage rates, is determined by the percentage of change in the cost-of-living index for Chicago since April, 1957. The percentage of change is then applied to the base wage rate of one-man operators, which presently is \$2.42 per hour, to establish the cents per hour change in the cost-of-living allowance.

Wider Use of CTA By Workers Urged

A NEW 16-page pamphlet entitled "The Big 'T' for Employers" is being distributed by CTA to enlist employer support of CTA's efforts to obtain public financial assistance to extend and improve rapid transit in the Chicago metropolitan area.

Providing parking lots or parking garages for employees, the pamphlet points out, is a heavy capital expense for employers from which there is little, if any, return for management and stockholders, either in increased plant productivity or in increased dividends.

A 200-car lot, according to the pamphlet, requires an employer investment of approximately \$130,000 and payment of \$9,000 a year in operating costs, including taxes.

The booklet is being distributed to 15,000 employers, civic leaders and public officials.

RECENT ADDITIONS TO THE ARMED FORCES

Ronald J. Johnson—Transportation (Forest Glen)

Theodis Wells—Transportation (South Section)

RECENTLY RETURNED

Robert L. Chambers—Transportation (77th)

Lawrence D. Clemons—Transportation (Limits)

Timothy Hall—Shops and Equipment (52nd)

Robert J. Kelly—Stenographic-Duplicating

Herman F. Miles—Transportation (Lawndale)

Hubert Turner—Transportation (Kedzie)

VOLUME XII

CTA TRANSIT NEWS

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CTA TRANSIT NEWS

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES

TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1958, USE ITEMS MARKED 1, 2, AND 3 FROM THE OTHER SIDE OF THE CARD.

PAST SERVICE: $3,700.00 \times \frac{26}{100} = 962.00$

FUTURE SERVICE: $32,055.72 \times \frac{112}{100} = 480.84$

TOTAL ACCUMULATED EARNINGS TO DATE OR TO AGE 65: $1,442.84$

ESTIMATED TOTAL ANNUAL PENSION CREDIT: $1,055.31$

USE ITEMS MARKED 4 AND 5 FROM OTHER SIDE OF THE CARD.

YOUR CREDIT WITH THE PLAN: $1,017.72 + 37.59 = 1,055.31$

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES REPORT OF EARNINGS AND CONTRIBUTIONS FOR YEAR 1958

THE ABOVE REPORT SHOWS THE AMOUNT OF EARNINGS, CONTRIBUTIONS, AND INTEREST CREDITED UNDER THE PLAN FOR THE YEAR INDICATED ABOVE TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS, INTEREST, AND CONTRIBUTIONS (INCLUDING F.O.A.B. EQUIVALENT FROM OCTOBER 1, 1947, TO JANUARY 1, 1951), FROM THE START OF THE RETIREMENT PLAN ON JUNE 1, 1949. ITEM (1) ON THE REPORT SHOWS YOUR ANNUAL RATE OF EARNINGS CREDITED TO THE PLAN FOR PAST SERVICE. ITEM (2) SHOWS THE NUMBER OF FULL YEARS OF PAST SERVICE CREDITED UNDER THE PLAN.

TO ESTIMATE YOUR RETIREMENT BENEFITS AS OF THE LAST PAYDAY FOR THE YEAR 1958 INSERT ITEMS (1) AND (2) TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS TO DATE ITEM (3) IN THE BLANK SPACES OF THE FORMULA SHOWN ON THE REVERSE SIDE OF THIS CARD.

YOU SHOULD RETAIN THIS REPORT OF EARNINGS AND CONTRIBUTIONS AS A PERMANENT RECORD.

H. B. STORM SECRETARY

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Individual Pension Report Cards Due in April

PENSION PAYMENTS to CTA employees under the plan in effect since June 1, 1949, totaled \$49,175,977.33 at December 1, 1958, according to the 10th annual report of the Retirement Plan recently issued by H. B. Storm, secretary of the Retirement Allowance Committee.

Subsequent pension payments for the months of January and February of 1959 raised the total amount to over the \$50,000,000 mark, Mr. Storm added.

On May 31, 1950, at the end of the first plan year, 2,548 were on the retirement rolls. This compares with the 5,379 receiving pension payments at the end of 1958, an increase of 111.1 per cent during the 10-year period.

Commenting on these figures, Mr. Storm said that in the future the number of employees retiring on pension benefits each year should be materially less than in the past 10 years. He pointed out that the number of hold-over long service and over normal retirement age employees taken over from predecessor companies at the time CTA was created, and who subsequently have been added to the pension rolls, is gradually diminishing. Retirements of active employees dipped from 544 in 1957 to 420 in 1958, indicating that the retirement rate among employees is decreasing.

During April, all participating employees will receive individual report cards showing their credit in the CTA retirement fund brought up-to-date as of December 31, 1958. It is important that these cards be kept as they contain valuable information concerning pension rights and benefits.

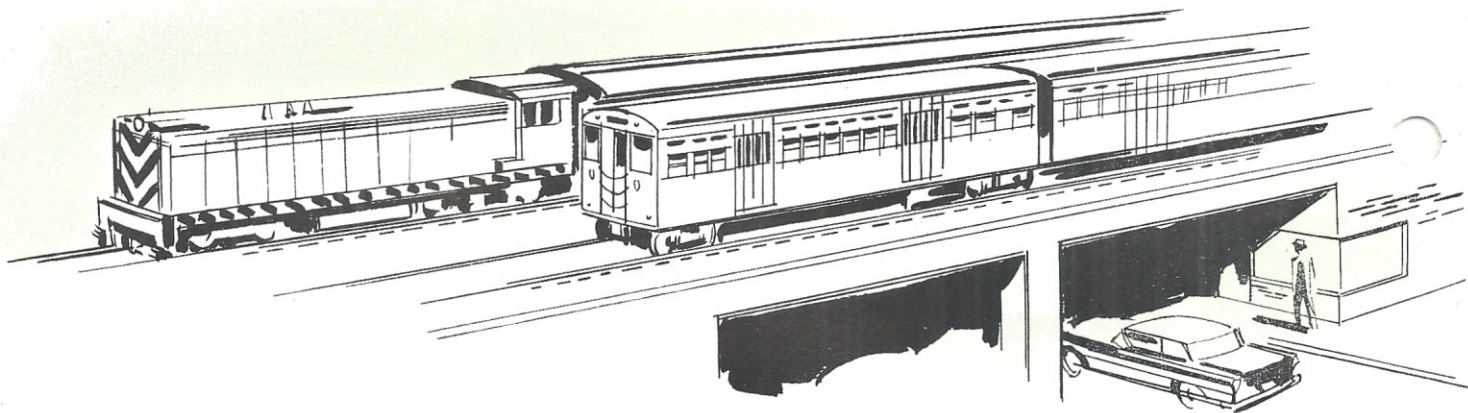
The report card notes that prior to establishment of the CTA employees retirement plan on June 1, 1949, both the former Chicago Rapid Transit Company and the former Chicago Surface Lines had retirement plans which had been in effect since June 1, 1941. In the year following June 1, 1946, a total of 728 employees of the two predecessor companies retired.

When the CTA plan was inaugurated, these pensioners became eligible for continuing benefits. It is worthy of emphasis that 84 of them, ranging in age from 81 to 93, as of December 31, 1958, still were drawing retirement payments.



In the intervening years, each has received in excess of \$11,200.00.

Participating employees, during 1958, contributed \$2,610,894.04, while CTA contributed \$5,214,435.82, making a total combined contribution to the fund during the year of \$7,825,329.86, which is an average of \$558.95 per active employee.



Lake Street Elevation Project To Start This Spring

WAY WAS cleared on February 10 for start of construction on the \$4,000,000 co-operative project of elevating the ground level section of the Lake Street rapid transit route, between Laramie avenue, Chicago, and just west of Harlem avenue, Oak Park, a distance of two and a half miles.

The last of the signatures required on a series of agreements, covering various phases of the project, were appended at Springfield by the State of Illinois. Two of the agreements, the five-party agreement signed by all participating agencies, a supplement to it, and the right-of-way lease agreement with CTA are to be presented to the Illinois Commerce Commission by the Chicago and North Western railroad for commission approval.

Cost of the project is to be shared as follows:

State of Illinois, \$1,000,000; Cook County, \$1,000,000; Oak Park, \$800,000; City of Chicago, \$600,000, and CTA, \$600,000.

Railroad to Start Work

Construction is scheduled to start this spring as soon as weather conditions permit. The initial construction work is to be done by the Chicago and North Western railroad, the south part of whose elevated right-of-way will be used for the CTA tracks. It is estimated that the North Western will require approximately eight months to clear the south portion of its right-of-way, and construct a third track for its own operations on the north portion of its right-of-way.

In addition to its \$600,000 share of the \$4,000,000 construction cost, CTA is leasing the railroad's right-of-way for the two south tracks at a rental cost of \$168,800 a year.

Twenty-two grade crossings, where an estimated 200,000 motorists and pedestrians are subjected to traffic delays and hazards each weekday, will be eliminated.

More than 500 rapid transit trains operate through these grade crossings each weekday. In the peak hour, there are 48 trains, half in-bound and half out-bound, and the gates at some crossings may be down, blocking both street and pedestrian traffic, for a total of 25 minutes in this peak hour.

"The five public agencies co-operating in this important public works project are making a substantial investment in the future of the Chicago metropolitan area, which, I am certain, will pay very substantial dividends to the public in

the form of convenience and safety," said V. E. Gunlock, chairman of Chicago Transit Board. "This could be the forerunner of a series of joint agreements among public agencies to participate in financing extensions and improvements of rapid transit that are so urgently needed. The agreements providing for construction of this project resulted from a series of conferences in Mayor Daley's office at which representatives of the five public agencies agreed that the public benefits to be obtained warranted joint participation."

There are three major agreements involved, and a supplemental agreement to the so-called five-way agreement, which is signed by all five public agencies. The supplemental agreement establishes two different accounting methods in recording costs, one established by the U.S. Bureau of Public Roads, and the other by the Railroad General Managers' Association. Cost items not permitted by the Bureau of Public Roads are to be shared equally by the City of Chicago, Oak Park and CTA.

Surface Tracks to be Removed

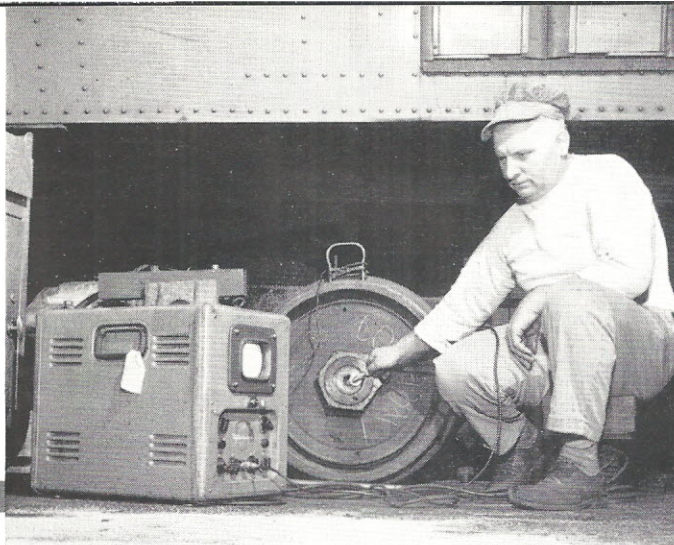
The lease agreement is signed only by the North Western and the CTA. And the agreement with Oak Park, relating to the abandonment of CTA's right-of-way in South boulevard, is signed only by Oak Park and CTA.

When the elevated right-of-way is in use, CTA is to remove its surface tracks from South boulevard, repave the intersection areas at the present north-south street crossings, and convey the abandoned right-of-way to Oak Park for street purposes.

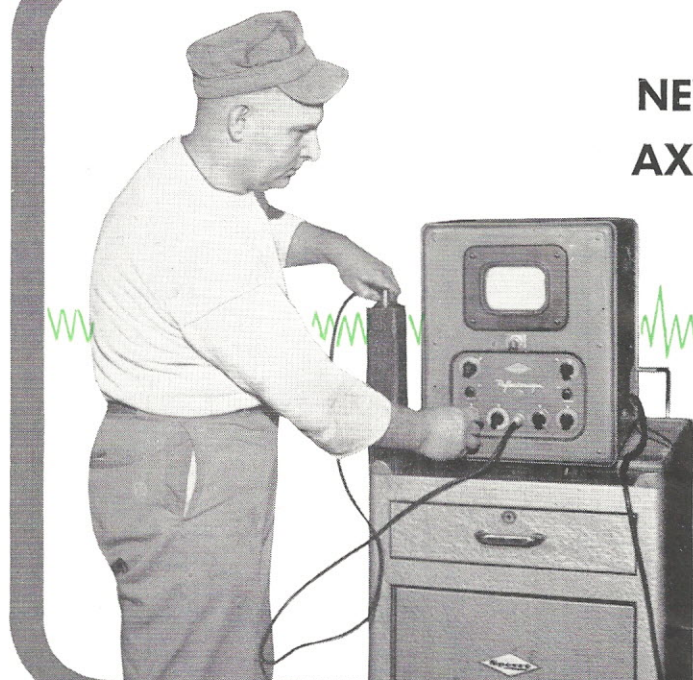
There are to be five modern-design, street-level waiting rooms, generally at the points where stations are now located, as follows: between Central and Parkside; between Austin and Mason; between Cuyler and Ridgeland, Oak Park; between Oak Park and Euclid in Oak Park, and between Harlem avenue and Marion in Oak Park.

The grade crossings being eliminated—14 in Oak Park and eight in Chicago—are at Harlem, Marion, Home, Clinton, Kenilworth, Oak Park, Euclid, East, Scoville, Elmwood (pedestrian crossing), Ridgeland, Harvey, Lombard, and Humphrey in Oak Park, and at Austin, Mayfield, Menard, Waller, Parkside, Central, Pine and Long in Chicago.

ULTRASONIC TESTING to determine the soundness of axles on rapid transit cars is the newest technique to be employed at Wilson terminal shop in periodical general overall inspections given all CTA passenger-carrying equipment. It is done with the aid of a highly sensitive mechanism known as a Reflectoscope, being operated here by *Frank Rakstis*, repairman "A". By applying a searching unit on the hub of an axle, sound waves are beamed to the Reflectoscope screen, producing a vibrating line pattern which tells instantly the condition of the axle being tested.



NEW METHOD . . . TEST AXLES BY ULTRASONIC SOUND



CLOSE-UP VIEW of Reflectoscope showing screen and control panel. The instrument has already been used in axle tests on more than 650 rapid transit cars.

ADDED SAFETY is being provided CTA riders by a new testing instrument which literally projects a picture that shows whether the strains and stresses of rapid transit train operation have caused any defects to develop in truck axles.

The instrument, known as a Reflectoscope, is now being used at the Wilson avenue shop to test axles on rapid transit cars. This test is one phase of the periodical general overall inspections given to all CTA passenger equipment.

In operation, the apparatus applies many of the same techniques used in radar. Ultrasonic sound waves are sent out and picked up by a searching unit—similar in appearance to a small microphone—and are beamed to the Reflectoscope screen where a vibrating line pattern appears when the operator places the searching unit on the hub of an axle.

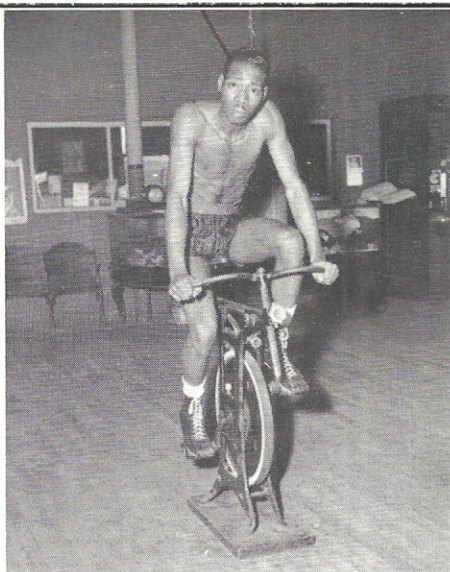
This pattern indicates whether the axle is sound or defective. If the axle is sound, the vibrating pattern maintains an uninterrupted line. However, if a flaw has developed, the screen shows a broken line at the defect's exact location.

Rapid transit cars are subjected, in rotation, to these axle tests. The inspections are scheduled in conformity with CTA's continuous maintenance and servicing program. The instrument is contained in a portable metal cabinet and can be moved throughout the inspection areas for convenience in conducting the tests.

The job of operating the Reflectoscope is assigned to *Frank Rakstis*, repairman "A", who devotes full time to the axle tests. Supervising the tests is *Paul Lorimer*, foreman.

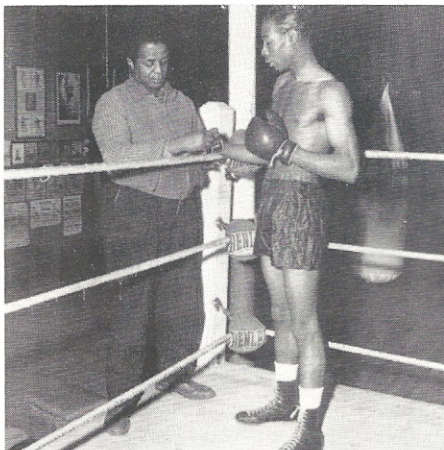
The supersonic apparatus is now in regular service in the Shops and Equipment Department. To date, tests have been completed on more than 650 of the 674 rapid transit cars. Two units, or 16 axles, is the usual testing average per day.

The Reflectoscope is manufactured by the Sperry Products Company of Danbury, Connecticut, and was purchased at a cost of \$4,500. The instrument is used by many railroads and industries for commercial tests of equipment and manufactured metal materials, including cast, forged and machined parts.



WELTERWEIGHT Wallace Rose keeps his wiry legs strong and supple by exercising on a "bicycle" at his training headquarters at Johnny Coulon's gym, 1154 E. 63rd street, Chicago. Since a boxer is constantly on the move in the ring, he needs lots of strength in his legs.

"COME IN with that left hook more often," Homer McClain, who helped Wallace Rose train for his Golden Gloves bouts, tells him after a sparring match. Homer had removed Wallace's head mask before this picture was taken.



is interested mainly in a transit career. He has been with CTA since July, 1958.

Unlike the heavily-muscled Johnson, Wallace, of 4939 S. Indiana avenue, Chicago, is a lanky welterweight. Described by his friends as one who "really stands up and fights," the 20-year-old boxer throws his specialty, a left hook, with deadly accuracy and with power surprising for a man with a spare build. His speed, scrappiness and hard punching remind many ringside observers of the famed *Sugar Ray Robinson*.

Wallace knocked out his opponent in the second round of his first North Sectional bout. The open division candidate won on a decision in his second start before going down to defeat in the semi-finals of the North Sectionals.

Wallace, who joined CTA last May, first entered Golden Gloves competition in March, 1958, while stationed with the Air Force in Tucson, Arizona. He came out on top in three bouts before losing out in the finals. Greatly interested in boxing as a hobby, Wallace plans to enter next year's Golden Gloves competition, but does not contemplate a professional ring career.

Fight fans are sure to see a lot more of Bill and Wallace who, win or lose, give any boxer a good match every time.

GOLDEN GLOVERS . . .

Two Operators Can Punch

More Than Transfers

TWO YOUNG, hard-hitting CTA bus operators—*Bill Johnson*, North Avenue, and *Wallace Rose, Jr.*, Forest Glen—gave their ring opponents ample proof of their fighting ability and courage in the 1959 Golden Gloves amateur boxing competition's North Sectionals recently.

A contender in the Golden Gloves' open division, Johnson, a powerful 23-year-old fighter, scored technical knockouts against his adversaries during the first round of both of his first two fights in the North Sectionals. These victories increased his grand total wins to 64 in 76 starts. However, he lost out by a decision in the North Sectional finals.

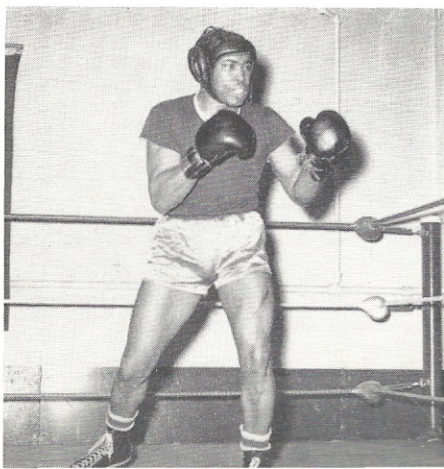
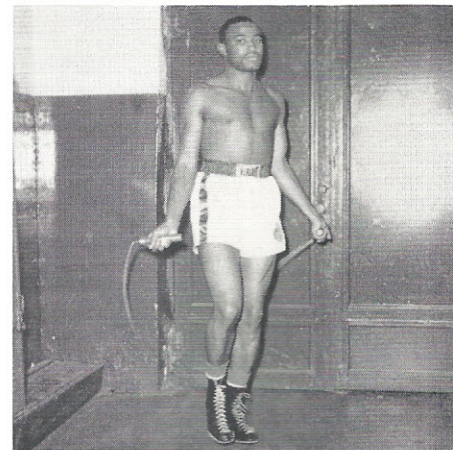
Bill can deliver a staggering blow with bewildering speed. No wonder that he's piled up 35 knockouts during his five years of amateur boxing! Popular with fight fans, he spices his performances with a continual flow of witty conversation, mildly razzing his opponent between flurries of punches.

The bus operator, who lives at 3309 W. Warren blvd., Chicago, began his ring career while serving in the U.S. Air Force. He won the Far East Air

Force's 175-pound title while stationed at the Yokota, Japan, air base and, after returning to the United States, copped the world-wide Air Force and the all-service championships in his weight class.

During this coming summer, Johnson, leaving the amateurs' ranks, plans to fight in several professional bouts in the Chicago area. However, at this time, he

SKIPPING ROPE is one of the many ways a boxer develops and maintains good muscular coordination. Bill Johnson, light-heavyweight contender, twirls his rope nimbly.



JUST BEFORE a sparring match, *Bill Johnson* strikes a typical fighter's stance in the ring at the Catholic Youth Organization's gymnasium, 1140 W. Jackson, Chicago, where the North Avenue bus operator worked out to prepare for the 1959 Golden Gloves tournament. He wears a face mask and mouth guard for protection in his practice bouts.

OUR

Public Speaks

AMONG THE considerate acts by CTA personnel reported during the January snowstorms and cold weather was one which concerns *Operator Warder C. Marks, Forest Glen.*

Driving a westbound Foster bus, he noticed a little girl who somehow or other had wandered on to the street traffic lane between Western and Lincoln avenues. She was trying frantically to get back to the sidewalk but was unable to do so because of the high banks of snow piled along the curb lines by plows which had cleared the street.

None of the passing motorists stopped to give her a helping hand. Operator Marks, seeing her plight and aware that she was a very frightened child, stopped his bus and walked some 200 feet to where she was trapped by the snow piles. He picked up the youngster and set her down safely on the sidewalk.

She quickly recovered from her fright and soon was on her way to her nearby home. Her childish smile of gratitude told Operator Marks of her appreciation of his help.

When Operator Marks returned to his bus, his passengers echoed these sentiments and complimented him for the consideration he had shown in the face of the difficult conditions under which he was operating.

PRINTED BELOW are two more recently received letters of commendation about employes who have conscientiously performed their duties:

"Most Considerate"

"I am one of the 'Happy Suburbanites' who uses CTA service each day and travel from the Union station to the Illinois Central station twice a day.

"This morning the weather was terrible and I expected to wait quite a while for a bus, but, much to my delight, the bus came along right on schedule. As we drove along, nearing Michigan and Congress, a lady passenger was standing right near a huge snow pile. The driver, Badge Number 2304 (*Ches-ter Jones, 52nd*) realized the woman's situation and got out of the bus to help her over the snow pile. When we arrived at Twelfth and Michigan, the driver stopped the bus and called to all of us to exit at the front door because there was a large drift at the rear door. As far as I'm concerned, this is one of the most considerate operators I have ever had the pleasure of riding with."

"Fine Examples"

"I am a consistent rider of the La-Salle-Ravenswood bus (from Wright-wood to the City Hall) and of course have had numerous occasions to observe the bus operators. But I should like to take a moment at this particular time, to mention some fine examples of service and courtesy.

"Driver No. 3908 (*Alden Hansen, Limits*) on that run is an exceptionally good example of courtesy, judgment and efficiency in my opinion. He deserves a special notation in his personnel file."

HERE, ALSO, are a few more names of employes who recently have been com-mended for the way they have performed their duties: *Operator George G. P. Fuentes, Forest Glen; Operator Wesley Haynes, Limits; Operator Henry F. Jackson, Kedzie; Conductor Leonard Beatty, 61st Street, South Section, and Operator Peter Kourakos, North Park.*

NOT ALL letters written by our patrons are of a complimentary nature. Printed below are a few letters that could possibly have been avoided if the situations cited were handled in a proper manner.

"The other evening, in below zero temperature, I had been waiting for a bus at my usual corner. When I saw the bus approaching, I stood as close to the curb as possible so the driver could see me. I waved my arm, indicating that I wanted to board, but the driver only slowed down a little but kept on going. Well, I wasn't about to stand out in the cold any longer, so I just walked back home."

COMMENT: Deliberate pass-ups are a direct violation of operating rules and regulations. Furthermore, operators should extend a little more consideration towards patrons during inclement weather. As a result of this pass-up, CTA lost a fare, and possibly a steady customer.

"Recently, I boarded a Montrose avenue bus, paid my fare and requested a transfer. When I alighted at my transfer point, I had to run across the street to make connections with the next bus. When I boarded it, I handed the driver my transfer but he refused it saying that it was punched late. I told him that he saw me get off the other bus and run for his, but he told me that I'd either have to pay another fare or get off his bus."

COMMENT: This unpleasant situation could have been avoided if the operator issuing the transfer had been more conscientious in the performance of his duties. Although the second operator had to request another fare, he should have advised the patron to write a letter, enclosing the transfer, and send it to the Service Section of the Public Information Department for proper handling.

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

	Feb. 1959	Jan. 1959	Feb. 1958
Complaints	1244	1636	879
Commendations	113	134	79

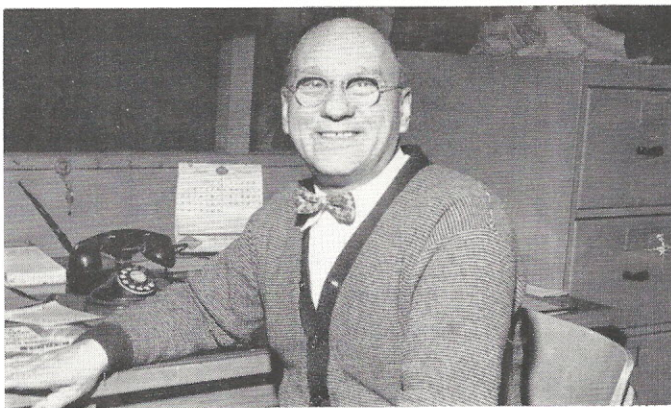
INQUIRING REPORTERS:



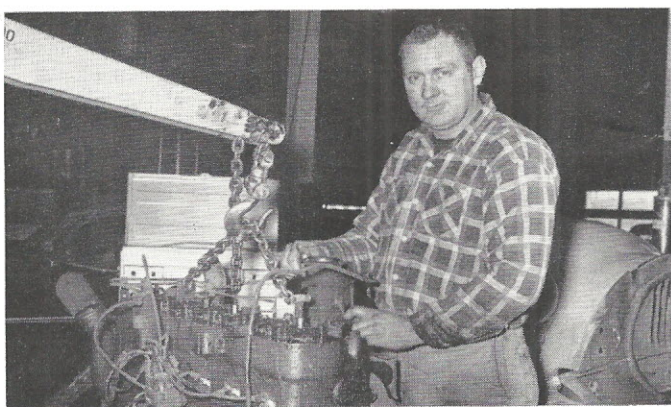
**Evelyn Clark and
Frances Louward**

LOCATION: South Shops

**What desirable trait, or traits, do you try
the most to develop in your children?**



RICHARD J. BULAK, Machine Shop Foreman: "My wife and I have only one child, 10-year-old *Cynthia*, who already possesses many fine distinguished traits, two of which are enthusiasm and willingness to learn the fine arts. As proud parents, we try to help her to develop to the utmost, through her physical and mental activities, all the fine, basic qualities."



RONALD LAURENCELL, Auto Mechanic, Utility Department: "Respect toward their elders! To me, there is nothing worse than to see children talking back to older people. If children learn respect at an early age, all other desirable traits, will follow suit."

EDWARD REYNOLDS, Radiator Repairman, Radiator Department: "One point my wife and I really emphasize to our three daughters is truthfulness. If this one virtue takes hold in them, we feel it will be a foundation for all other desirable traits."



MAX KUCHAN, Foreman, Bus Body Shop (with Inquiring Reporter *Evelyn Clark*): "The traits I desire the most to impress upon my children are dependability and good citizenship. If they are dependable, they will be good providers, honorable and respectable. They automatically will pass on these traits to their children. If they are good citizens, they will do their parts in being good neighbors and in keeping our country in capable hands."



THECLA MORA, Inspector, Print Shop: (with Inquiring Reporter *Frances Louward*): "There are many traits that I try hard to encourage in my children, but the most important are honesty, respect, and loyalty to God, to their country and to their neighbors."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Exchange Vows, Then Travel West

ACCOUNTING—(Material and Supplies)—*Frances Georgouses* said "I do" to *Nicholas Bissius* in a wedding ceremony at The Assumption Greek Orthodox church, February 15. A reception for 200 guests in the Crystal Room of the Sherman hotel followed the ceremony. After a honeymoon in Las Vegas, Nevada, the couple traveled to their new home in San Bernardino, California.

(Voucher) — *Clara Lawrence* avoided Chicago's wintry blasts by taking a vacation on the west coast. She traveled by auto to Las Vegas, Nevada, and Los Angeles and San Francisco, California.

Annette Seward, who left CTA on February 13, was feted at a luncheon by her fellow-workers in the Sample Room. She received a U.S. Savings Bond as a farewell gift.

Makes Transfer

(Budget)—*Bob Baxter* transferred from the Budget Department to the Accounting Department recently.

Sig Shontz now is assistant to the supervisor of this department.

John Schwartz said that he expected to spend his vacation in California.

(Payroll)—*William Parillo* now is an assistant payroll accountant. . . . *Ben Twery*, formerly of the Pension Division, is the new supervisor of rapid transit payroll clerks. . . . *Esther Anderson* assumed her new duties as senior payroll audit clerk. . . . *Christine Cameron* was transferred from Payroll, surface division, to Payroll, rapid transit division, as audit clerk.

(Property Accounting) — Assistant Supervisor *Edward Kaross'* father died suddenly on February 2.

(IBM)—*Dan Frusolone* and his wife, *Vernetta*, recently became the proud parents of a daughter, *Sally Jean*, who joins two sisters and a brother. Formerly, *Vernetta* also worked in this section.

Walter Jandt's little granddaughter, *Linda Sue*, arrived in the



WAY BACK WHEN

THESE TWO young employees of the long-extinct Chicago Union Traction company paused a moment under the structure of the old Lake Street Elevated Railroad near Cicero avenue on a day in 1906, about two years after both began their careers in transit. At left is *Motorman William Halpin*, who retired in November, 1947, and who now makes his home at 217 S. Quentin road, Palatine, Illinois. *Conductor Denis Morrissey* (right), who contributed this picture, took his pension in November, 1946. He now lives at 225 S. Homan, Chicago.

United States February 16 with her mother, *Mrs. Gilbert R. Hageman*, from Dusseldorf, Germany, and the two now are living with the Jandts. The Jandts' son-in-law is stationed near Heidelberg, Germany, where Linda was born last October 18.

—HELEN A. LOWE and
MABLE I. POTTHAST

Chicago Yanks Invade Rebel Territory

BEVERLY—*Edward and Clara Maloney*, together with a party of friends, had a week of fun watching the Mardi Gras festivities in New Orleans and touring that city. On their way home, they stopped at Baton Rouge, Louisiana, and Natchez and Biloxi, Mississippi. One of the highlights of their trip was a tour of an old Southern mansion.

St. Bride's Roman Catholic church was the scene of a nuptial mass on February 7 when *Mike P. Stenson*, son of *Mike and Marguerite Stenson*, married *Joan Fagan*. The young couple honeymooned in New York City where they were guests on two television shows.

Stewart, son of *Max and Adeline Hamilton*, recently received his diploma at Bremen Community high school. . . . *Mary Ann*, daughter of *Bernard and Laura Lazisky*, was a recent graduate of Lindblom high school.

Operator Delmore French, who transferred from Kedzie, recently was discharged from the U.S. Air Force as an airman first class. While in service, he flew to many interesting places, including points in Alaska. *Delmore* and his wife have two children, *Mark* and *Karen*.

Cheryl Lynn Wells, second daughter of *Glen and Leona Wells*, recently made her debut at South Shore hospital.

Jim Donovan and *Fred Riecke*, who had many years of service on the surface system, recently became rapid transit ticket agents.

Operator Jim Durancek, who has been a White Sox fan for so long, can remember when they had a pennant-winning team and is certain that this year the South Side nine will assemble a team that will stop the New York Yankees.

Ralph and Helen Bramlett marked their 31st wedding anniversary on February 22. . . . *Henry and Alma Wade* will celebrate 35 wedding years on March 26.

Welcomed back after many weeks of illness were *Jerry Gleason* and *Art Ryan*. . . . *G. E. De Jonge*, who was confined to St. Luke's hospital, is now home recuperating. He would like to have a few visitors. . . . Also recuperating after operations, at this writing, are *Harry Louis* and *George Toms*.

Richard Japenga, who was confined to Little Company of Mary hospital with a heart ailment, died February 27.

—FRANK M. BLACK

Ideal Weather—And A Grand Vacation

ELECTRICAL—*Line Foreman Sam Luckman* and his wife, who vacationed in Florida recently, said that the weather was ideal and they had "a grand time."

Chief Clerk Clarence J. Mimack, Line Department, returned to work after a six-week absence caused by an accident he suffered at home.

Paul Malone, operator's apprentice, suffered the loss of his father on February 13.

Chauffeur Steve Danna, who had been on the sick list for some time, is now back at work temporarily as a watchman. *Steve* is progressing nicely, but is still having treatments on his eye.

—GILBERT E. ANDREWS

Congratulations For A Job Well Done

52ND—This station won all four quarterly Station Achievement Awards and thus set a new public safety record for both traffic and passenger-type accidents.

Our station is the first to win all four Station Achievement awards in one year since the Station Achievement Award program has been in effect.

Walter J. McCarter, Charles E. Keiser, Thomas B. O'Connor, E. A. Imhoff, Thomas Moore, John Baker, and George Riley were on hand to congratulate the operators for a job well done, and present the Station Achievement Award plaques to William Hornkohl, station superintendent.

Awarded hams were Repairman Sol Battles, and Operators Charles Hobbs, William Hitchcock, S. Lloyd, Fred Holden, Donald Chandler, E. R. Price and William Riley.

Dorothea Fumbanks, 13-year-old daughter of Operator Robert L. Fumbanks, who recently was graduated from the eighth grade of the Forrestville North Upper Grade Center School, received four citations: the Certificate of Honor for

top honors in her class, the Certificate of Honor for perfect attendance, the South Side Community Committee, Inc., Award of Honor for outstanding scholastic ability and the American Legion medal and citation for leadership and ability. The last award is the highest given to the one outstanding pupil in a graduating class.

Latest addition to Operator Robert Henly's family is a baby girl.

Operator J. Gingras recently underwent surgery at Englewood hospital . . . Sanitary Engineer John Gallagher and Operator Leroy Gallagher suffered attacks of the flu.

—JOSEPH W. WALINCHIUS

Breaks Ground For New Church Building

GENERAL OFFICE—(Transportation) Editions of Chicago metropolitan daily newspapers recently carried pictures of Instructor Art Krickow turning over a spadeful of soil on the site of the future Good Shepherd Lutheran church in Des Plaines. Art is president of the church's voters assembly.

Marge Rochford recently had a hearts and flowers celebration — hearts for St. Valentine, and flowers for her Valentine's Day birthday . . . Bill and Mary Rooney celebrated their 17th wedding anniversary on St. Valentine's Day.

Andrew Stollman, information clerk, recently returned from his vacation which he spent shoveling snow and chopping ice. Incidentally, Andy's son, Gerald, age 14, an eighth grade student at Our Lady of the Angels school, was, at the time of the tragic fire, in the church assisting in a clothing drive. His father, who rushed right over to the school when he heard of the fire, was mighty glad to see his son safely out on the street among the spectators.

(Stenographic) — Doane Clark, formerly of Accounting, transferred into the Stenographic Department as supervising clerk in charge of all riding passes, including student identification cards.

Louis Cuddy recently suffered the loss of his father.

Rod Heffernan left Photographic to join the ranks of the Accounting Department.

(Insurance) — Adrienne Traskus is back at work after an absence of four months caused by an illness.

WHAT ARE THEY?



NO, THESE aren't creatures from outer space; they're merely fancy figures, carved from blocks of ice, which were some of the attractions at the "Cool Capers" winter carnival in St. Paul, Minnesota, and which Irene Rotche, and Ruth Havlik, Training and Accident Prevention, photographed during their stay in that city. The two, and other members of the Havlik family, viewed ice skating and an evening "Torchlight" parade, and were "knighted" with black grease paint on their foreheads by "King Vulcanus XXII."

Reported by Mary E. Clarke

WESTWARD BOUND



SEATED IN a "ranch car" of the Great Northern railroad's Empire Builder are Operator John Springer, 77th, and his wife, Dorothy, bound for Spokane, Washington, to attend the wedding of their son, Airman Second Class John J. Springer, U.S. Marine Air Corps, to Sharon Joyce Appling. While there, the elder Springers were notified that their son, Charles Edward, and his wife, had presented them with a grandson, Charles Edward, Jr.

Reported by Joe Smith

Mary Berry and Jeri Falcone traveled to Wilmot on the Illinois-Wisconsin boundary-line for a day of skiing. Although each of the girls returned with sound legs and arms, muscle soreness made "limpers" out of both of them.

—JULIE PRINDERVILLE

13? That's His Lucky Number!

GENERAL OFFICE — (Training and Accident Prevention) — Who's superstitious? John Donovan attended a luncheon of the Illinois-Indiana Bi-State Commission on Friday, February 13. There were 13 members in attendance and the meeting was held in Room 13 on the 13th floor of the Inland Steel building.

John Baker and his wife, Marion, are the proud parents of a baby girl, Melinda Sue, born February 6 at Elmhurst Memorial hospital. Her arrival had been awaited anxiously by her brothers, eight-year-old Jimmie and six-year-old Joel.

(Personnel Services) — Carmella Ritrovato, who transferred from West Shops, replaces Millie O'Brien who resigned from CTA. Millie and her husband, Harry, became the proud parents of a baby girl on

February 21 at Resurrection hospital. She was named Kathleen.

(Employment) — Welcomed to the department are Jo Ann Behof and Barbara Heftner.

Jo Ann is an ardent hockey fan and, of course, her favorite team is the Chicago Black Hawks. Barbara is the daughter of Annette Heftner, Traffic Engineering.

—MARY E. CLARKE

Can You Help Out A Coin Collector?

KEDZIE—Janitor Edward Glonke, whose hobby is collecting old coins, especially pennies, would appreciate it if those of you who have old pennies would bring them in and let him look at them.

Marie Duchene, daughter of Board Member Timothy and Mrs. Heffernan, presented them with a granddaughter, Kimberly Sue, in Anaheim, California. Ted and his son, Joe, "batched it" while Mrs. Heffernan was out in California, helping her daughter.

Operator George Pappas was presented with a new son on February 13.

Arlene, daughter of Operator Albert Del Judice, portrayed the title

role of *Mama* in the Proviso East high school senior class play, "I Remember Mama."

Operator *Tom Valenzia* was a lucky Credit Union member, whose name was drawn for a \$10.00 door prize at the recent annual Credit Union meeting.

—C. P. STARR

Operator's Grandfather Dies At Age 91

LIMITS — Operator *LaVerne Fueling's* grandfather recently passed away at the age of 91 years. Surviving him are 11 children, 43 grandchildren and 73 great-grandchildren. One of the great-grandchildren was born on the same night La Verne's grandfather died.

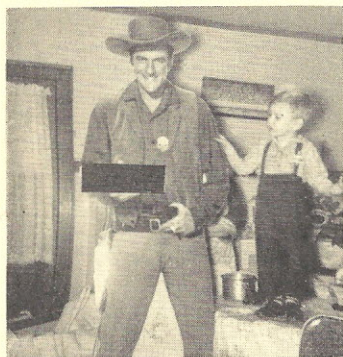
Operator and Mrs. *William Conside* recently became the parents of a daughter.

—IRVING J. METZGER

From Snow And Cold Into Sun and Warmth

LOOP (Agents)—*Dorothy Madigan* and her sister, *Helen*, who is a former agent, drove away from Chicago's snow, ice and cold into the sunshine and warmth of Florida.

STARR VISITOR



TWO-YEAR-old *Chuckie Starr*, son of *Mechanic Charles J. Starr*, West Shops, and grandson of *Clerk Charles P. Starr*, *Kedzie*, holds on tightly to—so it seems—*James Arness*, the *Marshall Matt Dillon* of the *Gunsmoke* television program. Actually, this visitor to the Starrs' kitchen is only a life-sized cardboard likeness of the television star.

TURNING BACK THE CLOCK



HERE'S AN old-time picture which Operator *George Zelinko*, North Park, turned up recently. It was taken at the former Blue Island streetcar station in 1927. From left are *George* and his former co-workers, *Tony Maurowski*, *Bill Koskoph* and *Joe Steiner*.

Reported by *Edward F. Stenzel* and *Earl W. McLaughlin*

They also enjoyed a boat trip to Nassau in the Bahamas.

Irene Cullen also thought that Florida would be an ideal place to visit during the winter months. So she called on her sister, *Mae*, and brother-in-law, *George*, at Vero Beach. She also tried her luck rooting home the horses and the dogs at Miami's race tracks.

Lucille Keeley presently is recuperating after a major operation at Lutheran Deaconess hospital. . . . *Margaret Arnold* traveled to Pittsburgh, Pennsylvania, to be with her mother who underwent surgery. *Margaret* reported that her mother was recovering nicely.

James Barrett, agent at the State-Van Buren "L" station, recently died suddenly. Beginning his transit career on January 29, 1919, he was a maintenance man with the Road Department on the North Section until August 6, 1937, when he became a Loop agent. *James'* hobby was making belts, purses and many other types of leather goods.

Walter Olsen was elected president of the Metropolitan "L" Credit Union at the group's 22nd annual meeting held recently in the Oak Park Arms hotel, Oak Park. Other officers are *Frank Yapelli*,

vice president; *Mildred Small*, treasurer and clerk, and *John Carolan*, assistant treasurer. All will serve two-year terms.

The evening's program which was attended by 120 persons, also included a broiled chicken dinner, entertainment and the drawing of door prizes.

—EDITH EDBROOKE

You Just Can't Buy Some Things!!

NORTH AVENUE—*Clerk Ted Hollen* reports a friend of his stopped at a sporting goods store recently and told the clerk she wanted to buy a hole in one, explaining, "It's for a friend of mine. Ever since he took up golf, he's wanted one."

Operator *Morrie Anderson*, who also had golf on his mind, wore out the rugs by pacing up and down, waiting for the weather to break enough for him to swing his clubs on the links. . . . *Louis Chappette* predicted an early spring as he peered out the window, and watched and waited. . . . *Eddie Anderson* and *Phil Smith*, who were out testing their clubs recently, reported that conditions soon would be right for golf.

Bus Cleaner *J. F. Kaupert* retired on pension March 1 after 39 years of service.

At this writing, Foreman *John Cahill* and *Len Corlyn* are on the sick list. *Pat Clancy* presently is taking over during John's absence.

E. Brest, who still is on the sick list, recently visited our station.

Harry B. Smith, who has been confined to Hines hospital for some time, would appreciate a visit or a card from his old buddies. His address is Building 50, Ward D-213, Hines hospital, Hines, Illinois. . . . *Paul Gorski* now is a patient at Vaughn Veterans' hospital. . . . *Ed Lee* was confined to Walther Memorial hospital.

Johnny Stich, who underwent surgery recently, is doing nicely, at this writing. . . . *Switchboard Operator Art Sieloff* is back on the job after a long illness.

The *William Kennedys* celebrated their 24th wedding anniversary on March 2. . . . the *Walter J. Schichts* also celebrated their 24th wedding anniversary on March 7. . . . The *Jerry Vaneks* will mark their 22nd anniversary on March 27.

TOURS DIXIE



SPORTING CHA CHA hat, *Mickey Daly*, Transportation Department, is pictured in Natchez, Mississippi, during her recent tour of the Sunny South. *Mickey's* trip also took her to New Orleans (where she took part in the traditional Mardi Gras and where she acquired her cha cha hat), and Baton Rouge, Louisiana; Vicksburg and Jackson, Mississippi, and Hot Springs, Arkansas.

Reported by *Julie Prinderville*

Sixty-five guests were on hand for the 25th wedding anniversary celebration of Mr. and Mrs. Ted Mix on February 10.

Members of the North Avenue Credit Union are reminded to present pass books so that dividends may be entered. Please do not delay. Incidentally, if you are in need of money, visit our Credit Union office.

—JOE HIEBEL

Columnist Cites Operator's Friendliness

NORTH PARK—Operator Bert Myrman recently received favorable mention in the Tony Weitzel "Town Crier" column of the Chicago Daily News. Tony quoted one of his readers who told him that Bert is "witty, courteous and keeps his customers laughing most of the way." Bert operates a bus on the Sheridan line.

Operator Harvey Cowins married Lucille Lee recently.

Instructor and Mrs. Ed Brodd celebrated their 22nd wedding anniversary on February 6.

Operator and Mrs. Alvie Denning became the proud parents of a girl recently . . . Operator and Mrs. Roger Donahue's new baby girl was born February 10 . . . Also becoming parents of a girl were Operator and Mrs. M. H. Hayes who named the newcomer Cheryl Lynn.

Operator William (Snuffy) Dressler really enjoyed the Arizona sunshine during most of January and February.

Operator Thomas Staunton returned from military service on February 16 after a "hitch" of about three years.

Operator John Weber underwent an emergency appendectomy.

At this writing, Operator Sol Graff, who was hospitalized due to a heart condition, is recovering nicely.

PENSIONERS MEET

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, April 7, 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.

ANNUAL REUNION



EVEN THOUGH their transit careers with the former Chicago Motor Coach company are over and the city where they worked is far behind them, these and other former employes and their wives keep in contact with each other and gather together each year for a picnic at Griffith park in Los Angeles, California. Shown at the latest picnic are (from left) Gus Bergstrom, Herman Nelson, William Holscum, Frank Fresh and Julius Kirchen.

Reported by Frank M. Black

Your co-reporter, Ed Stenzel, and Mrs. Stenzel suffered the loss of their 10-year-old son, John, who died February 17, after a long illness . . . The mothers of Operators Charles Robinson and Dale Morrison died recently.

Operator Robert Appelquist is now a ticket agent on the Rapid Transit Division.

Chief Clerk Elmer Riedel is back at work after being hospitalized for a back ailment.

Operator Lloyd Templeton bought an old jalopy for a trip to Key West, and made the round trip with no trouble except for one flat tire.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Proud Dads Beam At Graduations

PURCHASING AND STORES—Clarence Pipowski, south division, attended the graduation of his son, Robert, from Kelly high school recently. Robert attained the rank of cadet captain in the school's R.O.T.C. . . . Art Carlson, west division, attended the graduation of his daughter, Carolyn, from Schurz high school. His son, Robert, who was graduated from Gray elemen-

tary school, was unable to attend the regular exercises because of a sprained knee, and received his diploma at home.

Margaret Kells, Purchasing, chose a winter vacation.

Charles Klimcke, west division, enjoyed a family reunion in Florida.

Marion and Frank Freidl celebrated their 19th wedding anniversary on February 14.

William Unwin, south division, transferred to the Shops and Equipment Department.

—DAGMAR McNAMARA

Some Like It Hot; Some Like It Cold

SCHEDULE-TRAFFIC — Eddie Klie sent postcards from St. Petersburg, Florida, where he thawed out, after his exposure to Chicago's cold winter . . . however, neither Glen Crump or Ray Primeau, who enjoyed winter vacations, ventured into the southland.

Dan Schleiter and Reginald Jones recently joined this department.

Your reporter planned to bask in the Florida sunshine during her vacation.

—GERTRUDE F. ANDERSON

Early Arrival Gets Special Treatment

77TH—Gene and Pat Brennan welcomed a baby daughter at Little Company of Mary hospital on February 19. Miss Brennan, who arrived a little early, had a special bed in the same room with her mother. Little Eugene and Michele stayed with their grandmother while Pat was in the hospital.

Dr. John J. Crossan, son of Supervisor John Crossan, was made a captain in the U. S. Air Force. He is stationed at San Antonio, Texas.

Supervisor Joe Rossbach presently is at home after a stay in Little Company of Mary hospital for treatment of a chest ailment. Joe would like to hear from all of us. His address is 9408 S. Richmond, Evergreen Park, and his phone is Garden 2-8337.

Operator Henry Peterson became a grandfather for the third time, when a boy was presented to him by his daughter, Barbara, and son-in-law Ronald Tiggelaar. The baby was born on December 27, 1958, exactly 51 years after your reporter! Henry's other two grandchildren, Pamela, five years old, and Gary, two, live in Pasadena, California.

Home From Hospital

Henry Ross, night sanitary engineer, brought his wife home from the hospital after a leg operation, but at this time, may have to take her back because of the leg's slow healing. At the same time, Henry's son was hospitalized at Fort Leonard Wood, Missouri. He presently is taking his Army basic training.

Supervisor John Flynn's wife, who is home from the hospital after a serious operation, is recovering her strength slowly, at this writing.

Anne Short, wife of Combination Clerk Receiver Ralph Short, had a bad week between two examinations. The first diagnosis was glaucoma but an eye specialist, to whom Ralph took her a week later, said she had only a minor eye ailment.

Bus Operator Tom Sheehan is a champion piggyback rider from way back when. He used to ride the pigs by holding onto their ears while his uncle prepared the pigs for market.

—JOE SMITH

TRANSITAD

WILL TRADE new 1958 Revere portable sewing machine, Deluxe model, for outboard motor or magazine-load 16-millimeter movie camera. Please contact **Paint Foreman Ollie Lang** at Skokie Shops, at 8250 N. Lawndale, Skokie, or telephone ORchard 3-3446.

Daughter Capped Nurse As Dad Looks On

SOUTH SECTION — Conductor **Carl Scheuerman** was happy and proud during the ceremonies at which his daughter, **Nancy**, was one of those who was capped a student nurse at Little Company of Mary hospital.

Towerman Theodis Wells, who answered the call of Uncle Sam, now is serving in the U.S. armed forces.

Clerk John Barry presently is recuperating satisfactorily from his recent operation.

TEACHING NUN



RECENTLY COMPLETING six months as a postulant of the Dominican order of nuns, **Nancy Heavey**, formerly of the Public Information Department, now is teaching third grade at St. Suzanne's school in Detroit. Nancy, who is the daughter of **Mechanic Matt Heavey**, North Park, and the sister of **Steno Mary Pat Horn**, Way and Structures, entered the order at the Mother House of St. Joseph, at Adrian, Michigan, last September.

Reported by **Marlene Neher**

Conductor Ray Doughty celebrated his birthday on February 16 and, on the following day, began his 46th year of employment.

Switchman Fritz McDole, who passed around cigars recently, proudly announced that he became a grandfather . . . Also passing out cigars was **Conductor Prosper Standaert**, who said they were in honor of **Paul Allen**, who was born February 12 to his daughter, **Mrs. Betty Bjorklund**.

Motorman Robert Desvignes and **Switchman James Fahey** recently were promoted to supervisors.

Agent Charles Dennis traveled to Montreal, Canada, on his vacation to be present at the services during which his daughter, **Charlene Frances**, took her vows to become a nun.

—**LEO J. BIEN**

Another Step Up The Ladder

SKOKIE SHOPS—**Martin Hennessy** was recently promoted to machinist.

Wilfrid Hebert, electrical worker, suffered the loss of his mother recently.

Machinist Joe Oddo moved into a new home.

Electrician and Mrs. Joe Perillo spent their vacation in Sarasota, Florida.

Electricians John and Marco Dundovich recently transferred here from West Shops.

Electrician Joe Michalszuk's cousin, **Ab McDonald**, plays hockey with the Montreal Canadiens, the first-place team in the National Hockey league.

Truckman and Mrs. David Guereca received congratulations upon the recent birth of a son.

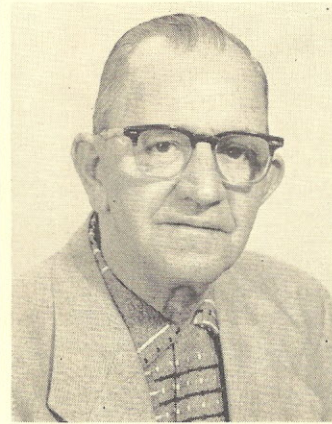
—**DAVID GURWICH** and **EVERETT E. ENGLAND**

Credit Union Names Officers

SOUTH SHOPS—Recently elected to two-year terms on the Credit Union board of directors were **Harvey Harders**, **Matt Basso**, **John Kennedy**, **Richard Bulak** and your co-reporter, **Evelyn Clark**. **Frank Friedl** was elected to the supervisory committee.

Seeking relief from the bitter cold weather of Chicago's winter were **Frank Rothman**, supervisor of shop services, who vacationed in sunny Tucson, Arizona, and **Machinist Andy Ziegelmeir**, whose

HIS RIDERS LIKED HIM



PASSENGERS APPRECIATIVE of the courtesy and friendliness of **James J. Eckles**, 65, of 5152 N. Monitor, Chicago, a bus operator on the Foster-Central surface line, who retired on pension March 1 after more than 42 years of service on 11 transit lines, presented him with a suit of clothes and many other gifts on February 27, the day he made his last run.

James, who at the time of his retirement was assigned to Forest Glen station, began his long transit career on February 1, 1917, as a streetcar conductor.

destination was Florida . . . However, **Foreman Tony Nutile**, Utility Department, decided to spend his week's vacation tending his chores at home.

Tom Cashin, stationary engineer, returned to work after an extended illness.

Carl Post, bus overhaul, is now a resident of South Holland, Illinois.

On the sick list, at this writing, were **John Provenza**, carpenter shop; **Orville Stark**, bus overhaul; **Ed Buza**, paint shop, and **John Degutis**, machine shop.

—**EVELYN CLARK** and **FRANCES LOUWARD**

Can't Keep A Good Man Down Long!

TERMINAL INSPECTION SHOPS — (61st)—**Repairman Marvin Brinson**, who had been off because of an injury, recently returned to his job . . . However, at this writing, **Foreman Charles Dowling** is in the hospital for observation.

Starting at the old Division car barn, he collected fares aboard cars operating on Clybourn, Belmont, Chicago, Damen and Western avenues, and Division street.

When the Division barn was closed, on May 4, 1947, Mr. Eckles was transferred to Kedzie station, where he was assigned runs on Madison street and Kedzie avenue. When Kedzie became a bus garage on May 30, 1954, with the retirement from service of the familiar old red streetcars, he transferred to the Devon car barn and served on PCC streetcars of the Broadway-State and Clark-Wentworth lines. Ending his streetcar days on September 8, 1957, when Devon was closed, he transferred to Forest Forest Glen.

A World War I veteran, Mr. Eckles served with the U.S. Army's 69th Infantry division in France.

James, a native of Lanarkshire, Scotland, emigrated to the United States in 1905. He and his wife, **Florence**, have two grandchildren and two great-grandchildren. Their daughter passed away in 1942.

(**Douglas**)—**Cleaner John Espo** recently became the grandpa of a baby boy.

Repairman Herman Izzo recently moved to a new home in Clearing.

(**Lake**)—**Repairman Bruno Grodek** is back at work after an illness . . . However, **Clerk Jimmie Durr** is off sick, as we write this.

(**Kimball**)—The wife of **Repairman Neal Benson** died recently.

(**Wilson**) — **Repairman Steve Sweeney's** wife died recently.

—**JOE FEINENDEGEN**

NAMED TO JURY

FRANK J. TOMCZAK, former claim agent with the old Chicago Motor Coach company who now lives in Alhambra, California, recently was named to the 1959 Los Angeles County grand jury. He was one of 19 persons throughout the county whose name was drawn from 30 placed in a hat. Frank retired in April, 1947.

TAKES PENSION

AFTER MORE than 39 years of service with CTA and the former Chicago Surface Lines, *Traffic Checker John P. Gillespie* (above, left) retired on pension February 1. He is shown as he was presented with a wallet by *Leroy C. Dutton*, superintendent of the Schedule-Traffic Department.



Mr. Gillespie, who began as a streetcar conductor assigned to the 69th street station on December 9, 1919, continued working "on the cars" until February, 1958, when he assumed the position in the Schedule-Traffic Department.

An Army veteran of World War I, he served in France in a supply train unit of the 33rd Infantry division. He is a member of the 33rd Infantry Division War Veterans' asso-

ciation, and also is a member and past commander of C. J. Burke Post No. 177, Veterans of Foreign Wars.

John and his wife, *Lillian*, have a son and daughter, and four grandchildren.

We Had Cold Wave, They Had Warm Spell

WAY AND STRUCTURES—While we Northerners were slipping and sliding to work, *Ed Raftery*, superintendent of maintenance, rapid transit division, and his wife spent a week in New Orleans at Mardi Gras time. They really enjoyed the 75-degree temperature.

Paint Foreman John Dvorak, rapid transit division, who would have retired May 1 with 30 years' service, died January 24 . . . La-

borer *Frank Felske*, track division, died very suddenly on February 5 while at work.

Retiring on pension March 1 were *Laborer Gregorio Rizio* and *Watchman Rosario Bacino*, both of the track division. Gregorio had 30 years of service, and Rosario had 28 years.

—MARLENE NEHER

Now His Dad Has To Salute Him

WEST SECTION (Agents)—*Vincent*, son of *Agent Hugh Naughton*, re-

George Betterman, motorman, North Section. Employed 1-7-13.

George Bingham, operator, Forest Glen. Employed 5-3-26.

F. T. Botica, truck repairman, Way and Structures. Employed 5-3-34.

L. A. Cook, agent, South Section. Employed 2-4-46.

George Czajka, trackman, Way and Structures. Employed 5-11-23.

C. O. Froom, operator, Limits. Employed 4-23-29.

C. M. Getty, laborer, Way and Structures. Employed 5-21-31.

J. P. Gillespie, traffic checker, Schedules. Employed 12-9-19.

E. C. Hausknecht, operator, Lawndale. Employed 11-18-20.

J. J. Hickey, operator, North Avenue. Employed 7-13-21.

William Huffman, operator, Forest Glen. Employed 4-21-25.

Valentine Kauk, operator, Beverly. Employed 12-23-19.

New Pensioners

Arthur Kraft, operator, North Avenue. Employed 12-3-23.

Andrija Krokar, trackman, Way and Structures. Employed 9-29-20.

Joe LaBue, trackman, Way and Structures. Employed 4-4-22.

William Mackill, repairman "A," North Park. Employed 4-1-20.

J. P. Malone, collector, North Avenue. Employed 1-18-24.

J. M. Matevich, carpenter "A," South Shops. Employed 9-6-27.

E. M. O'Bryan, agent, West Section. Employed 10-4-35.

A. P. Peterson, operator, Limits. Employed 10-29-29.

Steven Pollack, operator, Lawndale. Employed 12-31-19.

Ernest Rivoltorto, trackman, Way and Structures. Employed 10-26-44.

K. H. Sherwood, agent, North Section. Employed 8-30-37.

J. D. Zahumensky, painter "A," West Shops. Employed 3-18-30.

DISABILITY RETIREMENTS

A. J. Glosa, conductor, 77th. Employed 4-19-23.

Anton Koncel, electrical worker "A," South Shops. Employed 2-23-29.

J. S. Murray, receptionist, General Office. Employed 5-11-26.

S. J. Pallagi, conductor, 77th. Employed 12-30-19.

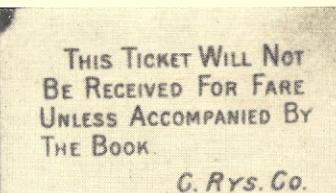
C. D. Pawlak, agent, West Section. Employed 11-14-42.

J. M. Rudd, agent, West Section. Employed 9-15-47.

William Salmon, porter, South Section. Employed 10-31-28.

C. L. Vaillancourt, janitor, Forest Glen. Employed 2-26-23.

RIDING PASS



WHEN *GEORGE LAICA*, Employee Riding Card Section, asked a CTA pensioner recently to turn in his CTA riding pass in exchange for a new one, the pensioner responded by submitting the employee's riding pass pictured above. As can be seen, it was issued by the old Chicago Railways company, which went out of existence in 1914, when the several surface transit companies serving Chicago were combined into the Chicago Surface Lines.

cently was graduated with high honors from the Army's Officers' Candidate School for armor training at Ft. Knox, Kentucky, and now is a lieutenant. Hugh received the notification of his son's achievement from the school's commanding officer.

Agent Tom O'Shaughnessey, who was hospitalized after he suffered a heart attack, is now at home where he is recuperating nicely.

Agent and Mrs. Frank Zima, who spent three weeks in St. Petersburg, Florida, visited Mr. and Mrs. *Joe Blaa* and met many old friends. Frank said he was pretty tired after driving more than 3,500 miles . . . *Agent Mike McDonnell*, who is on vacation as we write this, will really have a chance to get acquainted with his newly-arrived grandson.

When it comes to choosing vacations, *Cecil Boland* can go to the head of the class. She picked the two-week period when most of her fellow-workers were slipping and sliding to work.

The wonderful crochet work of *Agent John Filipek* attracted the notice of the Chicago Tribune which wrote a prominently-displayed feature on it.

—GORDON KELLY



MOTORMAN RETIRES



MOTORMAN GEORGE BETTERMAN, North Section (fourth from left), receives suitcase from **Raymond M. Sanford**, assistant station superintendent, North Section (second from left), on his last day of work January 30. Also on hand to honor the Ravenswood motorman, who retired on pension February 1 after more than 42 years of service, are (from left) **Yard Foreman George Bugash**, **Motormen Charles Kopp** and **James Higgam**, and **Clerk Hugh Sweeney**.

IF YOU KNOW a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....Badge No.....

Home Address
(Street and Number)

.....
(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

.....
(City) (Zone) (State)

For And About Our Pensioners

ACCOUNTING — (General) — Lawrence J. Francouer, former general accountant, and his wife spent most of the winter in Phoenix, Arizona, at the home of **Mrs. Francouer's** sister. They then visited their son and his family in San Bruno, California.

Larry Collins recently stopped by the office for a chat with his former associates.

Lydia Hagberg Johnson, formerly a bookkeeper, died January 28. Beginning her long transit career on September 1, 1903, with the old Chicago Union Traction company, she continued with the Chicago City Railways company, and the Chicago Surface Lines before retiring, under CTA, on January 1, 1951.

(Revenue) — Hazel Emery died February 7 after a long illness.

(Property Accounting) — John Tordella, who recently visited this office, said that he now has another job.

—HELEN A. LOWE and
MABLE I. POTTHAST

like to hear from his old friends. His address is 2117 Fourth street, Eldorado.

Rudy Anderson and **Paul Simons** spent the winter in Phoenix, Arizona.

Jack Ensworth, **William Reinke**, **George Brown** and **Tom Conlon** were recent visitors to our station. It's always a pleasure to see these other old timers again.

—JOE HIEBEL

SCHEDULE-TRAFFIC — Frank Irvine, a former steward with the A.A. of S.E.R. and M.C.E. of A., and long-time transit employe, died February 18. Frank, who started out on March 1, 1909, worked as a switch board operator at the now-closed Cottage Grove station and as a dispatcher in the General Offices. In 1912, he began in the Schedule Department as a clerk. Later, he became a schedule maker, the position he held at the time of his retirement on January 1, 1955.

—GERTRUDE F. ANDERSON

SILVER WEDDING



BEVERLY—On their 40th wedding anniversary, **Bill** and **Eileen Bowen** held open house at their home, 814 E. 98th place. Bill has been on disability pension for some time.

August Katz, former motorman, sent his regards to his old friends.

Carl M. Ganzert wrote your reporter that he enjoyed the Mardi Gras festivities very much. He said he also had a good time riding New Orleans' streetcars and buses —for seven cents. Carl planned to spend the next two months in Florida before returning home.

—FRANK M. BLACK

KEDZIE—**Joseph Szarat**, formerly of Blue Island, passed away recently.

Joseph Marvin and his wife, **Eleanor**, celebrated their 44th wedding anniversary on February 13.

George Wilson, who went deep sea fishing off St. Petersburg, Florida, caught an octopus having 12 arms. We wonder what he did with it.

—C. P. STARR

NORTH AVENUE—**Herman Neeley**, who had the reputation at North Avenue of being the best hog caller in these parts, is now residing in Eldorado, Illinois, and would

AGENT GEORGE Bohakel, West Section, and his wife, **Minnie**, are shown at the Conrad Hilton hotel February 12 during a 25th wedding anniversary dinner to which they were treated by their son, **Richard**, and daughter, **Kathleen**. The couple, who were married in 1934 at Old St. Peter's church, Chicago, also have another daughter, **Mrs. Cyrina Salem**, and a granddaughter, **Theresa**, of Oakland, California.

Reported by **Gordon Kelly**

SAYING GOODBYE



ARTHUR SCHMAEHL, line foreman at the Electrical Department's Blue Island location, who retired March 1 after 34 years of transit service, receives best wishes from *General Foreman Clarence Malottke* during a dinner held in Mr. Schmaehl's honor on February 5. Approximately 50 of Arthur's fellow-workers attended the dinner which, as on many previous similar occasions, was prepared by the wife of *John Michnick*, supervisor of power distribution.

Reported by *Gilbert E. Andrews*

For And About Our Pensioners (Cont.)

LOOP (Agents) — *Cornelius Van Dyke*, one of the founders of the Metropolitan "L" Credit Union, received a plaque, which was presented to him in appreciation for his years of service to the Credit Union, at the group's annual meeting and dinner held recently. Mr. Van Dyke was active in the Credit Union for 20 years—from October, 1937, when it was founded, until his retirement in 1957.

Lottie Schroeder presently is convalescing at home after being hospitalized from mid-December until February 1. She greatly appreciated the many cards she received.

—EDITH EDBROOKE

SOUTH SECTION — *Charles Burns*, board member who went on pension January 1, 1958, celebrated his birthday on February 17.

Conductor Dennis Barry and *Switchmen John Diver* and *Adam*

RECENT DEATHS AMONG EMPLOYEES

O. A. AHMER, 76, retired motorman, 69th. Died 1-30-59. Employed 4-29-11.

ROCCO ANGAROLE, 64, switchman, West Section. Died 1-23-59. Employed 1-5-21.

JAMES E. BARRETT, 62, agent, Loop Section. Died 1-19-59. Employed 1-19-19.

W. C. BECKER, 89, retired superintendent, Sub Stations. Died 1-31-59. Employed 10-8-00.

T. S. BEERY, 84, retired conductor, Archer. Died 1-8-59. Employed 7-15-09.

PAUL BERNDT, 60, janitor, 69th. Died 2-7-59. Employed 11-18-26.

MATHEW BILANZICH, 73, retired watchman, Track. Died 1-25-59. Employed 6-25-27.

ANTONIO COGLIANESE, 90, retired laborer, Track. Died 1-7-59. Employed 10-16-22.

W. C. CONRAD, 66, retired plant guard, CTA Department of Police. Died 1-23-59. Employed 8-7-45.

Strohenger recently dropped in to the 61st office to say hello.

—LEO J. BIEN

SKOKIE SHOPS — Recently heard from was *Gus Hyde*, who makes his home in Florida . . . *Augie Feinendegen*, machine shop foreman who retired December 1, dropped by to say "hello" to all the men.

—DAVID GURWICH and EVERETT E. ENGLAND

SOUTH SHOPS—*Joseph G. Hecht*, paint shop foreman, and *Mrs. Hecht* spent the winter months in warm, sunny Miami, Florida.

Visiting their former co-workers here recently were *Joseph Gasser*, body shop senior foreman; *Martin Byrne* and *Owen Williams*.

—EVELYN CLARK and FRANCES LOUWARD

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

JOHN J. DVORAK, 64, painter, Way and Structures. Died 1-24-59. Employed 8-14-29.

J. M. DWYER, 87, retired paint foreman, Way and Structures. Died 1-27-59. Employed 1-1-98.

A. H. EMERY, 65, retired clerk, Accounting Department. Died 2-7-59. Employed 4-24-44.

FRANK FELSKE, 56, laborer, Track. Died 2-5-59. Employed 10-4-30.

J. F. FRANKS, 70, retired motorman, 69th. Died 1-15-59. Employed 12-31-10.

P. F. GERARD, 79, retired conductor, 69th. Died 1-15-59. Employed 12-16-20.

W. A. HAARZ, 73, retired conductor, Armitage. Died 1-20-59. Employed 1-27-20.

W. C. HECKER, 79, retired motorman, North Avenue. Died 1-14-59. Employed 8-4-26.

LEO V. HOEHN, 65, janitor, North Park. Died 1-30-59. Employed 4-3-22.

STEPHEN JAYE, 52, cleaner, Archer. Died 2-13-59. Employed 10-4-44.

LYDIA JOHNSON, 74, retired bookkeeper, Accounting Department. Died 1-28-59. Employed 9-1-03.

M. J. LEESON, 82, retired agent, Lake Street. Died 1-16-59. Employed 12-8-14.

EDWARD LINDQUIST, 63, operator, North Avenue. Died 1-30-59. Employed 9-27-26.

MATT MALINA, 61, operator, North Avenue. Died 1-29-59. Employed 11-29-43.

LUKA MAROVICH, 74, retired paver, Track. Died 1-24-59. Employed 4-8-21.

HARRY McCARTHY, 59, repairman, Lawndale. Died 2-6-59. Employed 5-1-43.

OSCAR F. PETERSON, 54, cleaner, Shops and Equipment. Died 1-23-59. Employed 5-5-42.

EDWARD REID, 41, operator, Lawndale. Died 1-22-59. Employed 1-28-46.

CHARLES A. RIEHM, 58, repairman, Forest Glen. Died 1-27-59. Employed 6-1-35.

J. W. RITCHIE, 84, retired agent, North Section. Died 12-13-58. Employed 7-25-39.

LEROY J. ROURK, 59, supervisor, West Section. Died 1-29-59. Employed 10-19.

DANIEL RYAN, 60, conductor, South Section. Died 1-27-59. Employed 10-8-43.

J. P. RYDER, 82, retired conductor, Archer. Died 1-30-59. Employed 12-3-09.

ANNA SCHRIDDE, 82, retired agent, West Section. Died 1-26-59. Employed 8-21-25.

B. R. STACK, 66, retired operator, Forest Glen. Died 1-20-59. Employed 2-26-25.

J. S. SZARAT, 74, retired conductor, Blue Island. Died 1-11-59. Employed 10-1-09.

J. L. TOOPS, 58, retired supervisor, District "C." Died 1-28-59. Employed 1-4-28.

B. D. WIZGIRD, 73, retired repairman, Archer. Died 1-24-59. Employed 8-6-18.

WALTER WOLANIN, 51, conductor, West Section. Died 1-25-59. Employed 12-5-44.

SECURITY IN A NUTSHELL!



Buy U.S. Savings Bonds
REGULARLY



IT WAS a great day for the operating personnel at 52nd station when four Station Achievement Awards were presented in recognition of their outstanding safety record during 1958. The station made a clean sweep with two annual awards and two quarterly awards in topping all surface system stations in the continuing effort to reduce both passenger-type

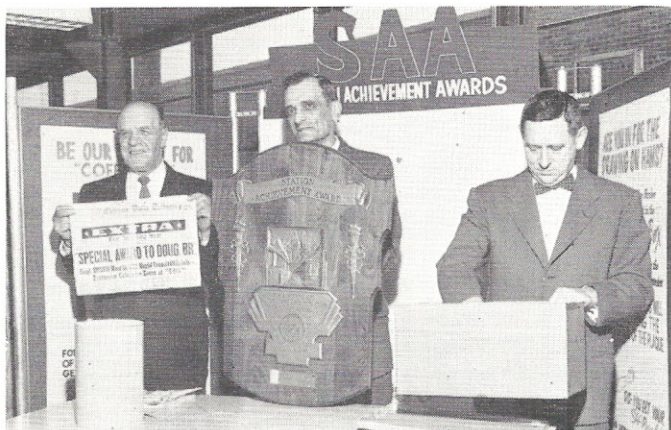
and traffic-type accidents. Here *General Manager Walter J. McCarter* (left foreground) is congratulating a group of operators on their record-breaking performance at presentation ceremonies held at the station. The occasion marked the first time since the start of S.A.A. competition that four plaques went to the same station in a single presentation.

SAA PRESENTATIONS HIGHLIGHT SAFETY RECORDS

THE BIG awards that Transportation Department operating personnel have been working for throughout last year were presented recently at winning stations.

They are the annual Station Achievement Awards given in recognition of improved safety records established during each year by bus operators and rapid transit train crews.

In 1958, some noteworthy accomplishments in reducing traffic and passenger type accidents were recorded. The pictures appearing on this page show the leaders in year 'round safety performance during the past year.



A SPECIAL award for overall improvement in safety performance was given 54th station on the Douglas branch. *Day Superintendent S. R. Smith* (left), and *Willard Murbach*, night superintendent, West Section, received the plaque on behalf of the men of the station. Presentation was made by *Charles E. Keiser*, right, superintendent of transportation.

MARCH, 1959



THE TOP safety record for the rapid transit system was established by Kimball station of the Ravenswood branch, which won both the quarterly and annual awards in the combined traffic and passenger type accidents classification. *Thomas B. O'Connor* (left), general superintendent of transportation and equipment maintenance, presented award plaques to *L. J. Hickey* (right), station superintendent, North Section.

ANOTHER WINNER of a special award was Archer station which scored with a general improvement in safety operation during 1958 to lead the surface system competition. Some of the operators who helped to achieve the winning record are shown here with *General Manager Walter J. McCarter* (center, left, rear row), and *Thomas F. Screen*, day superintendent, and *L. M. Keag*, night superintendent, of Archer station.



Easter...

SEASON OF JOY

(Illustrations Courtesy of Rustcraft Publishers)



MOTHER STARTS on a frenzied shopping spree. Dad makes one of his infrequent trips to the florist and orders some Bermuda lilies. Children of the household channel energies into painting and dyeing eggs.

For this is the advent of Easter and families all over the world participate in the customary rituals of the holiday, though the origins of these rituals have been blurred by the overlapping of centuries.

Certainly the holiday is rooted deeply in ancient religious tradition. But many of the heathen rites and customs of the Teutonic tribes of central Europe were incorporated by the early church in this Christian feast day. The very derivation of the word "Easter" has its stem in ancient folklore, coming from "Eostre," the Anglo-Saxon goddess of spring.

Mother may look to Easter as the perfect excuse to supplement her millinery. But by doing so, she pays homage to an ancient superstition declaring misfortune on those not wearing some new item of personal adornment to symbolize the message of the new life of Eastertide.



Dad's trip to the florist helps recall the traditional association of the Bermuda Lily with Easter—a tradition that had its beginning in the late 19th century. The English Puritans in America, with a fierce dislike of liturgical pomp and pageantry, finally relented in their refusal to celebrate Easter. They took to bedecking churches with a profusion of flowers that rarely failed to include the lily.

The children, finding entertainment in boiling and coloring every available egg in the household, are unconcerned with the origins of this custom that predates the birth of Christ. The ancient Egyptians and Persians colored eggs during their spring festival and regarded eggs as a symbol of fertility and renewed life.

Mankind builds upon the rich history of its past, and often the beauty of its rituals outlives the very civilizations that created them.

Like the Easter Egg, the Easter Rabbit comes to us from the Egyptians. Since the hare is born with its eyes open and since it usually prefers the cover of night in which to seek food, the Egyptians drew a parallel between this animal and the moon. Both were "the openeyed watchers of the sky."

The lamb, Biblical symbol for the flock of Christ, is especially united with the Easter Season. The association gains further impetus from a story concerning the first Passover. The Angel of Death, it was said, withheld his hand from smiting Hebrews who had sprinkled the blood of the Passover lamb on the lintels of their doors.

Easter, with its twofold joyful meaning, heralding the resurrection of Christ and the coming of spring, has become a holiday of growing prominence rivaled only by the Christmas Season. A good indication of this is reflected in the increasing number of Easter greeting cards used each year.

It is through the quest for variety of expression on such cards that we have rediscovered many of the old legends and fables associated with the holiday. One such fable is the legend of the Dogwood Tree.

Fable of Dogwood Tree

"At the time of the Crucifixion, the dogwood tree was as large and strong as the oak, and was chosen as the timber for the cross.

"To be used for this purpose distressed the tree, and Jesus, in His pity, promised: 'Never again shall you grow large enough to be used for a cross. Henceforth the dogwood tree shall be slender and twisted; its blossoms in the form of a cross . . . two long and two short petals. At the edge of each petal there shall be nail prints; in the center of the flower, a Crown of Thorns. And this tree shall be cherished as a reminder of My Cross.'

"So it has been, and the springtime flowering of the dogwood has remained a symbol of Divine Sacrifice and the triumph of Eternal Life."

Another colorful legend has been brought to life again in the legend of the Larkspur.

Season of Many Legends

"Once there was a beautiful garden where Jesus loved to walk. There the grass was greener, the sky bluer, and the sun brighter than anywhere else . . . and there lovely flowers bloomed and little animals lived.

"There came a time, however, when Jesus did not come to the garden. All his little friends missed Him, and particularly one little bunny, who waited day and night for the return of the Master.

"Early on the third day Christ came . . . and as He walked into the sunshine He gave the bunny a loving smile. Later, when Jesus' friends came to the garden to pray, they found a path of lovely flowers. These flowers were larkspurs—and to this day one may see in the center of each blossom an image of the little bunny who waited two days and two nights to greet the Risen Lord."

Thus from a blending of religion, folklore and superstition, the cherished customs of Easter have come down to the 20th century.

Why do such rituals persist long after their origins flicker dimly in the memory of modern man? Perhaps part of that answer can be found in the basic needs of man for such traditions. For within them are woven a heritage that—apart from religious significance—offers a fanciful and dramatic respite from the routine of everyday living.

Rubber Tie-Plates Being Tested

AN EXPERIMENTAL installation of all-rubber, double-shouldered tie-plates has been made by CTA on the Lake street bridge structure which is being given a major overhaul by the City of Chicago.

The rubber tie-plates replace conventional steel tie-plates to determine whether the test installation will reduce impact on the bridge structure caused by passage of elevated trains over the bridge. A secondary consideration is to find out if the rubber tie-plates will hold up under weather and operating conditions.

This is the first installation of the rubber tie-plates, each of which weigh $2\frac{1}{4}$ pounds, on the CTA system. The steel plates they replace weigh 13 pounds each. The use of the rubber plates also eliminates the necessity of the installation of an additional rubber or fabric tie pad under the steel plates.

The rubber tie-plates measure $8\frac{3}{4}$ inches long by 7 inches wide, fit around the base of the running rails, and can be spiked directly to the rail ties.

The rubber tie-plates were installed at the request of the Bridge Division of the City of Chicago which asked CTA to do all possible to reduce impact on the bridge structure.

In conjunction with the Lake street bridge project, CTA has done a major overhaul of track assembly, is using heavier rail and has changed the type of rail castings at end breaks and center break of the bridge for better bridge structure protection. This makes the track assembly the same as on the Wells street bridge so that, in the future, spare castings for emergency use will be interchangeable between these two bridges.

SCHOOL CARDS DISTRIBUTED

COINCIDENT WITH the opening of schools at the beginning of the mid-term semester, half-fare identification cards were provided for approximately 253,000 high school and elementary students in Chicago and adjacent suburbs served by CTA bus and rapid transit routes.

Two types of student identification cards were issued—the "limited" type

for use only between 7:00 a.m. and 6:00 p.m. in traveling to and from school, and the "unlimited" type for riding at any time, seven days a week, 24 hours a day, during the semester.

"Limited" type cards were delivered to 18 district offices of the Chicago Board of Education prior to the opening of mid-term semester on February 2 for transmittal to public schools. School personnel made the distribution to students. Cards for students in private, parochial and suburban schools were delivered directly to the schools by CTA representatives.

No charge is made for the original "limited" type card and no photograph of the student is required. A charge of

\$1.00 is made to replace a "limited" card which has been lost, stolen, defaced or destroyed.

The "unlimited" type card bears the student's photograph and signature and costs \$1.00 each per semester. These cards are laminated in plastic. Replacement of the "unlimited" costs \$3.00.

Students eligible to receive these identification cards must be between the ages of 12 and 20, inclusive, and must be full time, day students in an accredited public, parochial or private elementary or high school. These students have the privilege of using CTA services at half fare ($11\frac{1}{4}$ c token—13c cash) during the school semester. The card must be shown at the time fare is paid.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JANUARY 1959 AND 1958 AND TWELVE MONTHS ENDED JANUARY 31, 1959

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

	Month of January		Twelve Months Ended
	1959	1958	Jan. 31, 1959
Revenues	\$10,681,693	\$10,745,151	\$126,055,270
Operation and Maintenance Expenses	<u>10,341,866</u>	<u>9,573,696</u>	<u>109,372,376</u>
Available for Debt Service	<u>339,827</u>	<u>1,171,455</u>	<u>\$ 16,682,894</u>
Debt Service Requirements:			
Interest Charges	377,524	387,869	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	166,667(1)	166,666	
Deposit to Series of 1947 Sinking Fund (2)	105,213	95,767	
Revenue Bond Reserves (3)	<u>—</u>	<u>7,000</u>	
	<u>649,404</u>	<u>657,302</u>	
Deficit in Meeting Debt Service Requirements			
or Balance Available for Depreciation	309,577 r	514,153	
Transfer from Operating Expense Reserve to			
meet deficit in Debt Service Requirements (4)	<u>309,577</u>	<u>—</u>	
Balance Available for Depreciation	<u>—</u>	514,153	
Provision for Depreciation	<u>854,535</u>	<u>859,612</u>	
Deficit in Depreciation Provision (5)	<u>854,535 r</u>	<u>345,459 r</u>	
Accumulated Deficit:			
To End of Previous Period	<u>600,631 r</u>	<u>180,690 r</u>	
At Close of Period	<u>\$ 1,455,166 r</u>	<u>\$ 526,149 r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>45,534,627</u>	<u>45,932,834</u>	<u>532,895,836</u>
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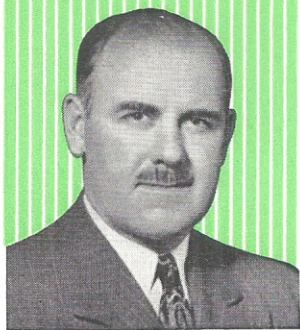
STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at January 31, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-59 Orders:			
El-Subway Cars	—	100	100
Propane Buses	<u>144</u>	<u>106</u>	<u>250</u>
	<u>144</u>	<u>206</u>	<u>350</u>
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars	<u>100</u>		<u>3,364</u>
			<u>3,714</u>

NOTES:

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

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

PLEURISY

THE TERM Pleurisy is used to denote any inflammation of the pleural serous membranes. Generally speaking, there are two layers of pleura, the visceral pleura and the parietal pleura. The space between is called the pleural cavity. The visceral pleura is the layer or portion which covers the various organs within the chest cavity such as the heart and lungs. The parietal layer lines or covers the inner surface of the chest wall.

The normal pleura is a paper-thin, transparent, flexible and elastic membrane. It is smooth and well lubricated by a thin covering of lymph. During expansion of the lungs the two layers come in contact with one another without any manifestation of discomfort. The parietal layer of pleura is richly supplied with nerves and this accounts for the severe pain which usually accompanies pleurisy, when the pleura is inflamed and swollen.

There are several different types of pleurisy. Broadly speaking, they can often be classified as the "dry" type and the "wet" type. Either one of these may be acute or chronic. In the "dry" type there is usually a simple inflammation of the pleura. In the "wet" type, which is more serious, there is a collection of fluid or pus in the pleural cavity. This is commonly referred to as a pleural effusion.

The causes of pleurisy are many, but among those frequently cited are: malignancy, heart disease, infections, and trauma or injury. These are usually responsible for the majority of cases, but there are many subdivisions on each of the above groups.

Under the heading of malignancy, cancer of the lung or breast are diseases which sometimes develop pleural effusions. Rheumatic hearts, hypertension, coronary heart disease and pericarditis are other causes which can produce this condition. Among the infectious group are tuberculosis, pneumonia and empyema. Included in the traumatic group are extensive rib fractures and miscellaneous penetrating wounds of the chest.

The symptoms of pleurisy in a typical case are pain in the chest, abnormal respiratory movements, and in certain cases fever and cough. The amount of suffering naturally depends upon the extent or severity of the attack. Also the location

of the pain varies according to the area involved. It is usually on one side but may also be, though less commonly, bilateral. For example, if the pleura covering the diaphragm is inflamed it is called diaphragmatic pleurisy.

The diagnosis of pleurisy is readily made after a careful physical examination. X-ray of the chest and an examination by aspiration of the pleural fluid, microscopic and culture tests frequently identify the exact diagnosis.

If you have a chest pain which has lasted more than a few days a visit to your family doctor is indicated. In certain cases, immobilization of the chest by strapping or by an elastic support will be all that is necessary. In the more severe cases, aspiration of the pleural fluid for study will be necessary for proper treatment. The modern drugs including the antibiotics have been very helpful. It is wise, however, to have the necessary examinations before taking various drugs which relieve pain without knowing the underlying cause of your pleurisy.



EXTERIOR CONSTRUCTION work has been completed on the new \$267,220 warehouse building at Skokie Shops which will replace 31 wooden, elevated cars which have been converted for storage of over \$1,000,000 worth of parts. Located just west of, and connected to, the south shop unit, the structure is modern in appearance and design, and includes a large storeroom for economical and efficient filing of over 1,200 different categories of spare parts. Other features include two ground level loading docks inside the building, an office, restrooms and a men's locker room. Exterior walls are of gray, corrugated, protective metal panels, used by the CTA for the first time. This view was taken shortly after the completion of the exterior construction work.



DELECTABLE FAVORITE —GLAZED ORANGES

FOR YEARS, local Florida cooks have naturally experimented with a variety of ways of using juicy, delicious fruits all through their menus. One of the tastiest and most unusual ways of preparing oranges as a meat garnish are these glazed oranges, seasoned with sugar and cinnamon. They make a wonderful accompaniment for that spring slice of ham or for a whole ham. Lovely, too, with Easter ham—small families will find a ham slice practical and the oranges really dress it up in holiday style.

Glazed Oranges with Ham Steak

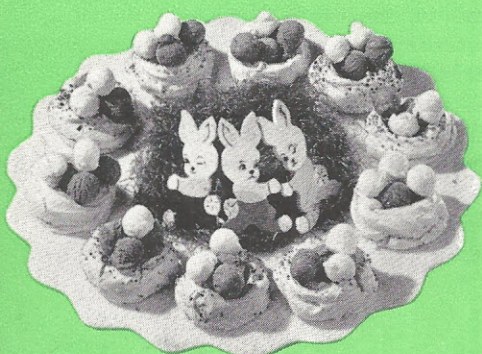
- 3 oranges
- $\frac{3}{4}$ cup sugar
- $\frac{3}{4}$ teaspoon cinnamon
- 2 tablespoons butter or margarine
- 1-1-inch thick slice ready to eat ham

Place oranges in saucepan; cover with water. Bring to a boil and cook 30 minutes, or until tender. Drain; cut in half. Mix sugar and cinnamon; sprinkle each half with 2 tablespoons of the sugar mixture and dot each half with 1 teaspoon of the butter. Slash fat edges of ham; place in baking pan. Place orange halves around ham. Bake in a moderate oven (350°F.) 40 minutes. YIELD: 6 servings.

EASTER PARADE—ICE CREAM FASHION

HERE'S A way to give the youngsters a treat that goes with the Easter season, using ice cream. The following two ice cream ideas are simply scrumptious and certainly befitting the occasion.

The first of the tasty twosome is called Easter Petites. It's ice cream served up daintily on crunchy meringues. Or, make Easter Hats of ice cream, gum drops and cereal, currants and cinnamon candies.



ICE CREAM is a most variable dessert. It can be fashioned to fit any holiday. Try these taste-tempting, ice cream Easter baskets. It only takes a little imagination and costs very little.

Easter Petites 6 servings

- 6 egg whites
- $\frac{1}{8}$ teaspoon salt
- 2 cups sugar
- 1 cup grated semi-sweet chocolate
- Chocolate and vanilla ice cream

Beat egg whites and salt until frothy. Add sugar a tablespoonful at a time, and beat until meringue is very stiff and will hold peaks. Fold in chocolate, a small amount at a time. Cover a cookie sheet with brown paper, and using a spoon or pastry tube, shape small meringues. Bake in a 250° preheated oven for 1 hour.

Prepare ice cream balls ahead of time. Scoop chocolate and vanilla ice cream with a melon ball scoop. Keep in refrigerator tray until hard and ready to serve. Put several scoops of each in meringue shells. Top with chocolate sauce, if desired. If you would like to omit chocolate, fold in 2 tablespoons multi-colored decorates in the meringue mixture. Use strawberry and vanilla ice cream and top with sweetened sliced strawberries, if desired.

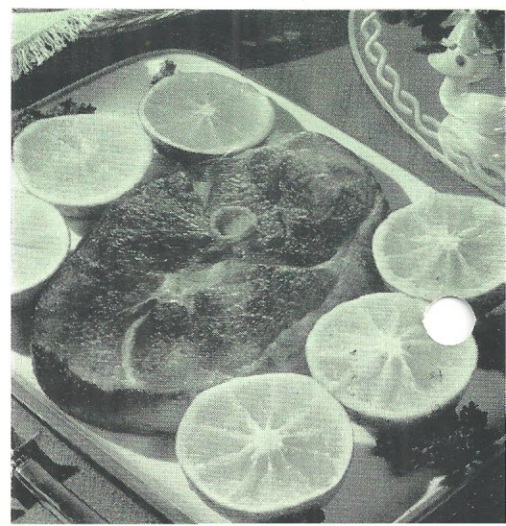
Ice Cream Cooky Hats 4-5 dozen cookies

- $\frac{3}{4}$ cup sifted flour
- $\frac{1}{2}$ teaspoon salt
- 1 teaspoon baking powder
- $\frac{1}{2}$ cup (1 stick) butter
- 1 cup firmly packed light brown sugar
- 1 egg
- 1 teaspoon vanilla
- $\frac{1}{4}$ cup milk
- $\frac{1}{2}$ cup finely chopped nuts
- 1 $\frac{1}{2}$ cups quick cooking or old fashioned oats, uncooked

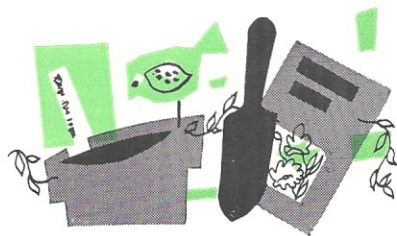
For cookies, sift ingredients together. Cream butter. Add sugar and mix well. Beat in egg and vanilla. Add sifted dry ingredients alternately with milk. Blend in chopped nuts and oats. Drop by teaspoonsful onto lightly buttered cookie sheet. Bake in a 350° pre-heated oven for 10-12 minutes. Cool on cake racks.

To decorate hats, first put a little marshmallow cream on top of cookie to hold decoration. Then decorate with cut gum drops, colored candies, etc. Put a scoop of vanilla ice cream on one cookie and top with a cookie "hat." Make a face on the ice cream with cinnamon candy and currants. Serve at once.

A MOST complimentary attraction on any table are these glazed oranges. They can be accompanied by either a thick slice of ham—recommended for a very small family — or placed around your traditional whole Easter ham.



Garden Helps



“FAIR AND WARMER” will be the forecast from time to time during March. The return of the sun from its winter sojourn will bring frequent thaws, usually followed by heavy frosts overnight. For that reason March is often a critical month in the garden.

Alternate freezing and thawing temperatures can be a source of great injury to perennial plants. These often cause heaving of the plant, causing injury to its roots. That's why, in the case of any plant that is subject to “crown rot,” we cover the plant thoroughly with some protective material after the plant has frozen solidly in the ground in winter.

Some gardeners let their enthusiasm run away with them as spring approaches and sap begins to flow in the trees and shrubs. It is all right to do some things in the garden in March but a mistake to do others. For example, any plants that have protection on them should stay that way until you are sure there will be no more heavy frosts. Even at the latter part of the month when it seems we will have a mild, early spring, the protective material should be taken off in stages. That is, take a little bit off each week-end and wait until possibly mid-April before removing all protection.

Plants that are subject to crown rot are Oriental poppies, primroses, delphinium, and some varieties of hardy chrysanthemums. In such cases never cover the whole top of the plant because it will smother and fungus or bacteria will destroy the fibers. Such plants need some protection, but instead of laying leaves, peat moss, or other mulching material directly on the plant, first place a small flower pot or

wicker basket or strawberry basket inverted over the plant and then, on top of the pot or basket, scatter leaves, excelsior, or some other protection. This shades the plant during the early spring and late winter periods when sunshine might thaw out the ground around it and set fungi and bacteria to work.

If you have tulip or daffodil beds or other spots where spring flowering bulbs are planted, be careful about removing any protection there. Though most gardeners do not protect such plantings, occasionally there are other plants mixed with them that do require protection. Be careful not to remove all protection until you are sure there will be no heavy frost. Otherwise the young green shoots may be nipped, and possibly the flower buds affected.

There are some very important things to do in the garden in March because they are more effective than if postponed until later. One is the spraying of trees and shrubs with a dormant spray to destroy scale, insects and fungus disease spores. The other is to seed the lawn while the grass is still dormant from winter.

Flowering shrubs such as lilacs, plum, crab or other flowering species will get better growth and bloom if the entire plant is sprayed with a dormant spray. This applies to trees also. The elm harbors eggs that hatch out and become canker worms that defoliate the tree in summer. Maple and other trees have eggs of aphids nestled in their bark to hatch out when warmer weather arrives and suck the sap from the leaves. A dormant spray smothers these eggs and spores of fungus and contributes to the growth and health of the shrubs or trees.

March is a good month to get a collection of garden catalogs and study them carefully. Those that are issued by responsible dealers are as good as a garden encyclopedia to give you ideas of new varieties of plants, especially flowering plants, to use in the garden this year. Be especially cautious where the catalog speaks of a kind of plant as “half hardy.” That is usually a warning that it will not live over an average winter in the midwest.

WORK PROGRESSING ON WILSON AVENUE PROJECT

DESPITE DELAYS caused by bad weather conditions during January and February, progress is being made on the first phase of a \$1,800,000 four-track right-of-way structure project for North-South rapid transit trains at the intersection of Broadway and Wilson avenue. Part of the balanced-deck structure has already been completed and work will continue, as weather permits, on pouring the rest of the structure, which will extend for a distance of about 540 feet. This will connect the railroad freight track, which crosses Broadway and Wilson avenue west of the present “L” tracks, with the existing outer southbound passenger track.

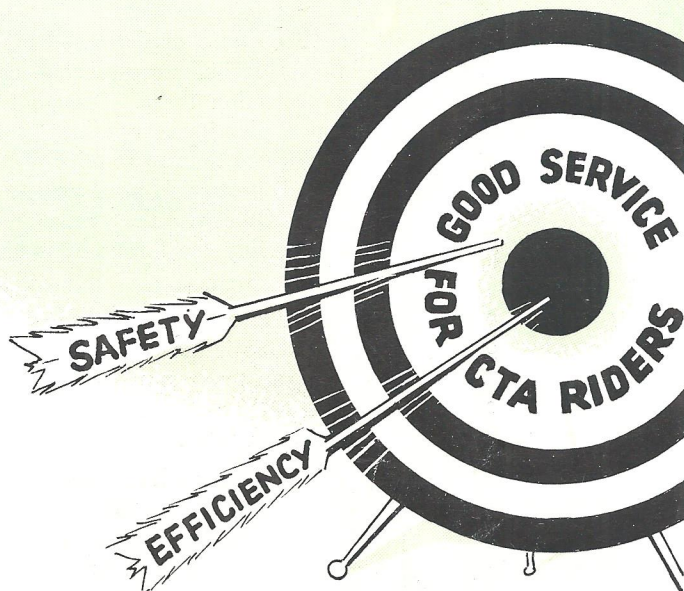
The two tracks which are now in use over Broadway will be relocated on the present elevated structure to connect with the two existing northbound tracks at Leland avenue.

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

This is a view of the new connecting link looking south.



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