

TRANSIT NEWS

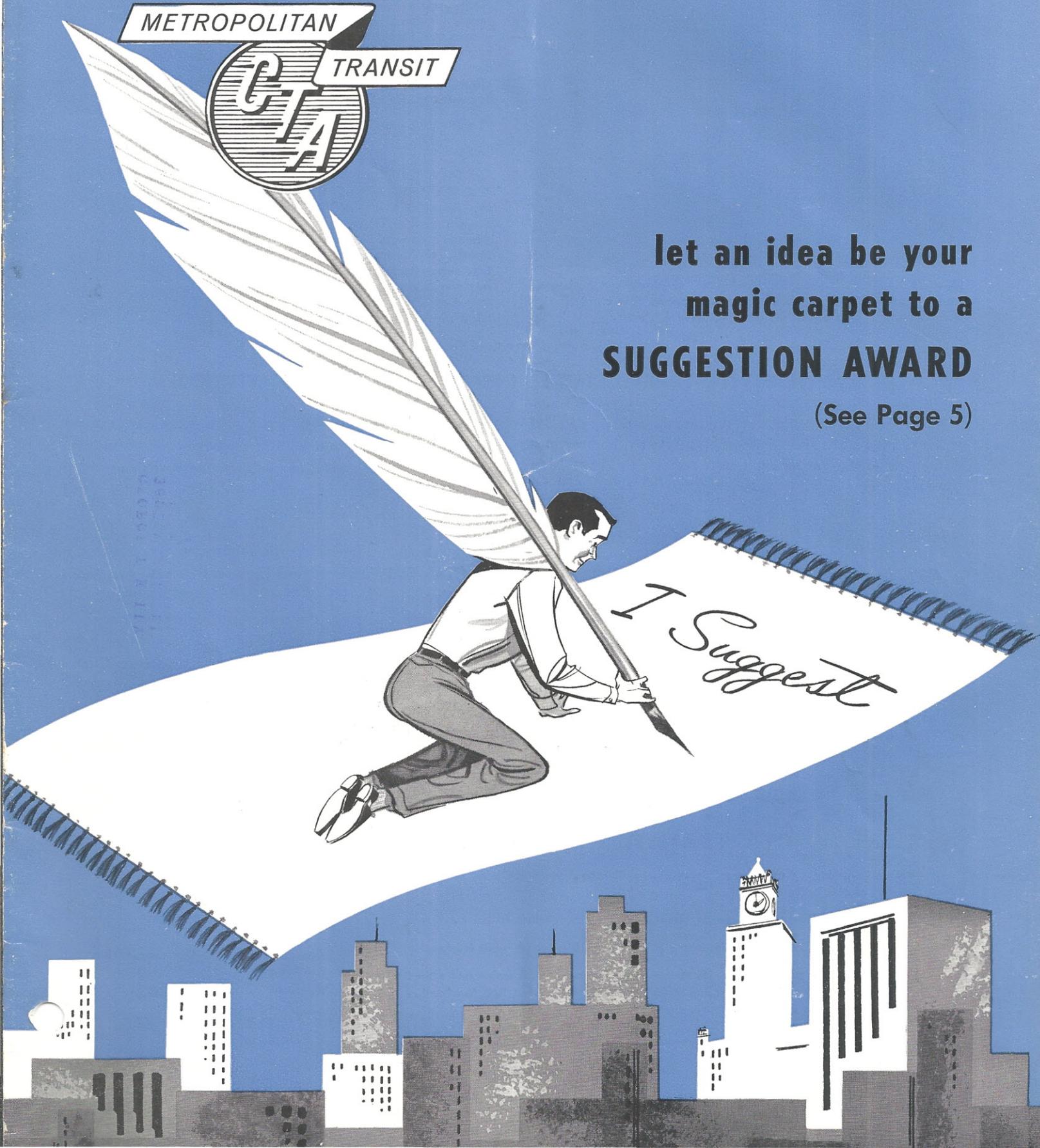
METROPOLITAN



TRANSIT

let an idea be your
magic carpet to a
SUGGESTION AWARD

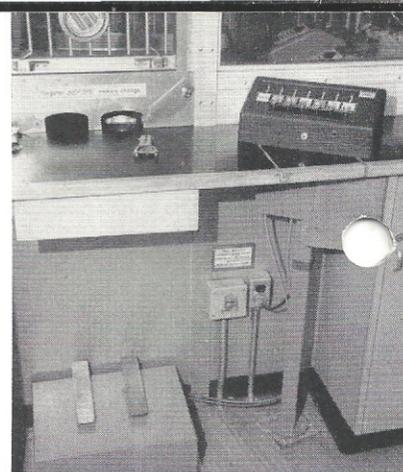
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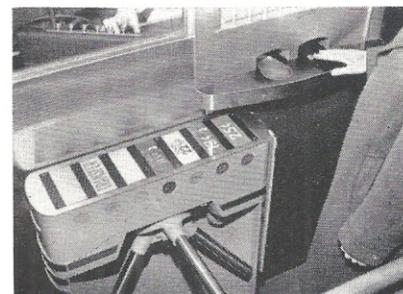


IN THIS picture Glenn M. Andersen, engineering assistant, Staff Engineer's Department, demonstrates the use of the new turnstile. The agent on duty is Zetta I. Praul.

THE COMPACT six-position register and turnstile control of the new installation at Clinton station is shown on the counter at the agent's right hand. Foot pedals give agent alternate control of 25-cent pieces and 22½-cent token registers, thus permitting her to use both hands for change-making and transfer work much of the time.



CLOSEUP VIEW of the top panel of the new Visi-Fare turnstile. When agent presses control key in booth, the corresponding fare is registered and compartment on top of the turnstile lights up to show what the customer paid.



NEWEST TYPE FARE TURNSTILE INSTALLED AT CLINTON STATION

A NEW Visi-Fare turnstile for rapid transit stations, installed in the Clinton station of the West Side subway, is now completing its 30-day acceptance test and orders have been placed for 25 additional units to equip all stations along Congress street from Clinton to LaVergne.

Providing a more accurate control of fare collection, the new Visi-Fare installation, like a coin operated turnstile, is normally locked. It is activated by the agent who, when a fare is paid, presses a corresponding register button on a miniature control box located in the booth. This releases the turnstile so that one patron may enter. At the same time a fare schedule panel on the top of the turnstile lights up to indicate the fare registered.

If the fare paid is at the adult rate (25c cash or 22½c token) a bell sounds when the turnstile is unlocked. The register counters are on the control box in the agent's booth.

This method of operation enables the agent and customer to see the fare registration. The registers are concentrated into a compact assembly, less subject to errors in operation or reading and use much less space in the booth while yielding more detailed information.

The new turnstile was developed through experimentation by CTA's Staff Engineer and Electrical Departments in cooperation with the Perey Manufacturing Company of New York, which will make the equipment. It is considered the most modern passenger-control facility for rapid transit stations yet to be built. Following the installation from Clinton to LaVergne, it is expected that all stations west to Desplains terminal will be so equipped. Long range planning contemplates installation of the same type turnstiles at other rapid transit stations.

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RECENT CTA ADDITIONS TO THE ARMED FORCES

James J. Jender—Transportation (Lawndale)

RECENTLY RETURNED

Thomas Staunton—Transportation (North Park)

Raymond F. Tieri—Claims (General Office)

John E. Eckel—Stenographic-Duplicating

Start Delivery on 100 New Rapid Transit Cars

CTA ON March 24 received the first two new rapid transit cars on an order for 100 light-weight, all-metal cars which was placed in March, 1958.

The balance of the 100 rapid transit cars, purchased from the St. Louis Car Company, St. Louis, Missouri, for \$5,150,500, will be delivered at the rate of five per week until all cars are received. By using some parts from its "Green Hornet" streetcars, CTA is saving approximately \$2,000,000 as compared with the cost of rapid transit cars built from all new components.

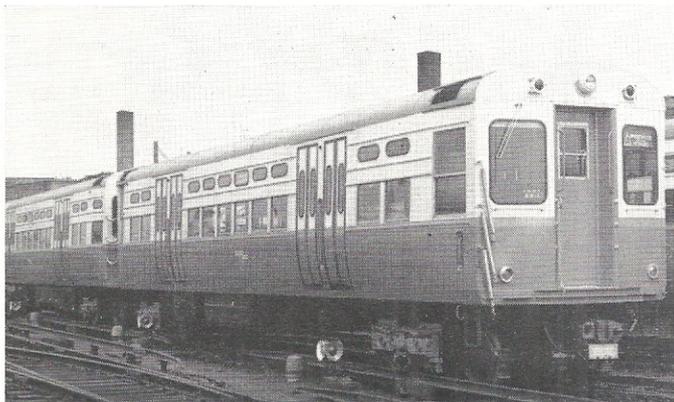
Fifty of the cars are to be two-units, semi-permanently coupled, and 50 are to be double-end, single car units designed for operation either as single cars, or in trains composed in part of two-car units.

Four of the single unit cars will be fitted with 100-horsepower high-speed, high-performance motors and controls and specially designed trucks and gears to determine the type most suitable for operation in the rights-of-way of multi-lane expressways. These high-speed, high-performance cars will be easy to identify as they will be painted silver and maroon with red roofs. The other 96 cars will be painted in CTA's standard green, cream and orange color combination.

Each of the 100 cars will be 48 feet long, nine feet four inches wide at the belt rail, and eight feet eight inches wide at the floor, and weighing about 42,000 pounds.

The new cars will be equipped with three types of electrically operated brakes—(1) a dynamic motor brake that, in effect, converts the car's motors into generators and thus provides deceleration; (2) a motor drive shaft brake, and (3) a magnetic track brake.

In normal operation, the initial braking is performed by the dynamic brake with the drive shaft brake blending in to complete the braking to a smooth stop when the speed of the train has been slowed to one mile per hour. The track brake's primary purpose is to hold the train when stopped on a grade, although it can be used in normal operation to supplement the other two braking systems.



THE FIRST two of 100 new light-weight, all-metal rapid transit cars ordered last year are shown as they were placed in service on the North-South "L"-subway route. Deliveries of five cars per week are scheduled.

The brakes are arranged so that an emergency application brings all three types of brakes into force instantly, producing deceleration at the rate of five miles per hour per second.

The braking systems are also arranged so that, if the motor brake fails for any reason, the drive shaft brake is automatically and immediately applied.

Improved Riding Comfort

The doors of all cars will have sensitized rubber edges that will cause the doors to open automatically if any object is touched while the doors are closing. The door circuits are to be wired so that a motorman cannot start a train while the doors are open. Exterior warning lights are to show a red signal when any or all of the doors are open, and a warning light in each motorman's cab is also activated when any doors are open.

The interior of the cars also will be equipped with features that will add to passengers' riding comfort. Each car will be equipped with improved type rectangular ceiling lights focused upon the passenger's reading plane. A ventilating system is to provide fresh air at the rate of 1,000 cubic feet per minute. An electric heating system is to be thermostatically controlled.

In anticipation of the installation of air-cooling equipment at some future date, each car is to be insulated at the roof and sides. The ventilating air ducts between the ceiling and the roof are to be equipped with two reversible type fans instead of one. Space is to be provided in the ceiling of each car for future installation of the air-cooling equipment.

In the new cars, public address system amplifiers will be completely transistorized to reduce background noise and give instantaneous response when "Press to talk" button is operated.

For better appearance and easier maintenance, the barrier panels at the sides of the doors will be stainless steel.

Single Unit Cars Seat 46

The double-end, single unit cars, seating 46 passengers each, will have a motorman's cab at each end fitted with the standard propulsion power control facilities, including a "dead man's" controller handle that, when released for any cause, will automatically shut off power and produce an emergency application of brakes. The controller feature is standard in all CTA "L"-subway cars. In addition, each motorman's cab is to be equipped with door control facilities. In these cars, there are to be two sets of double-stream doors located just back of the motorman's cab area.

Twelve of the double-end, single car units are to be equipped with overhead trolleys for operation on branches equipped with overhead trolley wires.

The standard cars will seat 50 passengers each, or a total of 100 passengers for each two-car unit. In these cars, the double-stream doors are to be located at the quarter points of the car.

SPORTS



CHICAGO WILL play host to one of the greatest all-sport spectacles of modern times this year when the third Pan-American games, to be held from August 27 through September 7, will attract champion athletes and sportsmen from all over the Western Hemisphere who will compete in events encompassing 28 different branches of sports.

Never before has this great carnival of sports been held in the United States. Only two other cities have witnessed stagings of this big-scale, athletic show—Buenos Aires in 1951, and Mexico City in 1955. It will bring together the finest athletes from all the countries in North, Central and South America, selected as their countries' top-rated representatives. The competing United States team will be picked by the United States Olympic Association.

CTA employes, with thousands of out-of-town visitors expected to come in for the games and associated events, quite likely will be asked to answer questions and give travel directions to locations in which the various sports contests will be held. Therefore a brief run-down on background and program would be helpful.

The competitions will be held at facilities throughout the greater Chicago area. They will feature 2,000 contestants and take place in 28 different locations, with major ceremonies in connection with the games being held at Soldier Field.

According to the advance program, here's where the various events will be staged:

Track and Field—Soldier Field; Baseball—Wrigley Field and Comiskey Park; Basketball—De Paul University gymnasium; Boxing—Northwest Armory; Cycling—Lincoln Park; Equestrian events, including polo—Oakbrook Polo Club; Fencing—University of Chicago Fieldhouse; Soccer—Hanson Park; Gymnastics—University of Illinois, Navy Pier; Riding—Libertyville; Rowing—Cal-Sag Canal; Shooting—Camp Logan; Skeet—Lincoln Park Gun Club; Swimming—Portage Park; Volleyball—Proviso high school, Maywood; Water Polo—Riis Park and Portage Park; Weightlifting—Chicago Vocational high school; Wrestling—Reavis high school; Yachting—Lake Michigan.

SPECTACULAR...

Chicago Hosts Pan-American Games

In addition to the many sports events and their locations, there will be demonstrations in archery and synchronized swimming in Grant and Riis parks.

A city-wide campaign in support of the Pan-American Games is now in progress and CTA has agreed to help with advance fund-raising by cooperating to the extent of promoting sales of Sponsor Certificates to employes. These certificates cost \$5.00 each.

However, this \$5.00 is not a donation. Each certificate bears five detachable coupons worth \$1.00 each when used for the purchase of tickets to any session of track and field competition at Soldier Field, other than opening and closing days.

Sponsors have preference also in obtaining tickets to all Pan-American Games events. When ticket headquarters open for over-the-counter sales of tickets to all events on the program, a period of one week will be reserved for purchases only by holders of Sponsor's Certificates. Then sales will be opened to the general public.

In conjunction with the Pan-American games there will be, as an added attraction, the "Festival of the Americas" which will bring together the best in art, culture, education and entertainment of the participating nations. This will feature concerts by the Chicago Symphony Orchestra and a Pan-American Festival Orchestra presenting programs made up of works of the outstanding composers of the Americas; drama and dance, folk music, pageants, parades and fiestas. The Festival is scheduled to start August 3 and run through September 7.

Some of the sites for the "Festival of the Americas" events are the Art Institute, Buckingham Fountain, Museum of Science and Industry, Open Air Stage in Grant Park, Museum of Natural History, Shedd Aquarium and Adler Planetarium.

The whole program for the Pan-American games adds up to one that promises much of interest and enjoyment for Chicagoans. For certain, it is the largest, most spectacular, and most important sports event held in the Mid-west.

COUNT DOWN

- 5 MINUTES OF YOUR TIME can result in an award winning suggestion!
- 4 BEST RESULTS TRY THESE HINTS: simplify, eliminate, combine, reduce.
- 3 BENEFITS ARE: you, your job, CTA.
- 2 THINGS TO DO ARE: write it down, send it in!
- 1 GOOD IDEA IS ALL IT TAKES!

BLAST OFF!



SUGGESTION PLAN REPORTS ON 1958 ACTIVITY

SUGGESTION AWARD winners in 1958 pocketed a total of \$2,050 in prize money as a reward for their ideas to benefit CTA, according to the Employee Suggestion Plan annual report issued recently.

The awards covered 91 original suggestions which were adopted out of 908 processed for consideration during the year, and 26 supplementary awards for suggestions adopted previously which have been tested and proved practical in actual operations.

Winners of original awards shared \$1,735 in cash grants and \$315 went to winners of supplementary awards, averaging out at \$17.52 per award. The highest single award during the year was \$175.

Employees participating with one or more suggestions totaled 843. These represented various departments and levels of occupational activity. Adoption rate of the total number of suggestions submitted was 10.0 per cent.

Shops and Equipment Department personnel again received a major share of the awards, collecting 82 for a total of \$1,690. Transportation Department employees scored with 17 awards totaling \$615. General Office workers submitted 13 winning suggestions and split \$135. Other awards went to employees of the Stores, Electrical, and Way and Structure Departments.

As a result of the investigation made in evaluating the merits of the 91 adopted suggestions, it was estimated that

the savings to be expected during the first year the suggestions are in effect would total \$15,630, an average saving of \$171.76 per adopted suggestion.

Since the system-wide Employee Suggestion Plan has been in operation, starting October 1, 1952, a total of 8,071 suggestions have been received and 928 of them have been adopted and awards totaling \$17,724 made.

Most of the suggestions proposed improvements in the way of doing the regular jobs of the employe submitting the idea. Other suggestions frequently dealt with improvements in operating techniques, equipment or facilities. Another popular type of suggestion was for proposed changes in service for added rider comfort or convenience.

Other suggestions, after thorough investigation, had to be declined because they did not propose practical solutions, duplicated a previous suggestion or had already been considered by management.

The primary objective of the Employee Suggestion Plan is to stimulate employe thinking and production of ideas on ways to improve CTA operations. In addition to the satisfaction of seeing their ideas put into practical use and receiving added compensation, employe suggestions help CTA to increase efficiency of operations and improve service facilities.

OUR

Public Speaks



IT IS said that there are two sides to every question. And the same reasoning applies to CTA operations. Service to the public is the basic objective of our business. Into the pattern of service must go three primary considerations—safety of operations, courtesy and competence of personnel, and proper maintenance of equipment and facilities to provide the essentials of good service.

Failure in any one of these aspects weakens the other two. Consequently all employes must work cooperatively in all phases of our operations to merit and stimulate favorable public reaction.

The riding public has a right to expect good service. CTA has a right to expect good performance of duty from its employes. That's why the letters printed on this page each month reflect expressions both pro and con by our patrons.

To lead off, here's a note of appreciation that speaks well of our service:

"Patron for Four Years"

"I have been a passenger on the Wilson and Ravenswood bus going to and from work for the last four years, and I have come in contact with some very nice bus drivers. But, there is one I would like to mention as outstanding. He is Operator Number 12558 (*William R. Harvey, Limits*).

"He is so courteous, friendly and helpful to each and every passenger, both men and women. It's a pleasure to ride home with him, too, especially after a hard day at work. He greets each one of us with a big smile and a hello, and pilots us home as though each of us were his own special charge. It's been this way all through the bad weather,

and he is a very careful driver at all times."

"I've Had the Pleasure"

"This letter should have been written sooner. It's regarding one of your drivers on the Laramie route, which I ride every night. His number is 2818 (*Dan Lyons, North Avenue*).

"Please let me say that he is the most courteous and careful driver I've had the pleasure to ride with. He always has a smile and never gets impatient. A few nights, when I was a little early, I have waited for him to come along."

"A Careful Driver"

"Although it's taken a few days to obtain the number of the man or rather gentleman who drives the Kedzie-Devon bus, I wanted to report that he is so careful and busy tending to his duties that he deserves a pat on the back.

"Old or young, male or female, everyone receives his thoughtful care and he never shouts to patrons to board or alight. He always advises passengers to be careful when boarding and alighting. He is kind, considerate and at all times a very conscientious driver. His number is 2596 (*Lawrence Shields, North Park*)."

NOW, LET us reflect upon the following letters which express the unfavorable reactions of our patrons:

"Recently, I boarded a northbound "A" train at the Washington avenue station. When I alighted from the train, I

stamped my transfer and walked downstairs to board a bus. I boarded the bus and handed the driver my transfer, but he told me that it was no good because it was about three hours late. He then began to ridicule me about stopping into a movie house or doing some shopping, all on the price of one fare. Finally he demanded that I either get off the bus or pay another fare, adding that he would not move as long as I stood there making no attempt to do one thing or the other.

"Eventually, other passengers hollered and verified that I usually rode this same bus every night at this hour. Finally, the operator started the bus without my having to pay another fare, but I certainly feel that this matter could have been handled much differently."

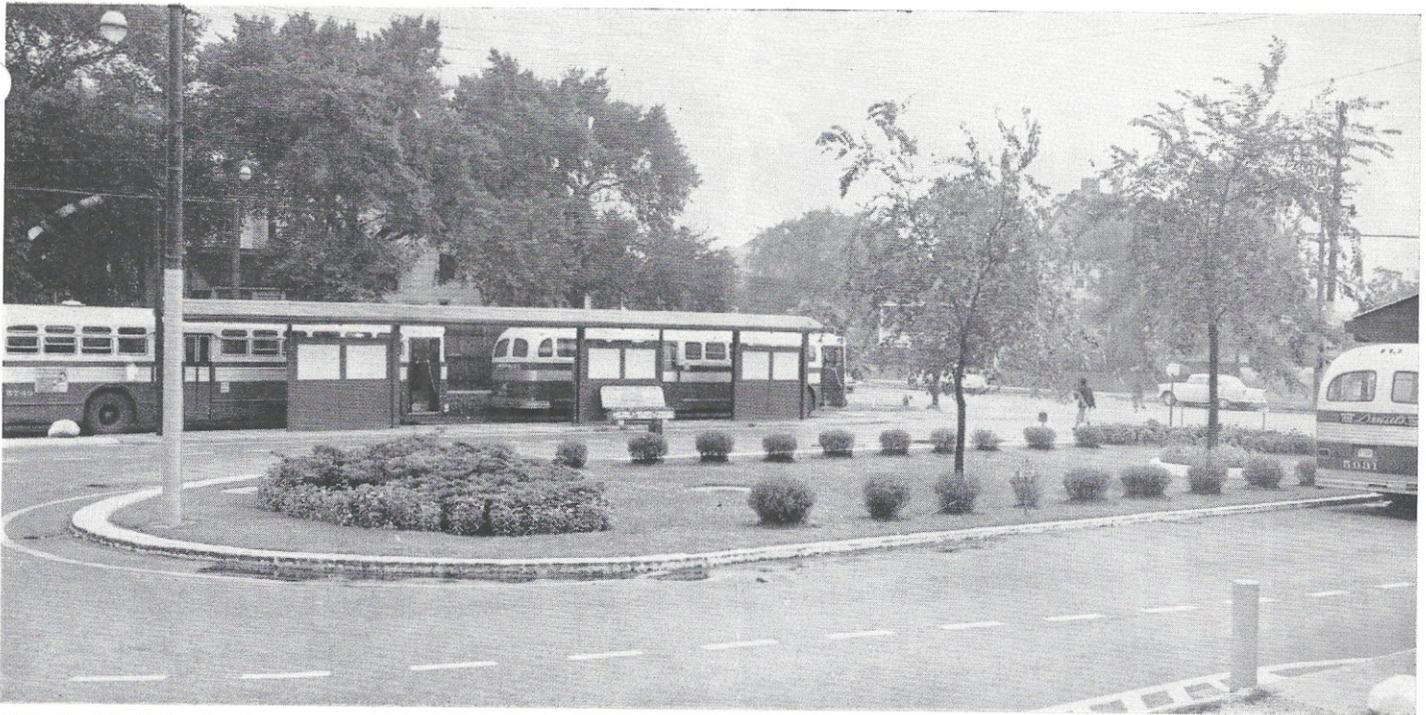
COMMENT: The clock at the station where this patron alighted and stamped her transfer was checked and showed that it was three hours off schedule, thus verifying the patron's claim. However, even if the clock was accurate, the manner in which the operator embarrassed the patron and handled the situation was definitely not tactful. This letter might have been avoided if the operator had advised the patron to write to the Service Section of the Public Information Department, giving full details along with the transfer, and requested another fare with the supposition that a refund would be made if justified.

"For the past week or so, I have been passed up consistently by the same bus driver. Regardless of what efforts I've made, the operator insists on ignoring my gestures and repeatedly passes up a designated bus zone."

COMMENT: Pass-ups of passengers at designated bus stop zones cannot be tolerated unless there is a legitimate reason, such as a bus being over-crowded.

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

	Mar. 1959	Feb. 1959	Mar. 1958
Complaints	809	1244	719
Commendations	88	113	



SHADE TREES, shrubbery, flowers and lawn, all of which receive constant attention from CTA personnel, help make the off-street terminal at Western and Berwyn as attractive as the

neighborhood surrounding it. Care of this and other off-street terminals is only part of CTA's annual program of cleaning, painting, renovating and beautifying its facilities.

CTA Launches Extensive Clean-up Program

CHICAGO TRANSIT Authority plans to improve the general appearance of its operating properties and facilities during 1959 with an estimated \$684,000 to be spent on an extensive clean-up and maintenance program.

The undertaking consists of cleaning and painting buildings of all types on both the surface and rapid transit systems, "L" structure steel and columns, landscaping of off-street terminals and station grounds, and other miscellaneous projects.

Ever continuing improvement activities of this nature, which are part of CTA's year-round maintenance requirements, fit in with the annual city clean-up campaign sponsored by Mayor Richard J. Daley's Citizens Committee for a Cleaner Chicago.

Some of the work slated for the 1959 program has been completed, some is in progress and the remainder has been scheduled for completion during this year.

Rapid transit projects call for \$498,000 of the \$684,000 total. These include painting, washing and cleaning up of rapid transit stations; removing dirt, brake dust and refuse from subway tracks; and dirt and grease from "L" tracks; washing down subway walls through station platform areas, spraying weed-killer solution in sections where trains operate on fill or at grade level and painting of stripes on "L" columns at street intersections.

Painting of "L" structures on portions of the North-South, Loop, Ravenswood and Evanston rapid transit lines will account for \$302,400 of the \$408,000 figure. Another \$30,-

000 is marked for scavenger service at stations and \$10,000 ticketed for right-of-way inspection to insure that under-structure areas are cleared of litter and debris, such as abandoned automobiles and trucks which are removed with the cooperation of the Chicago Police Department.

A total of \$185,000—of which \$40,000 already has been spent—has been earmarked for surface system painting and cleaning of bus garages, repair shops and other buildings and structures, as well as cleaning and landscape maintenance at terminals and spraying of weed-killer.

CTA also is supporting the clean-up drive the year around by displaying car cards in all CTA vehicles and posting signs on various CTA properties, requesting cooperation with Mayor Daley's Citizens Committee.

Changes in Family Status Affect Beneficiary

WHEN death, marriage, divorce or other changes in family status make it necessary to change the beneficiary named for your life insurance and retirement refund, it should be done at once. Change of beneficiary forms for both are available through your department head. These should be filled out promptly and returned to the Insurance Department. Failure to change your beneficiary adds unnecessary expense in settling your estate.



DOROTHY McGREEVY, Pulaski, Lake: "I find that I save best by having my bank take out a certain amount each month from my paycheck and put it in a savings account. Although I've tried many other ways of saving, I've found this the most ideal method."

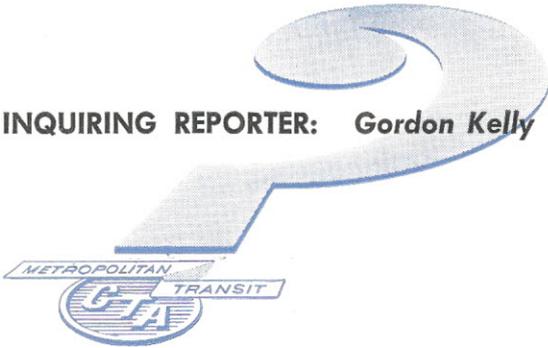


MARGARET NOLAN, Homan, Congress: "In these days of higher and higher prices, and taxes, it's hard to save. But, by participating in CTA's Payroll Savings Plan and buying U.S. Savings Bonds, which I have done almost ever since the plan went into effect, I have been able to save easily."

INQUIRING REPORTER: *Gordon Kelly*

LOCATION: West Section (Agents)

What is your favorite method of saving money?



GEORGE R. BOHAKEL, Laramie, Lake: "I try to shop wisely so as to make each dollar go as far as possible. I've always felt that it's not so much the amount of money a person makes, but rather how much he can save when he buys something, that counts. Also, I save by buying a U.S. Savings Bond regularly each month."



MOLLY SHIELDS, Cicero, Congress: "I keep a close check on sales and have a list of items and their prices prepared when I go shopping. This method allows me to buy to better advantage than if I bought on impulse. When time permits, I also make some of my own dresses and hats."

DOROTHY RAIMAN, 54th Avenue terminal, Douglas Park: "I never miss having money taken out of my paycheck for a U.S. Savings Bond. It's the safest way to save because, if you can't trust the U.S. Government, whom can you trust?"



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

A Welcome Change From Cold Chicago

ACCOUNTING — (*Material and Supplies*)—After enduring Chicago's long, cold winter, *Lorraine Falk* vacationed at Miami Beach, Florida. She enjoyed swimming, boating and absorbing the warm sunshine. . . . *Lillian Osterreich* spent part of her vacation spring cleaning.

Anne Sloan returned to work after recuperating from an accident she suffered on February 22.

Anne Garrity and her sister, *Margaret*, who works in Revenue, suffered the loss of their father March 7, after an extended illness.

(*Budget*)—*John Schwartz* flew to Las Vegas, Nevada, and then on to California. After visiting in Riverside and Los Angeles, he drove with friends along the Pacific coast to Carmel-By-The-Sea and Santa Barbara. In San Francisco, he visited the Cliffside, Fisherman's Wharf, The Presidio and the Golden Gate bridge.

Suffers Injuries

(*Revenue*) — *Elizabeth (Betty) Sullivan* presently is confined at home because of injuries she suffered in a fall while enroute to work on March 20.

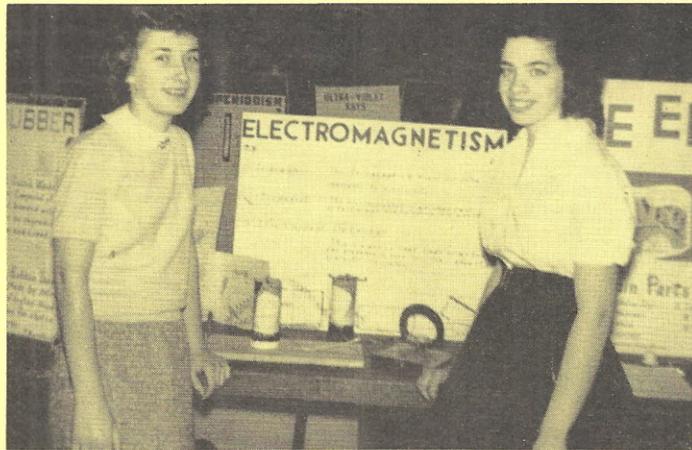
Friends and co-workers of *Theresa Hayes*, who retired April 1, gave her a surprise dinner at the Casserole room of the Seneca hotel on March 19.

(*Voucher*) — *Constance Burke*, who worked in the Revenue section before transferring to the Voucher section, left service on March 20.

Oscar Leiding underwent surgery at Alexian Brothers hospital on March 23.

(*Payroll*) — *Mabel Magnuson*, who traveled to Florida expecting to find sunshine, was greeted by rain instead. Despite the dampness, she visited *Mrs. Emma Morton*, widow of the late *Merville Morton*. Also visiting *Mrs. Morton* was *Lucy Winkler*, formerly of the Accounting Department. *Mabel* later traveled to Fort Lauderdale where, at last, she was able to enjoy sunshine and warm weather.

(*General*) — *Andrew J. Fitzsimons*, general accountant, became a



YOUNG SCIENTISTS

WINNERS OF a blue ribbon at a science exhibit held recently at St. Augustine high school were *Mary Ann Ellerbeck* (left), daughter of *Electrician Roy Ellerbeck*, Skokie Shops, and *Lorraine Lyons*, daughter of *Operator Robert Lyons*, 69th. For three months the two girls, who are freshmen at the school, worked hard to set up the small telegraph set, electromagnet and electric current detector shown above.

grandfather recently when his son and daughter-in-law became the parents of *James Timothy*. The new arrival joins a little sister, *Patricia Ann*.

Al Lathouwers recently transferred here from the Voucher section.

—HELEN A. LOWE and
MABLE I. POTTHAST

A Dream That Almost Came True

BEVERLY—One night, *Joe Simel* dreamed that he bowled a 300 game, and, not long afterward, he almost did. After getting eight strikes in a row, he missed two pins on his next try and ended up with a 252 game.

Fred Rapp's son, who has appeared in many productions originating from Hollywood, California, recently was seen on the Schlitz Playhouse program and the *Danny Thomas* show. Going under the stage name of *Bob Harrington*, he started his career about five years ago, with *Mary Martin* in "Peter Pan."

Operator John Carney's niece, *Rose Carney*, recently received a master's degree in mathematics

from DePaul university. A physics and mathematics instructor at St. Procopius college, Lisle, Illinois, she formerly held professorships at De Paul and St. Xavier's college and has done research work for the University of Chicago.

Marinus Dykhuisen and his wife, *Minnie*, celebrated their 23rd wedding anniversary on April 9. This couple became grandparents for the first time recently with the arrival of *Edward John Marsch*. . . . *Nick Dop* became a grandfather for the eighth time when *Timothy J. Post* was born. Young Tim's father is *Repairman Walter Post*, 77th.

Roy Anderson's father-in-law and mother-in-law, *Jim* and *Dorothy Watts*, were seriously injured in an automobile accident while on their way to a Florida vacation. They were confined in a Lafayette, Indiana, hospital for several weeks.

Gabriel DeJong, who recently suffered a slight stroke, now is confined to his home, 12320 S. LaSalle, and would like visitors.

Pete Flaherty and *John McMullen* recently visited *Henry Trostel*, who has been a patient at Hines hospital, Maywood, for the last few

months. *Henry*, who is much improved, expected to be home soon. . . . *George Toms* is back on the job after recovering from an illness.

John and *Pauline Vogt* became the parents of a daughter, *Denise*, on March 10 at St. Francis hospital, Blue Island.

Al and *Cliff Howard* recently spent two weeks visiting their mother in Harrison, Arkansas. They reported that spring had already arrived in full bloom in the southland.

Emil and *Pearl Beck* cancelled their usual Florida vacation because of *Mrs. Beck's* illness. However, they plan to make the trip later.

Robert and *Della Burns* celebrated their silver wedding anniversary on April 16. . . . Also marking anniversaries will be *Willard* and *Marguerite Beaman*, their 22nd, on April 25; *John* and *Marie Fitman*, their 31st, on April 26, and the *Hugo T. Rohlens*, their 24th, on April 27.

—FRANK M. BLACK

Welcome Mat Out For Former Photographer

CLAIM-LAW—*Ed Evenson*, formerly of *Photographic*, was welcomed to this department as a statementman recently.

A victim of Chicago's late, but not lamented, winter was *Grace Johnson*, who fell on the ice and suffered a broken wrist.

—CHARLENE O'CONNOR and
MARY ANN NYKIEL

West Coast Trip Included Bullfight

ELECTRICAL — *Thomas Callahan*, chief operator at Harding substation, and his wife, *Louise*, enjoyed a 15-day tour to the west coast, including Mexico, where they witnessed a bullfight.

Clayton Jackman, operator's apprentice, is the proud daddy of a baby boy, who arrived on Friday, March 13. The Jackmans now have two boys and two girls.

Draftsman Raymond Bieniasz, suffered the loss of his mother on March 16.

Operator's Apprentice William Staunton's daughter, Patricia, who will graduate from grammar school in June, has been awarded a scholarship to St. Patrick's high school, Desplaines and Adams, Chicago.

Carl Jackson, cable foreman, underwent surgery on March 19 and, at this writing, is still in the hospital.

During his vacation, John Michnick visited his sister, Nancy, in Pomona, California. On his way home, he stopped off at Scotty's Castle in Death Valley, and Reno, Nevada. He also visited his brother, Michael, in Laramie, Wyoming.

—GILBERT E. ANDREWS

Stellar Hurler Gives Team A Good Start

FOREST GLEN — *Operator Elmer Stobart's son, Kenneth, who is a senior at Steinmetz high school, pitched no-hit, no-run ball as he sparked the high school baseball team to wins over Senn and Lakeview high schools in recent practice games.*

Ken, the team's captain, hurled the first three innings against Senn as his teammates batted their way to a 4-2 victory. His pitching in the last two innings of a contest with Lakeview helped the Steinmetz nine to overcome their opponents, 6 to 5.

Fred Gossell and Fred Allen are hospitalized as we write this . . . Operator Paul Christino presently is confined to Hines hospital where he recently underwent surgery . . . Ray Gray, who slipped on the ice and suffered head injuries, was off for a week . . . Hank Schoffen also was injured after falling on ice, and was disabled for 12 days.

John Griebel has a golden sun-tan after vacationing for four weeks in Fort Myers, Florida . . . Pete Grant took his vacation recently.

Operator Clifford Last and his wife, Elinore, recently became the parents of a little girl, Catherine Ann.

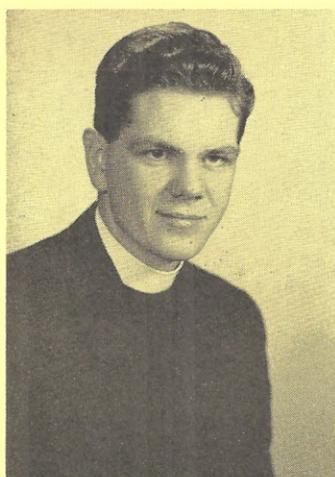
Operator John Hakanson suffered the loss of his wife.

Operator Al Beck, former reporter for TRANSIT NEWS, will be the new reporter for this station.

News items can be submitted directly to him or to clerks at the station. Let's all help him to keep this column full.

—JACK MOREAU

NEW PRIEST



SOON TO become a priest, **John D. Ring, son of Operator Jerry Ring, North Avenue garage, will be ordained May 7 by Archbishop Albert G. Meyer in ceremonies at St. Mary of the Lake seminary, Mundelein, Illinois. On Mother's Day, May 10, he will offer his first solemn high mass at his home parish church — Resurrection, 5082 W. Jackson boulevard. Father Ring attended Resurrection grammar school and Quigley Preparatory seminary before entering St. Mary of the Lake seminary.**

Reported by *Joe Hiebel*

The Boys Will Take On All Comers!

52ND—At this writing, it looks as though 52nd Street teamwork will do it again. We're out to take all the Station Achievement Awards during 1959, just as we did in 1958. Come on, you other stations, let's see some competition!

Something new had come to our station—the medical bus. As we men approached it with apprehension we were quickly put at ease by *Nurse Mary Durr*. She checked us through the preliminaries and then passed us on to *Doctor A. J. Lepak*. We were methodically "wired" for the "electrocution"—it was really an electrocardiogram—and then calmly assured that there wasn't anything to be afraid of.

Repairman James Burns and Operator William Burns repaired and

painted their boat, and then, during the first week of March, took it to their summer resort at Lake Como, Wisconsin.

William Nichols, clerk in the repair department, spent five hours fighting his way from Portage to Madison, Wisconsin, after he was caught in a big snowstorm on his way home from the northern part of that state.

Operator Arthur Miller recently became the proud father of a son, Thomas Michael . . . Operator Byron Iseminger became a happy grandfather when Douglas Edward Iseminger was born.

Operator Earle Delano presently is recovering from an attack of the flu.

Frank Muntz, grandfather of Repairman Robert Valerious, passed away recently . . . Mrs. Angela Degnan, mother of Operator James Degnan, died during the first week of March.

—JOSEPH W. WALINCHIUS

Superintendent Suffers Loss Of Brother

GENERAL OFFICE—(*Transportation*)—*John F. Higgins, superintendent of rapid transit operations, suffered the loss of his brother, Hugh Higgins, in Oelwein, Iowa. Returning from the funeral, John and his party were snowbound for two days in a storm that crippled Iowa and Wisconsin.*

Andrew William Vodvarka said "Hello, world" on March 4. He is the son of Joe and Marilyn, and joins a sister, Gail, age 4½, and a brother, Joseph, age two.

Radio Dispatcher Frank Adams became a grandfather for the first time on March 24 when Matthew, the first child of his son, Robert, and daughter-in-law, Lex, was born. Robert, a lieutenant in the U.S. Air Force, is a jet pilot.

Dispatcher Everett Headley recently returned to the radio room after a month's illness.

Tony Curcio recently transferred to the Photographic department. His duties have been assumed by Dennis Kuhn, who formerly was assigned to the Claim department.

Telephone Operator Marilyn Nefus and her husband, Joe, who is a conductor on the Douglas Park line, spent their three weeks' winter vacation gazing out their windows, watching the poor pedestrians and motorists trying to slide

their way through the snow, sleet, rain and freezing temperatures.

(*Stenographic*)—*Harold Brown, on a recent skiing expedition in northern Michigan, became involved in a severe blizzard, which temporarily grounded him.*

Barbara Hefter now possesses a beautiful and unusual engagement ring, which was placed on her finger by Edward Sheer. They plan to be married on September 20.

(*Insurance*)—The Medical department added to its staff *Rosemary Becker*. She has replaced *Louise Knipfel* who retired on pension after nearly 29 years of transit service. Like Louise, Rosemary served five years with the Visiting Nurse association, mostly in the Maxwell street district, and said she had many hair-raising experiences.

Donald Riess, who formerly worked in Ed Wendt's office at West Shops, has replaced Ben Twery in the Pension division.

Rebecca E. Cousin, formerly a legal secretary, is a newcomer to this department. Her favorite hobby is golf.

(*Public Information*)—*Louis Cuddy transferred to Charter Service from Stenographic, recently.*

—JULIE PRINDERVILLE

Hurry Up And Get Well, John!

GENERAL OFFICE—(*Job Classification*)—*Job Analyst John Boyce is experiencing his first absence from work since being employed in 1942. He underwent surgery March 16 in Chicago Wesley Memorial hospital to alleviate a lung condition. As we wrote this, John expected to be back at work by about May 1.*

File Clerk Charles Most returned to work after spending part of his vacation at home in Schiller Park.

(*Employment*)—Welcomed to the department recently were *John E. Eckel*, who returned from military service and *Anita L. Curtis*.

Track Engineer Art Malmquist, on returning from the American Transit association convention held recently in Washington, D.C., had his ego deflated while he was a passenger on the United Airlines. The pretty stewardess, it seems, came up to Art and asked if he was Mr. Malmquist. His delight on being singled out by this beauty was short-lived when she went

on to say that she had a very dear girl friend by that name but had never met her father.

(*Training and Accident Prevention*)—Typist Irene Rotche became engaged to Mark Jacobs on March 7. Mark presented Irene with a beautiful diamond ring while home on leave from Ft. Knox, Kentucky, where his tour of duty with the Army will terminate in August.

Ted Jung, artist, and his wife, Billie, are the proud parents of a baby girl born March 12 at Ravenswood hospital. She was named Cynthia Rose. The Junges have another little girl, Linda, two years old.

Ruth Hawlik clipped the following classified ad from a Garfield Ridge community newspaper: "Prvt. party wishes to trade blue-white dia, eng. ring and wedding ring, value \$375, for new typewriter."

(*Executive*)—E. A. Imhoff, general superintendent of personnel, and Mrs. Imhoff visited L. B. Mann, Adolph Davis and Ed Zelany during their recent stay in St. Petersburg, Florida.

(*Real Estate*)—Easter Sunday was the day Steno Joan Unger received an engagement ring from Thom Hanus, who was home on leave from Hawaii, where he is stationed with the Navy. No date has been set for the wedding.

—MARY E. CLARKE

A Big Hello To All You Newcomers

KEDZIE—We welcome the clerks and receiver who came to Kedzie in the recent pick and hope they enjoy working here. To those who left, good luck.

At this writing, Receiver William Cerkas is in the hospital undergoing surgery.

Lillian Goldman, wife of Relief Clerk Herman Goldman, is in Mt. Sinai hospital with a fractured hip.

Paul Gunther and his wife, Jeanette, enjoyed the sunshine in Miami, Florida, during their vacation.

—C. P. STARR

Operator Becomes Happy Benedict

LIMITS—Operator Newton Myers and Jane McGurk were married on St. Valentine's Day . . . Mrs. Bernice O'Leary, wife of Operator Dan O'Leary, recently celebrated her birthday . . . Your reporter needs the help of all in our depot to get news for this column.

—IRVING J. METZGER

Heads Church Fund-Raising Program

LOOP (Agents)—Trackman John W. Parnell was chairman of a recently-held fellowship program to raise \$30,000 for the making of necessary repairs to the Monumental Baptist church, of which John is a member. John himself gave a lecture, entitled "Using the Essence of Love," during the program.

Agent Walter Rejewski put his vacation to constructive use by redecorating his home.

After enjoying the pleasures of a Florida visit, Agent Matthew Hillgoth drove his father, who had been spending the winter in St. Petersburg, Florida, back to Chicago.

Maintainer Jack (Red) Pecher, who is a winter sports enthusiast, went with a group of friends on a skiing trip to Aspen, Colorado, in the Rockies. Jack later traveled to the upper peninsula of Michigan for more skiing . . . Maintainer Walter Messer and his wife, Thila, drove a leisurely, round-about-route to Florida, via Missouri and Arkansas.

As we write this, Lucille Keeley is still on the sick list . . . Albert Dodge presently is confined to Hines hospital.

Mary Withall died suddenly on March 14. Starting her career with the former Chicago Rapid Transit company in September, 1947, on the South Section, she recently had been transferred to the Loop.

—EDITH EDBROOKE

Communion Sunday Draws Big Turnout

NORTH AVENUE—This station was well represented at a Communion Sunday mass held by the St. Joseph branch of the Society of the Little Flower on March 1. This third annual Communion Sunday service was followed by a breakfast at the Mt. Carmel student center, 6400 S. Dante. Speakers at the affair were Daniel J. McNamara, president of Division 241, A.A. of S.E.R. and M.C.E. of A.; Roger E. Burgess, the union's international vice president, and The Rev. Paul Holan. Toastmaster was James (Joe) Hill, Division 241 financial secretary-treasurer.

Operator Al Barber has pleasant memories of his trip to Florida where he went deep-sea fishing. He said that the sun was out every

day and that the temperature was "just right."

Vest buttons are popping right and left around here, and no wonder when you realize how many men became grandfathers recently. Repairman John O'Donnell was honored when his grandson was named after him . . . Ray Stratton became a grandfather March 5. His new grandson, Ray, is his second grandchild . . . Joseph Lazara also joined the grandfathers' ranks when his daughter and her husband became the parents of Kathleen Marie.

Clerk Joe Dillon has a new granddaughter, Mary Patricia, who was born to his daughter, Mrs. Patricia Anthony, on March 30 . . . Operator Jeff Mulvey's new granddaughter, Mary Jo, was born to his daughter on March 25 . . . When Dennis Philip Olcikas made his arrival into this world on March 19, both Supervisor Charles Olcikas and Operator Philip Smith became grandfathers. The baby's parents are Donald and Mary Ellen Olcikas.

—JOE HIEBEL

Stork's Bundle Gives Dad A Big Lift

NORTH SECTION—The stork blessed Motorman Lawrence Koster and his wife on March 2 with a baby girl, their first child. Mother and daughter were reported doing fine, and dad was said to be floating on air.

Clerk William Neuson, who spent 10 days of his vacation in Florida, visited former yard foreman, Ben La Buy, and Nick Arns, former motorman.

Towerman Leo White and Switchman Stanley Bohat presently are on the sick list.

—ANGELO BIANCHINI

They're All Set For The Future

NORTH PARK—Wedding bells will ring August 30 for Receiver John Miller and Barbara Ernst. The two already have purchased a home.

Operators Ben Kerpen and George Nash recently were appointed supervisors. Incidentally, Ben and his wife celebrated their 20th wedding anniversary recently . . . Instructor and Mrs. Victor Johnson were married 19 years on March 5.

At this writing, Operator Art Jacoby is recuperating following an operation.

A son, their first, was born to Operator and Mrs. Richard Olson on March 5. And a daughter, Catherine, arrived in the home of Operator and Mrs. Roger Donahue recently . . . Operator Bill Grimm became a grandfather for the 13th time one day before Friday, the 13th of March.

Operator and Mrs. Henry Patrick soaked up the warm Florida sunshine at Miami Beach early in March.

Operator Elmer Hansen, who had been a candidate for an appointment as a supervisor, passed away suddenly on March 2 . . . The wife of Operator Adolph Porwancher died March 1.

Robert Christian is North Park's new night station superintendent. He has succeeded Elmer Milz, who has become relief district superintendent.

Mr. Milz's daughter, Joyce, will begin teaching mathematics at New Trier high school in September. She also is continuing her studies at Northwestern university for a master's degree in mathematics.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Takes Pension After 39 Transit Years

PURCHASING AND STORES—Laborer Fred J. Schwartz, West Division, who had almost 39 years of service, took his retirement on April 1. Fred, who has been quite ill in recent months, is confined to Hines hospital, at this writing.

Peter Duffy, South Division, announced the arrival of his fifth child, a son, Sean Gerard, who was born March 2.

Sarah Reed, formerly of Purchasing, recently dropped in to visit with her co-workers and to present

My Neighbors



"Say—these new bifocals are REALLY all right!"

her nine-month-old daughter, *Donna*, who has big brown eyes, and curly hair.

Edward Rice, nephew of *Margaret Allen*, General Office, recently was awarded a four-year scholarship to Loyola university where he plans to study law after graduating from St. Ignatius high school. In addition to receiving the scholarship, Edward became a member of the high school's National Honor Society chapter.

Mr. and Mrs. *H. F. Hoger* attended the capping ceremony of their granddaughter, *Barbara Dawson*, who is taking nurse's training at Walther Memorial hospital, on March 20. Barbara is a member of the class of 1961.

—DAGMAR McNAMARA

John Anthony Joins O'Malley Clan

SCHEDULE-Traffic — The *Patrick O'Malley* family increased in size on February 22, when *John Anthony* was born. The O'Malleys claim three boys and two girls.

The father of *Steve Josephsen* recently passed away at the age of 98 . . . *Harold Andrews'* wife died recently.

Recent vacationists included *Ed Hill*, *George Johannes*, *Art Langohr*, and *Bob Loughran*.

Gene Jania transferred to the Claim Department as a statement-man.

—GERTRUDE F. ANDERSON

This Little Lady's Making Real Progress

77TH—*Eugene* and *Pat Brennan's* little girl, *Susan Mary*, who weighed only three pounds when she was born February 19 at Little Company of Mary hospital, doubled her birth weight in five weeks. At this writing, the baby was still in an incubator but was expected to be released from the hospital in about two weeks.

When *Evan J. Rhoda* reported for his run on St. Patrick's Day, he announced that he had become a father at 3:58 a.m. that same day. His wife, *Nancy*, presented him with a son whom they named *Evan John, Jr.* . . . *Operator Marvin W. Henderson* and his wife, *Marian*, recently became the parents of a son, *Marvin W., Jr.*, at Lewis Memorial hospital. The young man joins two brothers, *Kenneth* and *Donald*.

Switchboard Operator Art Heene's father-in-law, *Henry Armstrong*, of Bay City, Texas, celebrated his 91st birthday on Easter Sunday. On hand to help mark the occasion were Art's wife, *Agnes*; their daughter, *Jolyn Woehlik*, and granddaughter, *Judy Woehlik*.

Your reporter's son, *Peter Joseph Smith*, and *Geraldine Myczkewicz* were married March 14 at Annunciation church. Peter is employed at the Howard street rapid transit terminal.

John, Bill and *Tom*, who are the sons of *Clerk John Theis* and the grandsons of *Superintendent John Theis*, are up and around again after being sick in bed for some time.

Everyone here remarked about the fine figure *Clerk Bill Murphy*, who dressed in full uniform as a fourth degree member of the Knights of Columbus, cut in a St. Patrick's Day parade.

—JOE SMITH

Renew Vows On 25th Anniversary

69TH—Mr. and Mrs. *J. W. Rogers* celebrated their wedding anniversary by having their vows renewed during a solemn high mass at St. Margaret of Scotland church recently.

Relief Clerk Joe Palmer soaked up the sun during his vacation in Florida . . . *Art Freese* vacationed in Michigan.

At this writing, *C. E. Ross* is in St. Bernard's hospital. He would appreciate visitors.

Clerk Frank Roney has a large elm tree in front of his house he would like to remove, if he could get five or six operators to help him do it.

Charles A. Schroepfer died March 23. He had nearly 16 years of transit service . . . The mothers of *J. B. Zychal* and *Gus Melander*, and *John*, the brother of *W. F. White*, died recently . . . *Operators George Rozak* and *Al Pavlik* suffered the loss of their father-in-law, *Joe Zima*.

Your reporter is having trouble keeping the buttons on his vest, since the birth of a new granddaughter, *Adele Pearl*, who was born to his oldest son, *William E. Bihlmayer, Jr.*, and his wife, *Iris*, on February 28 at Waukegan, Illinois.

—WILLIAM E. BIHLMAYER

RECUPERATING



HOME FROM Presbyterian-St. Luke's hospital, where he was confined several weeks for treatment of a serious illness, *George L. Griffin*, trial attorney, Law Department, is shown with his wife, *Rosalie*, in the living room of their home at 7806 S. Bennett. At this writing, George was still recuperating at home. Picture was snapped by *Porter Sylvester Stuber* during a visit to the Griffins.

He'd Like To Hear From His Buddies

SKOKIE SHOPS—*Machinist Ernest Fisk* who presently is home recovering from a long serious illness, would appreciate a card or call from his fellow machinists.

Upholsterer Al Schmitz who recently underwent an operation, and *Machinist Edward Galek* recently returned to their jobs.

Trackman Walter Onysio played the role of the Good Samaritan. Finding a pigeon fluttering helplessly, he discovered that it had a broken wing. After putting a splint on the fracture, he cared for the bird until it was able to fly and then returned it to its rightful owner.

A little girl, *Cynthia Marie*, recently was born to *Electrician Ted Szymanski* and his wife.

—DAVID GURWICH and EVERETT E. ENGLAND

When Spring Comes He Takes To Water

SOUTH SECTION—*Switchman Fred McDole* was busy for several weeks getting his boat ready for the warm weather ahead. He said he had ex-

tensive plans for many pleasant fishing trips.

Supervisors Art Johnson and *Hugh Kelley*, *Clerk Al Lipke* and *Joseph Nonkovich*, superintendent of agents and porters, celebrated their birthdays recently. The refreshments served during each occasion were enjoyed by all.

Clerk John Barry, who was on the sick list for an extended period, is back at work.

Frenchie Ellis exchanged his porter's uniform for a new one which bears out the fact that he is now a trainman.

Instructor Don Murphy, who spent his vacation in Florida, was really enthusiastic in his description of the beauties of that state. While there, he visited several pensioners who agreed that Florida is the place to live.

Agent Tom Judge visited his daughter in Springfield, Virginia. He said he had a pleasant time and was able to get a good rest.

Porter Frank DeBerry's puppy has displayed unusual talents. He shows particular preference for the Friday night fights on television, sitting in front of the screen for the duration of the match. Frank says that the pup should have been a boxer instead of a beagle.

Agent Bloyce and *Mrs. Sparks* observed 30 years of wedded bliss March 11 and took a trip to California. Disneyland was one of the many interesting attractions which they visited. They were guests on *Truth or Consequences* and *You Asked For It*. Five dollars was won on one of the programs.

The welcome mat is out to *Joseph Francoeur*, *Edward O'Hare*, *Robert Palmer*, *Robert Pipowski*, *Edward Reilly*, and *Arthur Smith*.

—LEO J. BIEN

Square Dance Party Marks Anniversary

SOUTH SHOPS — *Carpenter John Golden* and his wife, *Phoebe*, celebrated their 41st wedding anniversary on Saturday, March 7, with a pot luck supper and square dance party held at the Gage Park field-house. Sixty-four members of their family and friends enjoyed a delicious meal and then spent the remainder of the evening in square and folk dancing.

Carl Post, bus overhaul, and his wife, *Anna*, are the proud parents of *Timothy Joel*, who was born March 16.

Back at work after extended illnesses are *Welder Jack Lipinski*, *Painter Edward Buza* and *Carpenter John Provenza*.

Orville Stark, bus overhaul, passed away March 15 . . . *Stanley Shimkus*, bus overhaul, suffered the loss of his brother.

Electrician Walter Sundquist and his family recently drove to Leesburg, Florida to spend Easter with his wife's family . . . Also Florida-bound were *Painter Ted Pietrus* and his family who drove to Daytona Beach. They hoped to spend a day with the Sundquists while both families were in the sunshine state.

Foreman Harvey Harders, car wiring, and his wife, *Blanche*, celebrated 38 years of wedded bliss on March 30.

—EVELYN CLARK and
FRANCES LOUWARD

Ham Is Award To "L" Repairman

TERMINAL INSPECTION SHOPS — (*Douglas*) — *Repairman Herman Izzo* did not have to buy an Easter ham this year. He won one at the Station Achievement Awards presentation at the 54th avenue terminal.

Repairman Walter Hovald spent a two-week vacation working around his house doing spring cleaning.

(61st)—*Foreman Charley Dowling*, who underwent surgery, is now back at work. However, as we write this, *Repairman Dominic Capriola* is off sick.

(*Lake*)—*Clerk Jimmie Durr* is away from his job because of sickness, at this writing.

(*Wilson*)—*Clerk Cliff Vanderwest* and *Cleaner Joe Bove* presently are off because of sickness, while *Repairman Joe Randazzo* is off because of an auto accident . . . *Repairman John Southworth* underwent surgery recently . . . *Repairman Otto Ziegler*, who suffered an injury recently, is away from his job.

(*Kimball*) — *Repairman Ed Schroeder* suffered an injury recently.

General Foreman Ed Hendrickson, Terminal Inspection Shops, recently spent four days at the St. Louis Car company plant, where he inspected some of the new "L" subway cars, on which delivery has begun.

—JOE FEINENDEGEN

They Just Couldn't Wait For Spring

WAY AND STRUCTURES—*Jerry Weiler*, assistant superintendent of maintenance, rapid transit division, and his wife, *Dorothy*, spent their vacation resting and soaking up that wonderful warm sunshine in Florida.

John Retzler and his family spent an Easter vacation in Biloxi, Mississippi.

Steno Mary Pat Horn, Building department, recently was feted at a dinner in her honor at a restaurant in the Wrigley building by her co-workers. Also present were some former CTA employes: *Lillian Dattilo*, Real Estate; *Carole Doyle*, Public Information; *Rose Perry*, Training and Accident Prevention, and *Janice Bruhnke*, Insurance. Mary Pat was presented with a lovely bathinette for that expected little bundle from heaven.

Nearly 47 years of transit service ended for *John A. Jones*, service truck chauffeur, who took a disability pension April 1.

He was only 15 years old when he began as an armature winder's helper with the old Chicago Railways company electrical department on June 10, 1912. Later, he served as a messenger, timekeeper and auto mechanic's helper before becoming, in February, 1919, a chauffeur, the position he held when he retired. In July, 1925, he was transferred in the same capacity to the Way and Structures department.

Track Foreman Walter Helmer and *Leon Danz*, both of the rapid transit division, and *Antone Bedalov*, track gang Foreman, Track, all retired April 1. Walter had 38 years of service, Antone had 34 years and Leon had 11.

Julius Andrews construction carpenter foreman, rapid transit division, died March 20 after a short illness. He had 39 years of transit service.

—MARLENE NEHER

Long Career Included Heroism Medal Award

WEST SECTION — *Conductor William Heelan*, who marked the completion of 41 years in transit on April 3, probably remembers best April 15, 1932. On that day, while aboard a train approaching the Quincy-Wells station, he noticed a man lying with his arm on the third rail. Jumping from the train, William put his coat under the man's arm and lifted him free. For his heroic action, he received the Britton I. Budd Medal for the Saving of Human Life on January 24, 1933.

Conductor Frank Corda and his wife, *Maria*, celebrated their 40th wedding anniversary by being taken for a night out to the Chez Paree by their two sons, *Harold*, and *Leonard* and his wife, *Vern*.

March 15 was the date little *Eileen Mary* joined the household of *Warren W.* and *Wilma Sue Conley*, and thus made *Conductor W. J. Conley* and his wife happy grandparents.

Donald J. O'Brien, former student ticket agent who is the son of *Motorman W. J. O'Brien*, recently exchanged wedding vows with *Miss Gaynor Brown* at St. Frances of Rome Catholic church in Cicero. After the ceremony, the wedding breakfast and reception were held at Moran's in Hillside. The couple honeymooned in Florida for two weeks.

PENSIONERS MEET

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, May 5, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above address.

Robert Baraglia, A.M. receiver and assignment clerk at 54th avenue terminal, retired on pension April 1 after nearly 39 years of service. Starting out in August, 1920, as a guard, he served as a train clerk at the Franklin-Van Buren station from 1921 to 1950. Transferring to the Marshfield station in the same capacity, he remained there until 1951, when he assumed the position he held at the time of his retirement.

—JOHN M. HANNING

Agent Retires After 24½ Years' Service

WEST SECTION (*Agents*) — *Agent Margaret Sheehan* joined the ranks of the retired on March 1 after 24½ years of service . . . Retiring on April 1 after nearly 17 years in transit was *Agent Marcella Hogan*.

Agent Ed Bensen's wife successfully underwent minor surgery and is now recuperating at home.

Agent Dorothy Piper is back on the job after being on sick leave for a week.

Porter Edward Coleman suffered a severe cut on his thumb which necessitated first aid at St. Luke's hospital. However, he now is back at work.

Porter Percy May recently suffered the loss of his mother.

Irving Neruda, formerly a trainman and more recently an agent, passed on suddenly and unexpectedly last month.

Agent Tom O'Shaughnessey is back at work after an illness.

Agent Steven Gibbons is on vacation at this time.

—GORDON KELLY

ACCORDIONIST



HOLDING PLAQUE she was awarded, during a recent contest, for exceptional achievement in playing the accordion is nine-year-old *Judy*, daughter of *Clerk Robert Stach*, Forest Glen. The youngster, who began taking accordion lessons about 14 months ago, was one of two students of an accordion school who received awards at ceremonies held at Wells high school. She poses in the "Purple People Eater" costume she wore during the competition.

Reported by *Jack Moreau*

AMONG APRIL 1 RETIREMENTS



FOUR CTA employees, each of whom had more than 40 years of service in transit, retired on pension April 1. Collectively, they rolled up 178 years in transit.

In center picture, are *Christian D. Zeiher* (left) and *Joseph J. Hubberts* (right), two surface lines superintendents who were feted at a dinner held March 30 at the Bismarck hotel.

Mr. Zeiher, night station superintendent at 69th, started his career on October 12, 1916. Mr. Hubberts, who began in transit on October 12, 1915, was District "D" superintendent at the time of his retirement.

At the dinner, *Thomas B. O'Connor* (center), general superintendent of transportation and shops and equipment, presented both men with retirement kits.

Ezadorius J. Ozelis (in picture at left), bus repairman at 77th, and *Frank S. Gaudesuis* (in picture at right) bus cleaner at Archer, together rolled up 84 years of transit service.

Beginning on February 4, 1915, at the old Cottage Grove station, Mr. Ozelis remained there until it was closed in 1955.

Mr. Gaudesuis (in picture at right), who started in transit on August 20, 1918, spent most of his career at Kedzie station.

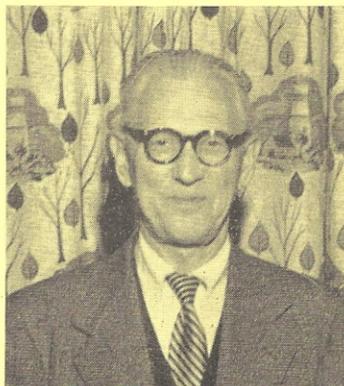


AFTER MORE than 32 years of service, *Mrs. Margaret E. Queenan*, assignment agent, West Section, retired on pension. Beginning her career in transit on November 20, 1926, as an agent, she attained, on August 1, 1937, the position she held at the time of her retirement. Before transferring to the Madison-Wabash "L" station, she was assigned to the old Marshfield avenue station. She is pictured at left with *Charles E. Keiser*, superintendent of transportation.

AFTER NEARLY 45 years of transit service, *Conductor Vernon M. Ammons*, South Section, West Section, retired on pension. Beginning as an extra guard with the old South Side Elevated railroad on May 4, 1914, he advanced to the position of conductor in May, 1924. A Marine veteran of World War I, Vernon served in France and Haiti during his 28-month tour of duty. Mr. Ammon's wife, *Alice*, formerly worked as a secretary for the old Chicago Rapid Transit company.



DRAFTSMAN *JOHN A. Blomberg* (right), Engineering, who retired after more than 28 years of service, was honored at a dinner given by his associates at Ireland's restaurant recently. Beginning on June 17, 1930, as a draftsman with the Electrical department of the former Chicago Surface Lines, he was transferred to CTA's Engineering department in April, 1953.



MRS. *JOYCE H. Kealy* (left), receptionist in CTA's executive office, retired on pension after 14 years of service. Starting on March 9, 1945, as a switchboard operator and receptionist with the Board of Supervising Engineers, a Chicago agency, she joined CTA at the time of the consolidation and assumed the position she held at the time of her retirement. About 50 of her associates honored her at a dinner held March 19.



FRANK J. BARKER (second from right in center picture above), retiring traffic accident analyst in the Training and Accident Prevention department, receives a wallet and a \$100 U.S. Savings Bond from **John A. Baker**, director of the department. With them are Frank's son, **Frank E. Barker** (left), assistant to the traffic engineer, Traffic Engineering, and the elder Mr. Barker's wife, **Ethel**.

Beginning his transit career with the former Chicago Surface Lines on January 25, 1928, as a streetcar motorman at 69th, the senior Mr. Barker transferred, in 1952, to the Training and Accident Prevention department in the position he held when he retired.

A U.S. Savings Bond is presented to **Bus Repairman Caspar Smolak** (center, rear, in picture at left), Lawndale, by **Anthony M. Kasman** (right, rear), assistant day foreman, as Caspar's fellow-workers look on.

Beginning at Kedzie on November 12, 1926, as a car cleaner, he later worked as a streetcar repairman before transferring, in August, 1948, to Lawndale as a bus repairman.

Holding watch and retirement kit is **John J. Lucas** (center in picture at right), shop clerk at Skokie Shops. With Mr. Lucas, who started his career on September 15, 1942, are **L. G. Anderson**, superintendent of rapid transit shops and terminals, and **L. H. Reichert**, superintendent of shops, rapid transit system.

Here's New Staff Of Credit Union

WEST SHOPS — The West Shops Credit Union will be guided by the following staff during 1959: Pres-

RECEIVES PURSE



A **WALLET** and cash purse are presented to **Cleaner Henry Honings** (left), Wilson shop, by **Assistant Foreman Art Kalvelage**. Mr. Honings, who started as a streetcar conductor at North Avenue in December, 1926, transferred to Wilson shop in July, 1951.

Reported by *Joe Feinendegen*

ident, **Leif Halvorsen**, Electrical; vice president, **Elray Blake**, paint shop; treasurer, **William Porcelius**, office; assistant treasurer, **Paul Zazula**, material and supplies, and directors, **Gustave Stupka**, tin shop; **Aleck McAlonan**, bus overhaul, and **Al Grolig**, machine shop.

Members are requested to send in their books for posting of the 1958 dividends.

Esther O'Brien, office, returned from her vacation in Acapulco, Mexico, with a beautiful coat of tan and many pleasant memories of a wonderful trip.

Irv Ptashkin, office, became a member of the grandfathers' club when **Michael Anthony Ptashkin** arrived . . . Your reporter was awarded his ninth star when the stork brought **Susan Mary Wessels**.

Incidentally, your reporter and his wife spent an enjoyable vacation in Clearwater, Florida, recently.

—**JOHN T. BURKE**

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

New Pensioners

G. A. Armes, operator, 77th. Employed 7-8-43.

Rosario Bacino, watchman, Way and Structures. Employed 10-11-30.

Aaron Decker, operator, Lawndale. Employed 4-7-43.

Emma Douglas, agent, South Section. Employed 10-23-46.

J. A. Dubin, chauffeur, Way and Structures. Employed 7-19-24.

J. J. Eckles, operator, Forest Glen. Employed 2-1-17.

J. H. Fisher, operator, Beverly. Employed 11-13-25.

P. B. Gatz, operator, Lawndale. Employed 10-1-23.

L. J. Golonski, operator, Forest Glen. Employed 1-29-20.

E. V. Hansen, operator, Lawndale. Employed 7-21-27.

J. F. Kaupert, bus cleaner, North Avenue. Employed 2-7-20.

John Keating, operator, Lawndale. Employed 8-15-23.

Daniel Kidney, motorman, South Section. Employed 8-3-25.

P. E. Marron, operator, 77th. Employed 8-22-23.

J. F. Murphy, agent, West Section. Employed 5-8-25.

Gregorio Rizio, laborer, Way and Structures. Employed 6-26-28.

C. C. Rotundo, agent, South Section. Employed 7-15-43.

M. E. Russell, agent, South Section. Employed 6-2-42.

Arthur Schmachi, line foreman, Electrical. Employed 9-18-24.

M. R. Sheehan, agent, West Section. Employed 10-11-33.

J. J. Short, operator, North Avenue. Employed 12-3-28.

A. E. Siers, machinist, West Shops. Employed 3-1-21.

C. C. Smolak, repairman, Lawndale. Employed 11-12-26.

Christopher Williams, operator, Forest Glen. Employed 9-5-23.

DISABILITY RETIREMENT

John Dzike, carpenter "A," Skokie Shops. Employed 7-21-43.

For And About Our Pensioners

BEVERLY—Among those attending the March 4 meeting of the CTA Pensioner's club of St. Petersburg, Florida, were *Edmond Hayes, Tony Stiglich, Joe Vandergraff, Phil Vaillancourt, Henry Moss, Albin Soder, John Dezelick, Mike Corcoran, Joseph Rabig, John O'Dwyer, Jack McMullen and Roy A. Stewart.*

On April 10, the group took a sight-seeing cruise on the yacht "Miss Florida III." Members plan a picnic soon.

Leslie Paine, former repairman, recently paid us a visit. He has a new car.

Rudolph Miller, former superintendent, and his wife celebrated their 37th wedding anniversary April 21.

Louis (Red) Ronk celebrated his 67th birthday April 1 . . . *Clarence Norton* marked his 80th birthday on April 16.

—FRANK M. BLACK

ELECTRICAL—*Colbert Vachet*, former chief operator at Van Buren substation, visited Disneyland, California, during the height of Chicago's winter.

—GILBERT E. ANDREWS

52ND—*A. A. Johnston* recently visited this station and reminisced about old times with many of his old friends and former co-workers.

—JOSEPH W. WALINCHIUS

LOOP (Agents)—*George Madison Pittman*, the "dean of retired towermen," recently celebrated his 85th birthday with an open house at the Forest Park Methodist church. Among those attending the affair were *John Wardrop*, retired towerman, and *Towerman Joseph Varago* and his wife, *Jean*.

Your reporter received a card, postmarked Pensacola, Florida, from *Harry Elderkin*. Harry, who has been enjoying his retirement, has done a lot of traveling with his daughter. Harry sent his regards to all his old friends.

—EDITH EDBROOKE

NORTH SECTION—*Tim Craten*, towerman who retired January 1, recently returned to say hello to his many friends after spending a pleasant vacation in California.

—ANGELO BIANCHINI

77TH—Chief Clerk *Rudy Albrecht* received a post card from *John Blais* saying that he contemplated

a vacation in Chicago in May or June. John, who lives at 218½ 13th avenue, north, St. Petersburg, Florida, is a member of the St. Petersburg pensioner's club.

Another pensioner heard from recently was *S. A. (Pete) Peters*, former trainman and paymaster who has been traveling around the country seeing the things he always wanted to see.

Tom Nolan, who retired March 1, 1952, after 36 years of service, and his wife, along with *Carl Thorkelson* and his wife, recently toured Florida and visited a number of pensioners. In Boynton Beach, they visited *Mike Hanley* and *John Clarke*. In St. Petersburg, they were among 76 attending the March meeting of the CTA Pensioners club. Traveling on to Lake Worth, they called on *Tom Grennan*, who is the father-in-law of *Operator Ed Dunn*, 77th.

The Nolans also traveled to Tampa, Clearwater, Lake Hamilton, Cypress Gardens and Miami, and Atlanta, Georgia.

James Kehoe, former conductor and supervisor, celebrated his 90th birthday with an open house on March 14. James began his long transit career, which spanned more than 55 years, on September 23, 1891, and retired on November 1, 1946. He feels wonderful and is in good health. He makes his home with his son and daughter-in-law at 7834 S. Ada, Chicago.

—JOE SMITH

69TH—Your reporter recently heard from a "12-month vacationer," *William C. (Bill) Fischer*, formerly of Archer, 69th, 77th and Limits, who lives in El Cajon, California. Bill sends his regards to all his friends here in Chicago.

This extended "vacation" also is enjoyed by *Tommy Coughlin*.

—WILLIAM E. BIHLMAYER

SOUTH SECTION—A good time was had by all those who attended parties at *Jacy's* restaurant held for *Grace Meehan* and *Catherine Rotundo*, both of whom are former agents.

—LEO J. BIEN

TERMINAL INSPECTION SHOPS — *James Urban*, retired repairman at the Laramie shops, died March 25.

—JOE FEINENDEGEN

RECENT DEATHS AMONG EMPLOYEES

M. E. BARNES, 71, retired conductor, North Section. Died 2-10-59. Employed 7-13-09.

W. B. BEAVERS, 67, retired conductor, Lawndale. Died 2-4-59. Employed 2-9-23.

G. H. BELL, 75, retired motorman, North Avenue. Died 2-13-59. Employed 3-23-20.

J. A. BERG, 75, retired supervisor, Lincoln Avenue. Died 2-28-59. Employed 8-10-22.

C. C. BIEBER, 54, retired lineman, Electrical. Died 2-25-59. Employed 4-24-34.

WILLIAM BOGDA, 77, retired conductor, 69th. Died 2-18-59. Employed 11-5-06.

C. L. BOWMAN, 78, retired motorman, Cottage Grove. Died 1-29-59. Employed 6-7-13.

THOMAS BURKE, 60, flagman, Beverly. Died 3-9-59. Employed 1-7-23.

M. H. DAVIE, 68, retired conductor, Armitage. Died 2-1-59. Employed 6-3-18.

JOSEPH DOLPP, 77, retired conductor, South Section. Died 3-9-59. Employed 7-14-20.

VINCENZO DONILE, 76, retired watchman, Track. Died 2-4-59. Employed 5-14-22.

L. P. DUNN, 84, retired motorman, North Avenue. Died 2-21-59. Employed 4-25-16.

ANDREW ERLICH, 82, retired laborer, Track. Died 3-10-59. Employed 7-20-27.

JOSEPH GAJDA, 54, repairman, Lawndale. Died 2-28-59. Employed 6-20-39.

PATRICK GARTLAND, 80, retired motorman, 77th. Died 2-25-59. Employed 5-20-10.

WILLIAM GOLTERMANN, 72, retired motorman, Limits. Died 3-8-59. Employed 7-2-20.

J. A. HALLORAN, 65, retired porter, West Section. Died 2-16-59. Employed 12-10-19.

ELMER HANSEN, 41, operator, North Park. Died 3-2-59. Employed 11-26-41.

J. T. HERATY, 59, retired conductor, 77th. Died 2-8-59. Employed 1-28-25.

F. O. IRVINE, 69, retired scheduleman, General Office. Died 2-18-59. Employed 3-1-09.

RICHARD JAPENGA, 57, operator, Beverly. Died 2-27-59. Employed 11-23-26.

FRANKLIN G. JONES, 53, agent, West Section. Died 2-27-59. Employed 2-10-43.

ADOLPH KNADLE, 73, retired motorman, Devon. Died 3-5-59. Employed 3-20-24.

VASO KOVAC, 68, retired watchman, Track. Died 2-12-59. Employed 6-21-18.

L. F. KWEHL, 81, retired conductor, Kedzie. Died 3-7-59. Employed 9-1-08.

JOHN R. LAURIE, 58, conductor, West Section. Died 2-27-59. Employed 1926.

C. H. LINDELL, 69, retired electrician "B," Electrical. Died 2-28-59. Employed 1-21-07.

FRANK LONGQUIST, 75, retired conductor, Devon. Died 2-14-59. Employed 10-14-12.

STANLEY MATULA, 46, cleaner, Limits. Died 2-27-59. Employed 8-3-42.

NELLIE McELLIGOTT, 78, retired agent, Metropolitan Section. Died 3-8-59. Employed 9-28-18.

R. E. MOORE, 71, retired conductor, North Section. Died 2-17-59. Employed 2-10-15.

EDWARD J. MULVIHILL, 68, CTA Department of Police. Died 3-11-59. Employed 7-16-30.

IRVIN NERUDA, 50, agent, West Section. Died 3-10-59. Employed 11-13-45.

J. P. PESCHON, 76, retired car repairman, Devon. Died 2-12-59. Employed 9-16-27.

L. I. RUSSELL, 68, retired motorman, Devon. Died 2-15-59. Employed 1-17-17.

ORVILLE STARK, 36, repairman, South Shops. Died 3-15-59. Employed 2-28-47.

R. C. THIEL, 67, retired motorman, Cottage Grove. Died 2-15-59. Employed 7-1-09.

J. P. WATT, 62, retired conductor, South Section. Died 2-13-59. Employed 2-28-22.

B. F. WENDORF, 72, retired motorman, Kedzie. Died 2-17-59. Employed 9-12-13.

MARY B. WITHALL, 51, agent, Loop Section. Died 3-14-59. Employed 9-22-47.

ILIIJA ZEKIC, 72, retired paver, Track. Died 2-11-59. Employed 8-17-23.

New Facilities Added at South Side Stations

AN \$82,000 program for refurbishing and streamlining passenger channelization at three south side CTA stations—Indiana, 43rd street and 47th street—on the North-South rapid transit route is now in progress.

As the first step in the program, two new stairways and an additional fare collection booth, where an agent is on duty from 6:10 a.m. to 9:00 a.m. on weekdays and from 6:10 a.m. to 8:40 a.m. on Saturdays, was placed in operation on March 9 at the 43rd street station.

This work was done to improve the appearance, alleviate congestion and speed up the loading and unloading of trains at these busy stations.

The two additional stairways at 43rd street were built to ease the crowded conditions existing when passengers enter and leave the train platforms through a single stairway on each side. The new stairways, one for northbound passengers and the other for southbound passengers, are located on the south side of 43rd street, across the street from the main station building.

The new fare collection booth, where the agent is on duty during the morning rush hours only, is located at the head of the new stairs on the northbound platform. This stairway is open as an exit at all times. At the street level entrance to the stairway, an illuminated, remote control, roller-type sign informs passengers when the agent is on duty and at other times gives entering directions. The stairway leading from the southbound platform is open at all times as an exit only.

A 48-foot extension of the overhead canopy, protecting the full width of the southbound platform, is being installed. The overall cost of these facilities is about \$22,000.

In the near future, an additional \$30,000 will be spent to clean and re-

model the interior and exterior of the station. The exterior will be sandblasted and the interior will be rejuvenated with new plaster, paint, floors, fluorescent lighting and a collection booth.

At Indiana, the interior of the station has been remodeled and reconditioned to expedite the flow of traffic through the area. Two entrance-exits were added and fare collection facilities were enlarged. A two-position collection booth and cash and token turnstiles were installed. Painting and decorating will be completed soon. Estimated cost for this work is \$8,000.

At 47th street, two additional stairways and a collection booth on the northbound platform will be constructed, similar to the improvements at 43rd street. Estimated cost for this project is \$22,000.

More Parking Space

NINETY-EIGHT additional parking spaces for CTA Park-'N'-Ride patrons at the Kimball avenue "L" terminal will be ready about May 1.

The additional parking spaces will increase the capacity of the lot from the present 125 parking stalls to 223. This increase is necessary to ease the crowded conditions prevailing there now.

To make room for the additional cars, the present lot will be extended southward for about 340 feet. The entrance to the parking lot is on Lawrence avenue, just east of the terminal building.

The cost of constructing the addition will be about \$17,000. This includes the installation of a drainage system, lights, bumper ties and a chain link fence around the area.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1959 AND 1958, TWO MONTHS ENDED FEBRUARY 28, 1959 AND 1958 AND
TWELVE MONTHS ENDED FEBRUARY 28, 1959
(Revenues applied in order of precedence required by Trust Agreement)

	Month of February		Two Months Ended		Twelve Months Ended Feb. 28, 1959
	1959	1958	1959	1958	
Revenues	\$10,329,298	\$9,866,519	\$21,010,991	\$20,611,670	\$126,518,049
Operation and Maintenance Expenses	9,000,234	8,761,374	19,342,100	18,335,070	109,611,226
Available for Debt Service	1,329,064	1,105,145	1,668,891	2,276,600	\$ 16,906,813
Debt Service Requirements:					
Interest Charges	377,118	387,521	754,642	775,390	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,667(1)	166,666	333,333	333,333	
Deposit to Series of 1947 Sinking Fund(2)	105,213	95,767	210,427	191,533	
Revenue Bond Reserves (3)	—	7,000	—	34,000	
	648,998	656,954	1,298,402	1,314,256	
Balance Available for Depreciation	680,066	448,191	370,489	962,344	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	—	—	309,577	—	
Balance Available for Depreciation	680,066	448,191	680,066	962,344	
Provision for Depreciation	826,344	789,322	1,680,879	1,648,934	
Deficit in Depreciation Provision (5)	146,278 r	341,131 r	1,000,813 r	686,590 r	
Accumulated Deficit:					
To end of previous period	1,455,166 r	526,149 r	600,631 r	180,690 r	
At close of period	\$ 1,601,444 r	\$ 867,280 r	\$ 1,601,444 r	\$ 867,280 r	
r - denotes red figure					
	PASSENGER STATISTICS				
Originating Revenue Passengers	43,641,451	41,794,005	89,176,078	87,726,839	534,743,282

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at February 28, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-59 Orders:			
El-Subway Cars	—	100	100
Propane Buses	150	100	250
	150	200	350
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		100	3,364
			3,714

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 in the open market or after invitation for tenders.
- (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, Revenue Bond Amortization and Operating Expense Reserve Funds.



TO SERVE OUR RIDERS BETTER...

KNOW YOUR CTA ROUTES

CTA'S KEDZIE-CALIFORNIA trolley bus line (No. 52) and South Kedzie gas bus line (No. 52A), which travel through 11 outlying Chicago neighborhoods and two far southwest side suburbs, serve busy industrial areas and sections of quiet homes alike.

On the north side of the city, along California avenue, long-established residences share space with recently-built small, light manufacturing plants. Further south, along Kedzie, are located edifices which clearly show their age.

South of 26th street, heavy industrial plants dominate the scene. Typical are the half-mile-long Crane company plant and property between 39th and 43rd streets, and the U.S. Steel Supply division at 49th street.

Industrial plants give way to areas of retail stores and neat, small homes as one approaches the southern terminal of the South Kedzie line in the Mount Greenwood community.

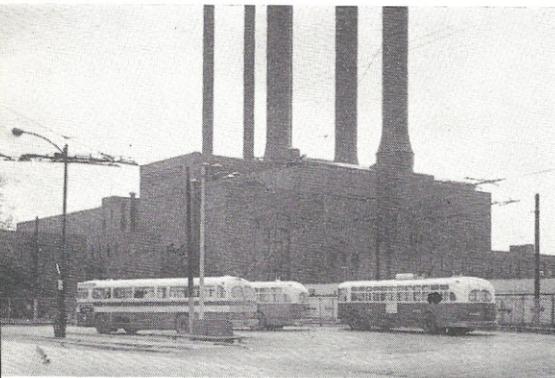
From the northern terminal at California and Roscoe (2800 W. and 3400 N.), southbound Kedzie-California buses travel south on California to Chicago, west on Chicago to Kedzie, south on Kedzie to the southern terminal at 63rd place (6350 S. and 3200 W.). Northbound buses reverse this route.

Mondays through Fridays, buses run on three-minute headways during morning and evening rush periods, and on eight to nine-minute intervals during Saturday rush hours. They run every 10 minutes during midday and evening base periods, Mondays through Saturdays. On Sundays and holidays, buses are scheduled to run every 12 minutes during morning and every 10 minutes throughout the rest of the day until late evening. Thirty-minute "owl" service is provided seven days a week.

Fifty-three trolley buses, based at Kedzie station, serve the Kedzie-California line. They travel its 11.8 miles in from 52 to 79 minutes, depending upon traffic conditions and the time of day.

From the terminal at 63rd place, southbound South Kedzie buses operate south on Kedzie to 115th, and west on 115th to Central Park. This route is reversed by northbound buses.

Buses run every five to six minutes in rush hours, Mondays through Fridays, and every 15 and 12 minutes, respectively, during Saturday morning and afternoon rush periods. During midday and evening base periods, 15-minute headways and, during late evening hours, 20-minute headways are the rule. On Sunday and holiday mornings, buses operate on half-hour schedules.



NORTHERN TERMINAL of the Kedzie-California line at California and Roscoe also serves as a short terminal for Elston Supplementary (No. 55) buses. In background is the huge generating plant of the Commonwealth Edison company. This facility is one of 12 throughout the greater Chicago area which supplies electricity for the city and for more than 300 communities in northern Illinois.



AFTER LEAVING the Congress branch of the West-Northwest subway, these passengers transfer to a southbound Kedzie-California trolley bus to continue their journeys. This location is one of four direct transfer points between the Kedzie-California surface route and rapid transit service.

CANAL BOAT loaded with oil crosses under the Kedzie avenue bridge near 34th street on its northbound journey to the Loop area. Heavy industrial plants of all types abound in this area.



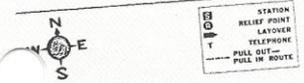
SOUTH KEDZIE

52A

BEVERLY STATION

GAS BUS

NOT DRAWN TO SCALE



REV. 11-56

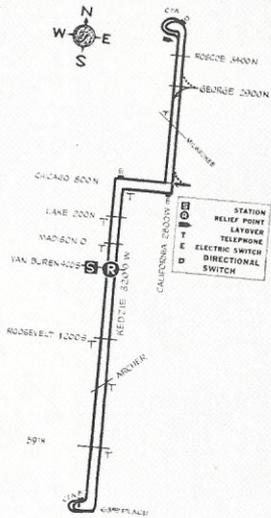
KEDZIE-CALIFORNIA

52

KEDZIE STATION

TROLLEY BUS

NOT DRAWN TO SCALE



REV. 5-56



THESE PROSPEROUS, neat, well-kept residences along Sawyer (which is one block west of Kedzie), near 82nd street, are typical of the attractive residences to be found in the quiet Chicago community of Ashburn.



SCHOOL'S OUT for the day, and these youngsters, who attend Luther high school, south, at 87th and Kedzie, hurry to catch their bus. The co-educational institution, supported by the Lutheran church, Missouri Synod, first began holding classes in this building in 1951. Present enrollment is about 820 students.



SYMBOLIC OF the tremendous growth of Chicago's suburbs since the end of World War II is this modernistic village hall, 94th street and Kedzie, which meets the needs of the village administration, as well as the police and fire departments, of greatly-expanded Evergreen Park. Structure was financed by a \$275,000 bond issue voted upon by the village's residents who now number closed to 22,500, as compared with only 3,000 who lived there in 1940.

Mondays through Saturdays, South Kedzie buses leave both north and south terminals between 5:22 a.m. and 1:35 a.m. the following day and, on Sundays and holidays, between 6:10 a.m. and 1:35 a.m.

South Kedzie buses travel the 7.1 route miles in from 19 to 35 minutes. Thirteen vehicles, stationed at Beverly, are assigned to the line.

First public transportation on the present Kedzie-California line was furnished by horse cars, running on California between North and Armitage, as far back as 1883. In the 1890s, streetcars replaced the "hayburners" on this thoroughfare.

On the Kedzie portion of the line, streetcars provided service from 1895 to May 30, 1954, when the very last of the red streetcars, which had become familiar to generations of Chicagoans, gave way to motor buses. In December, 1955, motor buses were replaced by trolley buses.

Service on Kedzie avenue south from 67th street (which was the south terminal of the Kedzie-California line until December, 1953) to 114th street began in August, 1946. The South Kedzie line's present south terminal was established in November, 1956.

CHILDREN'S AND adults' classes in art, crafts and drama meet regularly in this fieldhouse in Marquette Park, which is bounded by Marquette road, 71st, Central Park and California. The building also contains two gymnasiums and several club-rooms. In the spacious park itself are 11 softball, three baseball and several athletic fields, and 11 tennis courts.



Special Mailing Address Notice

IN ORDER to revise and bring up to date our CTA TRANSIT NEWS mailing list, we are asking all employees who have moved recently or are not receiving copies regularly to provide us with their present home address.

Magazines mailed to an improper address are not forwarded.

In the future, the names on all misdirected magazines which are returned to this office, will be removed from our mailing list until a corrected address has been received.

Your cooperation in helping us clear up the discrepancies in our address list will be greatly appreciated and enable us to forward the magazine regularly to active and retired employees.

Corrected addresses should be sent to CTA TRANSIT NEWS, Room 742, Merchandise Mart, Chicago 54, Illinois.

THE EDITOR

New Appointments

FIVE NEW superintendent appointments were announced effective April 1 by the Transportation Department.

They are as follows: *T. J. Shanahan*, district superintendent, District "D;" *E. G. Milz*, relief district superintendent; *R. W. Christian*, night station superintendent, North Park; *C. W. Gibes*, night station superintendent, 69th street, and *F. W. Krause*, relief night superintendent, South Side.

The appointments were announced by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *General Manager Walter J. McCarter*.

Renovate 63rd-Halsted Station

A PROGRAM to clean up and brighten the 63rd-Halsted rapid transit station is being undertaken by Chicago Transit Authority at a cost of approximately \$6,200.00.

The program calls for the rearrangement and improvement of existing facilities, painting of interior woodwork, replacement and modernization of lighting fixtures and general repairs as needed to make the premises neater and more presentable.

Rearrangement of public facilities also will be accomplished. Five enclosed telephone booths have been removed and will be replaced by six shelf-type 'phones. The currency exchange in the station area will be remodeled and expanded to a length of 13 feet, with three window outlets facing the station area at the 63rd place entrance. The "U"-shaped service counter will be removed and currency exchange transactions handled directly at the window outlets. This will eliminate an out-of-the-way area which has been used for night-time loitering.

The roof of the agent's booth will be changed from a flat top to a peaked roof to facilitate cleaning and cut down the amount of litter accumulating on the top. The booth also will have a new coat of paint.

Vacant stores on the north side of the corridor at the Halsted street entrance, which have been used for storage

TRANSIT NEWS HONORED



CTA TRANSIT NEWS was honored with an award from the Chicago Community Fund—Red Cross for the best cover promoting the annual fund raising campaign. The award was presented at a meeting of the Midwest Editor's Institute held in Chicago on April 6. The cover, on the October issue, featured a photo of *Buddy Guy*, one of six Joint Appeal kids and son of *E. M. Guy*, CTA's commercial sales manager. Members of TRANSIT NEWS staff are pictured here with the award plaque. They are, from left, *William M. Runyon*, assistant editor; *Ellen Miller*, editorial assistant, and *David E. Evans*, editor.

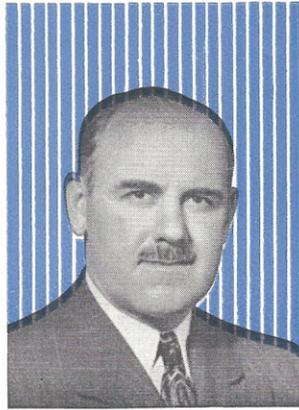
purposes, will be cleared and will be occupied by a tenant shortly. Interior woodwork in the main station area will be painted in a lighter color. Paint or varnish also will be applied to the station doors on 63rd place and Halsted street entrances. Walls and ceiling of the station were painted late last fall.

The program also calls for modernization of the station lighting system by replacing the present lighting with fluorescent fixtures and providing additional lighting at street level doorways on 63rd place and Halsted street. Larger lights also have been installed on stairways from the mezzanine to the platform level to provide better illumination.

Operators of the concession in the station plan to clean up and paint the newsstand to improve the appearance of the concession area, and negotiations are underway with the Suburban Transit Company to either remove or improve the present unsightly bus directional sign.

Preliminary phases of the project were started March 15. The completion of the clean up and renovation job depends upon how quickly the various parties involved can make arrangements to have the work done.

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

GALL-BLADDER

TO BETTER understand this subject perhaps a brief description of the anatomy of the gall-bladder and the way it works both in the normal person and in people with diseased gall-bladders will be helpful.

The gall-bladder is a pear-shaped organ located under the right lobe of the liver. It holds, on the average, a little more than one ounce of bile. The latter is produced in the liver and then stored in the gall-bladder. Some of the bile passes directly through the bile ducts into the intestines. Here the bile aids in the digestion and absorption of fatty foods. When there are no fats to be digested, the valve at the junction of the common bile duct and the intestines closes. This detours the bile into the gall-bladder where it is stored until there is need for it.

Infection of the gall-bladder makes it sluggish so all the bile does not empty out. When there is stagnation of the bile it separates into layers. In some instances the bile becomes so thick in the absence of water that lumps and crusts of bile salts form. This is the way gall stones are produced.

The frequency of gall stones is shown by statistics which disclose that about one adult out of every five has gall stones. Almost half of the women living into their sixties will have had this disorder. There is about a 25 per cent incidence in the male adult. While women are four times more prone to these diseases than men, no one is immune. These figures illustrate the prevalence of this disorder and why you should know what it is and what you can do about it.

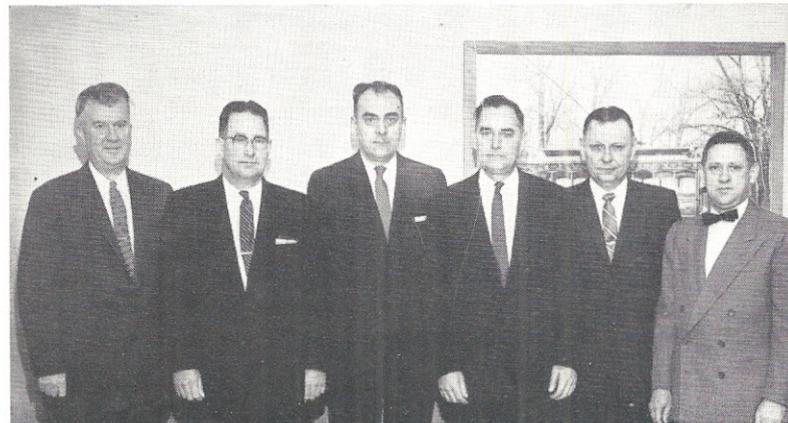
The symptoms of gall-bladder disease may be silent, mild, or severe, depending upon the underlying pathology. There may be an early and mild inflammation of the gall-bladder, (cholecystitis) and even gall stone formation (cholelithiasis) without the patient knowing it. These are called silent gall stones.

In many more cases the gall-bladder trouble is manifested by varying degrees of chronic indigestion such as gas,

nausea, vomiting and upper abdominal pain which is frequently referred to the right shoulder-blade. This is apt to come on after eating a meal. In other cases, the symptoms will be in the form of an acute attack of the above symptoms. The acute attack may last from a few hours to a day and then subside for an indefinite period. This type of a case is frequently the picture of a "gall stone colic" where a small gall stone becomes lodged in the bile passages. If the stones are not passed one way or the other, jaundice occurs. Stones and certain inflammatory processes can cause an obstruction to the bile ducts. Cancer of the biliary tract causes a gradual but persistent distress in the upper abdomen. Cancer, however, is only responsible for about only two per cent of gall-bladder and bile tract disorders.

The diagnosis is made after a careful history and physical examination plus x-ray pictures, blood tests and liver function tests. Fortunately, often x-rays tell us whether stones are present and also if the gall-bladder is functioning properly or not. In a small percentage of cases, stones, because of a certain composition, do not show.

Treatment may be medical or surgical depending upon the pathology present. The medical treatment consists chiefly in drinking lots of water, eating lean meats plus a well-balanced diet of vegetables and fruits. Avoidance of excess fats, fried and highly spiced foods and alcohol is also necessary. This of course, entails weight reduction and proper exercise in most cases. Care of the bowels is also important. If it is certain that gall stones are present and the symptoms are persistent, surgery done early offers the most permanent cure. If you suspect gall-bladder trouble, see your physician who will outline the proper type of treatment necessary for you.



FOUR EMPLOYEES of the Transportation Department recently completed the classroom phase of a training program to qualify them to become radio dispatchers. The men were selected from applicants among the surface system supervisor and instructor force and are now taking part in the practice operation phase of the program.

Shown with Transportation Department officials, the men are, left to right: *David M. Flynn*, superintendent of operations; *Robert Talbot*, *Fred Limmel*, *Raymond Dagenais*, *Vincent Rutkowski* and *C. E. Keiser*, superintendent of transportation.



THIS PRETTY homemaker is beginning her blackhead treatment with a 15-minute steaming session to open the oil gland ducts of her skin and soften the fatty plugs that are to be removed.

SOAP—TOP AID TO MATURE SKIN CARE

WHEN a woman nears the age of 30, her school-age acne problems are usually over. But she still must fight a trio of other complexion blemishes—blackheads, whiteheads and enlarged pores.

A whitish, creamy substance called sebum is the oil gland secretion of the skin that comes to the surface through the channels of the hair follicles, which act as ducts. Without it, a woman of 30 would be as wrinkled as a prune. But sometimes the sebum doesn't reach the skin surface. It dries and hardens, forming a fatty plug at the opening of the duct and gradually turns black through chemical changes due to exposure to the air. In other words, it becomes a blackhead.

Whiteheads are also caused by the inability of sebum to reach the skin surface, usually because the duct has been covered over with horny-layer cells. When the hardened plug is dislodged, it leaves a gaping pore. After years of repeated plugging and inflammation, the skin loses its elas-

ticity and the oil gland openings—especially around the nose and cheeks—cannot close.

A leading dermatologist warns that creams, pills, lotions, and tonics rarely help such skin conditions and often aggravate them. He points out that since overactive oil glands are the cause of the trouble, it is necessary to remove the excessive oil from the skin and recommends the simplest way to do this is with soap and water.

Also recommended is the steaming of the pores for 15 or 20 minutes before attempting to remove hardened blackheads. This can be done by holding a heavy bath towel by both ends, dipping the middle of it in hot water, then wringing out the excess. The steamy part of the towel can be applied directly to the skin as a pack or compress, with the dry ends folded over the outside to keep the moist heat in. The steam opens the oil-gland ducts and softens the fatty plugs which form the blackheads. They can then be pressed out gently and painlessly with a sterile blackhead remover or with gauze-wrapped fingers.

SIMPLE SUDSING PRODUCES BEST CARE

MOST OF us these days choose our outdoor furniture with the thought that it can be used advantageously indoors, too. The styling, and variety of materials being shown, have put so-called "leisure furniture" into top decorator brackets. So it's well worth the little time it takes to keep these casual pieces in good condition. Not only do clean, well-groomed chairs and tables add serenity to summer living—but an occasional good sudsing and hosing off also lengthens the life of any outdoor furniture.

Fortunately, suds, a brush, and a soft cloth will keep any outdoor furniture at its best. This is the recipe for cleaning wood, aluminum, steel, wrought iron, bronze or plastic. A bottle brush is a grand piece of equipment for cleaning crevices—for plastic lacings, the popular rattan and wrought iron intricacies—as well as for getting soil out from the seams of those plump, caterpillar chaise mattresses.

An occasional drop of machine oil will keep hinges in good working order. After you scrub the piece and hose it down, let it dry thoroughly. Then squirt a drop or two of oil into the hinges. Let soak, and wipe away the surplus.

Even though cushions may be covered with waterproof materials, it's wise to protect them from soaking rains—because moisture may possibly seep through the seams and rot the insides. Plastic "raincoats" for outdoor furniture are a wise investment. Never leave mud splatters or soil on them, or you risk smudging the furniture they're supposed to protect. It's also a good idea to use transparent tie-on seat covers over the upholstery of your chairs. This applies especially to chairs which will move into the dining room when the outdoor season is over.

Remember to move glass-top tables into the shade when you wash them, because the hot rays of the sun on wet glass may cause expansion and cracking. Suds and rinse both sides of the glass, and use a sudsy sponge or cloth around the table rim that supports the top.



WROUGHT IRON furniture is wonderful for outdoor living during the hot months, but it needs to be washed often with hot soap or detergent suds to remove soot and grime.

Garden Helps



APRIL IS the busy month in the garden. Now you can actually accomplish the things you have been planning for all winter.

First, you will have to clean up all the debris that usually collects in the flower beds and around the shrubbery. The lawn will probably need a good raking to take out the grass blades that have been killed over winter and usually form into heavy masses, especially if the lawn was not mowed pretty short last fall before cold weather took over.

Then you will be ready to do some of the things to improve your garden you've been thinking about.

Perhaps you have a bare bit of soil that is in the shade and you would like to cover it with something green. Try *Euonymus Patens*. It makes a very delicate bright green cover of your soil, stands about six inches tall and does best in the shade.

For a few attractive shrubs try *Viburnum carlesii* or *Viburnum burkwoodii*. Both of these have very interesting and fragrant blossoms early in spring. Another very lovely shrub with delicate pink blossoms is the so-called pink flowering quince. It is far more attractive and just as hardy as the ordinary deep red quince.

There are some very wonderful new roses on the market this year. The ones that ought to have your first consideration are the new floribundas. For example, Ivory Fashion, a very lovely, creamy-white rose, and a delightful dainty yellow flower called Golden Fleece Floribunda. Three other beautiful floribunda roses are Summer Snow, a lovely white;

Garnette, a wonderful red, and a delicate pink called Pink Garnette Floribunda.

There are very interesting miniature roses that grow with blossoms on plants that are only six to 10 inches tall. These can be used as a house plant if they are in a sunny location but will also do well in the garden. Among these are a bi-color called Baby Masquerade, another is Pink Jewel, a third is Dwarf King. There are many varieties of these miniatures. Find some that suit you best.

Three very good examples of hybrid teas you might add to your garden are named Red Bird, White Butterfly and Pink Sensation. You will hardly go wrong by planting any of these varieties.

You might well try a few hardy azaleas. The Azalea Mollis is the general grouping of these. These will thrive if you plant them in a protected location where they will not get strong winter sun or strong winter winds. A lovely yellow, pink or orange can be had in the Mollis Azalea Exbury.

If you have iris, columbine, daylilies or other perennials in your garden that might have been heaved by the alternate frost and thaws of late winter, better check up on them. If their roots are partially exposed, just press the plant back into the soil. In the case of iris, the simple thing to do is to step firmly on the top of the rhizome. In other cases, press the plant back into the soil with your hands and pack the soil around the base.

If you failed to do any pruning on small trees and shrubs last fall, be sure to cut off the dead wood that now shows since the live wood is carrying leaves. However, do not cut off live branches of flowering shrubs like the lilac and mock orange until after the flowers have faded. Prune out thick parts of summer flowering shrubs to bring air into these places, or prune off branches that are interfering with others or those that are growing out of bounds. This pruning should be done early in spring so as to permit plenty of time for the buds to form for later blooming.

HINTS FOR HOME OWNERS

"SPIDER WEBS" of electric cords and four-way plugs are as hazardous as they are unsightly in your home.

Extension cords and "octopus" outlets indicate inadequate wiring. Small-size extension wires become overloaded and heat up, burning and cracking insulation. Shock hazard is always present wherever wires are exposed.

The safest, easiest way to add outlets to a home with a growing number of appliances is baseboard strip wiring. Used around the baseboard or over counters in the kitchen, strip systems provide more than an outlet every six feet—the recommended minimum.

These outlet strips are available in two systems. One, the fixed multiple outlet system, carries stationary outlets every six to 30 inches in a wired metal raceway or hollow plastic

strip. Another continuous outlet strip has movable plugs that twist in and out anywhere along the strip.

Both of the systems can be mounted with screws—on, over, or flush with the baseboard. Existing outlets can power the strip. Electricians merely install a feed-in device to carry the current to the baseboard strip.

A wired metal baseboard with a double outlet every 30 inches can substitute for a wood baseboard altogether. **IMPORTANT:** Simply adding outlets is not the cure-all in a wiring modernization of an old or new house. New outlets do not increase the current-carrying capacity of circuits.

Have an electrician or utility company check the service entrance of your house. You may have to add a No. 12 wire branch-circuit to power an outlet strip.

Every EMPLOYEE MUST DO HIS PART
TO SATISFY OUR PATRONS.....



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