

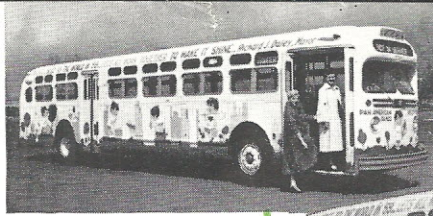
MAY, 1959

TRANSIT NEWS

METROPOLITAN

TRANSIT





Contract Awarded For South Shops Remodeling

A GENERAL contract for \$334,334 was awarded by Chicago Transit Board to the *M. A. Lombard & Sons Company* for new construction and remodeling work at the CTA South Shops, 77th street and Vincennes avenue.

The *M. A. Lombard & Sons Company* of 1215 W. 103rd street, Chicago, submitted the lowest bid of the 16 received.

The work is to be done to permit consolidation of the West Shops with the South Shops. As soon as this remodeling at the South Shops is completed, some time in the fall of 1959, all surface shops' operations, except bus overhaul, will be located at 77th and Vincennes. By 1961, the bus overhaul section also will be located there.

By merging the operations of these shops, CTA will achieve improved efficiency and will realize substantial savings each year. The savings will be made possible by elimination of duplicate inventories and tool requirements, reducing supervisory personnel, decreasing heating and lighting expenses, and cutting down janitor and labor forces.

The contract calls for the remodeling of several areas, formerly used for streetcar storage, and the construction of a new building. The new building, to be constructed of brick and tile, will contain locker room, storeroom and a lunch room. This building, covering about 6,500 square feet, will connect the machine shop and the units and parts exchange storeroom.

Two of the areas being remodeled will have new heating, ventilating and lighting systems installed to make them suitable for bus storage garages. Another area, covering about 28,000 square feet, will be renovated to house the entire machine shop now spread over two locations at the South Shops and at one location at the West Shops. Work in this area will include the installation of new skylights, plumbing, electrical work, concrete flooring and painting.

Clean-up Bus In Regular Service

A specially-decorated CTA bus is carrying the message of *Mayor Daley's* campaign for a Cleaner Chicago to all parts of the city during the next several months.

The bus, one of the large diesel type, made its first public appearance in the annual All Chicago Cleanup Parade on April 25, on State street. It has been attractively painted in five colors and features a sprightly springtime motif of clean-up, paint-up activities, using cartoon-type illustrations. The bus also publicizes the Pan-American games to be held in Chicago August 27 through September 7.

Following its appearance in the parade, the bus was placed in regular service on city routes.

In the picture at left, two attractive CTA secretaries, *Jean Potempa* (left) and *Frances Louward*, inspect the bus at CTA's 77th street station, where CTA shop employes handled the special paint job on the bus. At the right, is the crew who did the work. From front to rear they are: *Faulkner McCrea*, *Vernon Howe*, *James Cervenka*, *Emmett Maloney* and *Andrew Draus*, paint shop foreman.

OUR COVER: Beautiful Buckingham Fountain displays its splendor for all to see. This marvel and many other attractions will be drawing cards more than ever this summer for the millions of people, local residents and out-of-towners alike, who will make Chicago their vacation headquarters. For full details on Chicago as the ideal vacation spot, see pages 6 and 7.

VOLUME XII CTA TRANSIT NEWS NUMBER 5

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Phillip L. Bolz—General Office (Claims)
John A. Richardson—Transportation (52nd)

RECENTLY RETURNED

James F. Heidewald—Transportation (Archer)
John E. Quinn—Transportation (Archer)

Public Safety Record Continues To Improve For Fourth Consecutive Year

FOR THE fourth consecutive year, CTA employes in 1958 set a new public safety record, a performance highlighted by the fact that CTA vehicles were involved in fewer public accidents than in any previous year of CTA operation.

In establishing this record, CTA passenger and traffic accidents for the combined surface and rapid transit systems were reduced from 21,251 in 1957 to 19,552 in 1958, an overall decrease of eight per cent.

Further evidence of the continued improvement in safety of operations which has been achieved under CTA management is the fact that since the consolidation of companies, the number of traffic passenger accidents on the combined surface and rapid transit systems has declined from a high of 37,321 accidents in 1947 to a low of 19,552 in 1958.

Backing up these salient points cited in the 1958 annual report of the Training and Accident Prevention Department released recently are a number of other interesting comparisons which point up the accident prevention program.

The frequency rate of surface system traffic accidents, based on occurrences per 100,000 miles operated, fell to an all-time low of 10.6 during 1958, a six per cent decrease from 1957.

The combined traffic and passenger accident frequency rate on the rapid transit system for 1958 was 2.05 per 100,000 revenue car miles operated. This was four per cent below the previous year and was the lowest rate attained in the past 10 years.

A summary of public accidents—which includes all types of traffic and passenger accidents on surface and rapid transit systems regardless of seriousness of liability—disclosed a decrease in every major category. Traffic accidents were reduced from 13,390 in 1957 to 12,025 in 1958 and passenger accidents from 7,861 to 7,527.

During 1958, as has always been the case, increased public safety has been the prime objective of CTA's training program, with the greatest emphasis placed on reduction of traffic accidents.

Of all public accidents, traffic accidents are by far the greatest in number, and, to a great extent, the control of traffic accidents is in the hands of operating personnel. The continual emphasis placed on defensive driving in all training activity has done much to combat the factors that otherwise might tend to increase traffic accidents.

During 1959, the greatest portion of training activity is being directed towards the established areas of safety training, with additional emphasis on providing better personal service to CTA customers. Major attention will be given to group and individual retraining, the selection and training of operating personnel, and refresher training for supervisory and operating personnel.

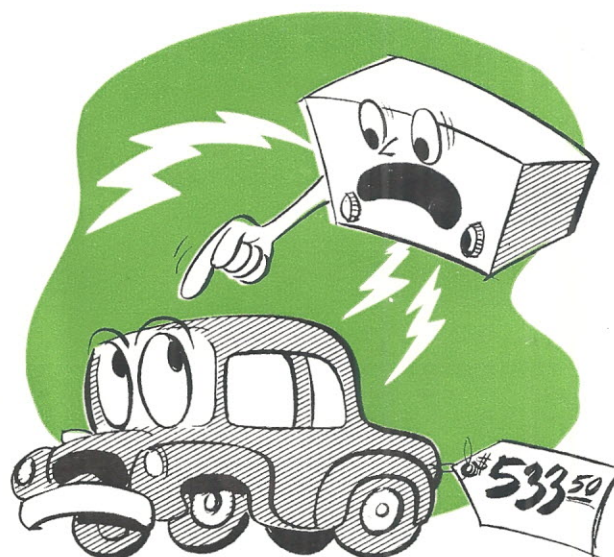
CTA AIRS NEW RADIO SERIES

CTA IS on the air with a series of spot radio announcements to try to induce motorists to leave their cars at home and travel to and from work by transit and thereby save up to \$8 per week in transportation costs.

The announcements are being broadcast over radio station WGN.

A leaflet, outlining the numerous advantages of taking the CTA, also has been prepared and is sent to motorists who request proof of the CTA's assertion that the average motorist can save eight dollars a week by using transit service instead of his car.

The leaflet itemizes the various costs of operating and owning an automobile, listing national averages. It shows that the net annual saving by taking public transportation is \$421. The annual automobile expense incurred in driving between home and work is listed as \$533.50, as compared to the \$112.50 cost of taking CTA—250 days at 45 cents per round trip.

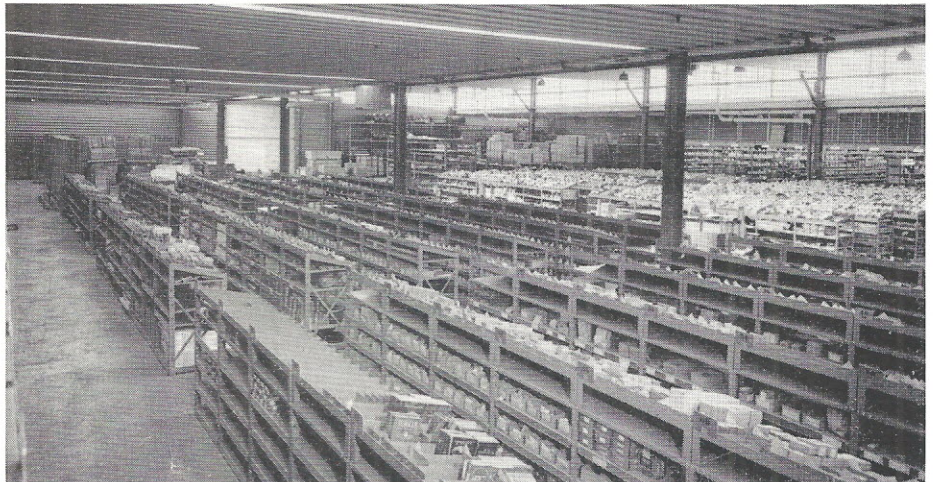
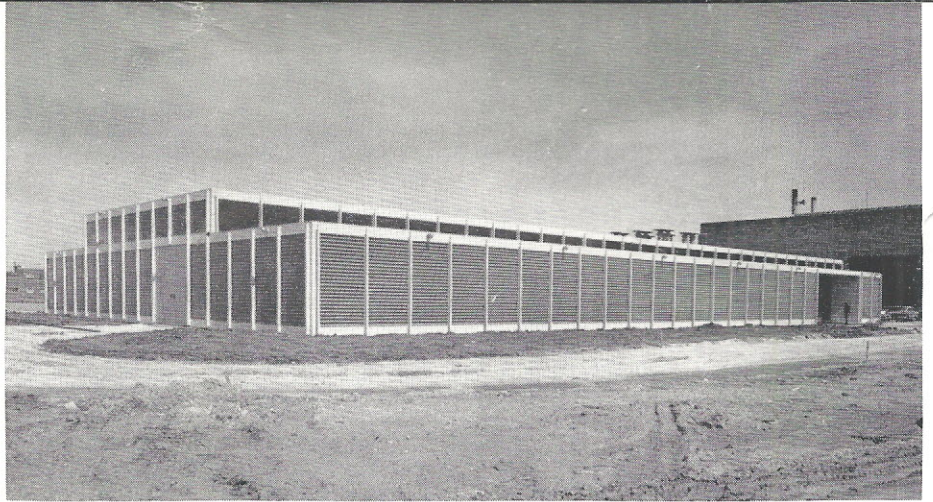


Skokie Stores Occupy Modern New Warehouse

A MODERN \$267,220 warehouse building at CTA's Skokie Shops has replaced 31 wooden "L" cars formerly used for storing repair and replacement parts.

The new unit houses a large storeroom for economic and efficient filing of over 1,200 different categories of spare parts on the latest type of shelving, two ground-level loading docks inside the building to accommodate trucks of all sizes, an office, restrooms, and a men's locker room.

The site is located just west of, and connected to, the south shop unit which is directly behind the unit which fronts on Oakton street. The building is a 225 feet by 113 feet structure. In addition to the storage building, a smaller building of similar construction has been

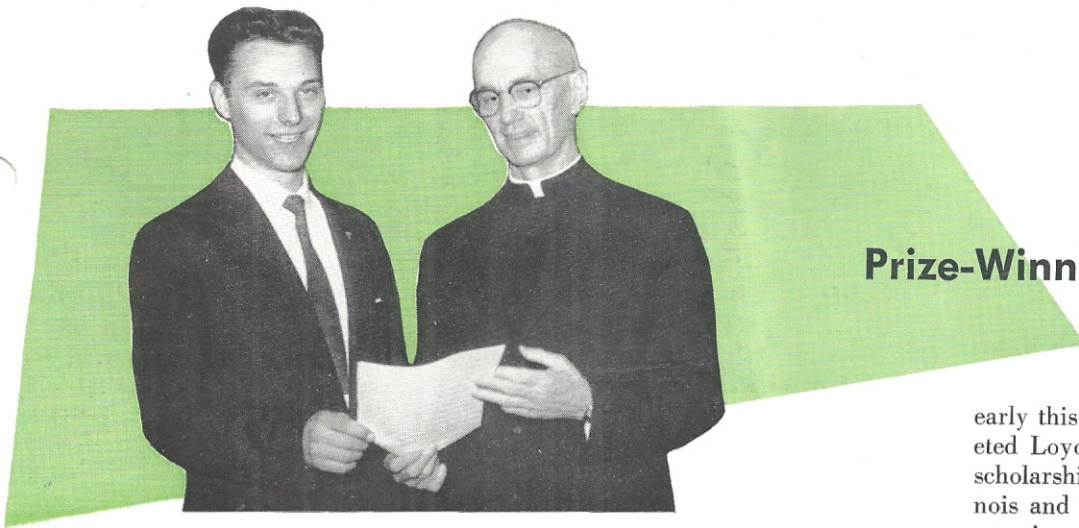


erected to house a larger air compressor. Necessary roadways to service the new building also have been built.

The accompanying pictures show comparative views of the old and the new, and emphasize the convenience factor of the new facility, as well as the improved conditions it provides for storage of repair parts for rapid transit equipment and trolley bus motors.

At the left, the top picture shows the rows of old cars which were formerly used for storerooms, and at the bottom, the interior of the paint storage car.

At the right, top, is an exterior view of the new warehouse, which is 12 feet, seven inches high, with a monitor in the center section rising to a height of 16 feet, four inches. Sides of the monitor are glass to allow natural lighting during the day. At the bottom is an interior view showing the neat appearance of the shelves and storage bins.



Prize-Winning Scholar

THE FUTURE looks bright for 17-year-old *Joseph C. Kulis*.

And why not? This part-time West Section ticket agent, who recently was awarded a four-year scholarship to Loyola university worth \$2,640, now can realize his long-cherished ambition of obtaining a college education.

Less than a year and a half ago, it looked as though the youth, an honor student at St. Ignatius high school, might never go to college at all. On January 31, 1958, his father, *Operator Chester J.*

Kulis, *Kedzie*, died. About a month before this impending family tragedy took place, Joe obtained his CTA job to help support his mother, *Rose*, and four younger brothers, *Chester J., Jr.*; *James*, *Michael* and *William*. He began working three nights, Mondays through Fridays, all day on Saturdays and part-time on Sundays and holidays.

Joe's desire to continue his education beyond high school never waned. Despite his tight schedule, he kept right on getting high grades at St. Ignatius. Then,

early this year, he tried out for the coveted Loyola scholarship, as well as for scholarships granted by the State of Illinois and by the Merit Scholarship Corporation of Princeton, New Jersey.

Joe, who made high scores on competitive examinations for all three grants, was overjoyed to learn that he could take his pick of the scholarships. Although he elected to go to Loyola, he still received \$600, the monetary value of the State of Illinois scholarship.

The youth, who will enter the university this coming fall, plans to major in psychology. He is pictured above as he received a scholarship certificate from *The Very Rev. James F. Maguire, S. J.*, Loyola university president.

CTA SERVICES IN KENWOOD-HYDE PARK AREA REARRANGED

CTA SERVICES in the Kenwood-Hyde Park area are to be rearranged and extended, instead of being curtailed as originally required by the area development program being sponsored by the Land Clearance Commission.

This was assured by action of Chicago Transit Board at a special meeting on April 24.

The new service pattern will become effective as soon as a temporary roadway in the area is completed, operating schedules are prepared, and bus runs are picked by CTA operators.

These changes will be made:

1. A new motor bus route will be established in Garfield (55th street) from Morgan street and Garfield boulevard to Hyde Park boulevard, via Garfield boulevard, Morgan drive and Rainey drive through Washington Park and 55th street, and then south to the Museum of Science and Industry at 57th street and Hyde Park boulevard.

2. Simultaneously, the 51st street part of the present 51st-55th trolley bus route will be converted to a motor bus route operating between St. Louis avenue on the west and a new east terminal in Drexel Square.

Operating through Washington Park instead of skirting the north side of the park, as did the former 51st-55th route, the new 55th street motor bus will make direct transfer connections with the North-South "L"-subway at the 55th street station, with all north-south surface lines between Halsted street and Hyde Park boulevard, and with Jeffery Express buses operating via the Outer drive to the central business district.

At its new east terminal in Drexel Square, the motor bus operation in 51st street will make direct transfer connections with Drexel-Hyde Park, Hyde Park and Jeffery local buses operating in Hyde Park boulevard, and with Hyde Park Express buses operating via Hyde

Park and the Outer Drive between Drexel Square and the Loop.

The Garfield local and limited route (No. 6) will not be affected by these changes.

Originally, CTA was to be compelled to end its 51st-55th trolley bus route at Kenwood boulevard and Garfield boulevard (55th) and thus abandon the existing service on 55th street between Kenwood boulevard and Lake Park avenue. Construction contracts for the proposed terminal were ready for award by the development contractors, Webb & Knapp, architects and engineers of New York, when the decision to change the plans was made.

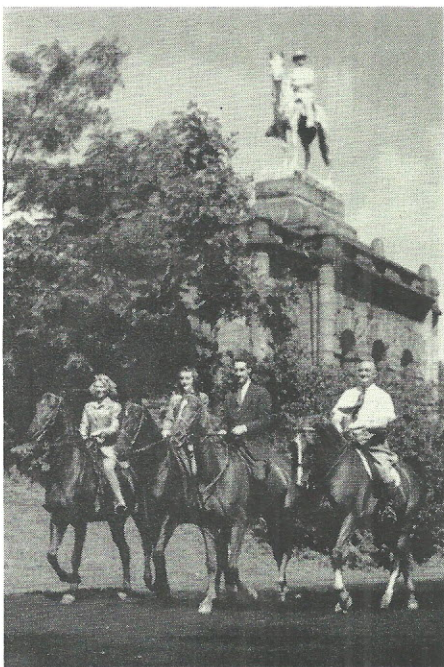
The developers are now building a temporary by-pass roadway in the area of 55th street that was to have been closed for the construction of the group of high-rise apartment buildings that are a major part of the redevelopment program. This roadway will be used by the new 55th street motor bus route.

Festival of Fun



CHICAGO'S FINANCIAL district of great and growing importance in world trade, is dominated by the towering Board of Trade building. Atop it stands Ceres, Goddess of the Harvest, a 31-foot, six-ton cast aluminum statue.

THE LINCOLN park bridle path is ever popular with equestrians. This lake front recreation area offers Chicagoans and visitors alike facilities for outdoor activities at all seasons of the year.



CHICAGO IS undergoing a wondrous change. It is expanding industrially, agriculturally and culturally, as over 9,000,000 annual visitors to the city can attest. And this summer, Chicago will grow a step further, to become an international mecca for fun, culture, sports and industrial progress.

Along with its regular summertime events such as concerts and music festivals, theaters, horse racing, big league baseball (Chicago is the only city which still claims two ball teams), lake cruises, regattas and golf tournaments, the city has organized a series of "extra added attractions" which should please the most diverse and delicate of tastes.

There are also many provisions for family fun. The forest preserves, many of which are convenient to CTA routes, offer excellent facilities for picnics and other outdoor activities. Chicago parks and beaches provide a wealth of attractions, both for adults and children — swimming, boating, zoos, the Shedd aquarium, museums — where pleasant hours may be spent. The new edition of CTA's "See Chicago" folder, just off the press, gives full details of the city's host of opportunities for fun and recreation, all at low cost, ideal for a family vacation.

Springboard for this summer festival of adventure, of course, is the opening of the St. Lawrence Seaway. Christening of this wonderful new inland waterway will be held in Canada in late June, an event so important that Her Majesty, the

Queen of England, will visit Canada to preside at the ceremonies. On July 6, the Queen will honor Chicago in its role as a new world port — it is the only American city which will be visited by her at that time.

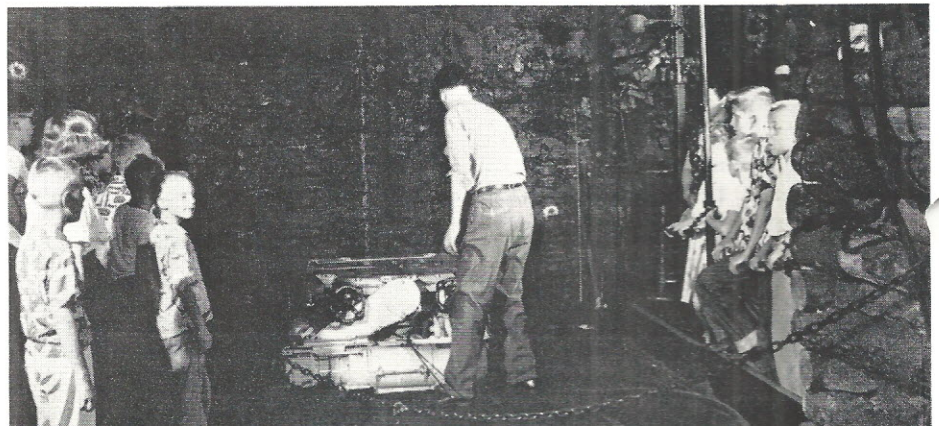
Since the St. Lawrence Seaway will enhance Chicago as an export center in future years, the city will hold an International Trade Fair, from July 3 through July 18 at Navy Pier, in conjunction with the Seaway opening. At the Fair, some 400 exhibitors will display \$34,000,000 worth of goods and products from 65 nations.

Over 22 countries will have "pavilions" in the Fair and many more are negotiating for space. And persons weary of exhibits and bazaars will be offered free entertainment highlighted by nightly fireworks displays, talent imported from the four corners of the globe, fashion shows and specially selected travel films. There will also be a floating stage for entertainment off the end of Navy Pier facing an outdoor theater with a seating capacity of 8,000.

For hungry fairgoers, dining will be a delight in four-terraced, Mediterranean-type restaurants which will be able to serve 8,000 people at once. The restaurants will be operated by the internationally known Palmer House, and will feature gourmet food from the world over.

In August you may take advantage of the Pan-American Festival and afterwards the Pan-American games. Start-

INTERIOR OF a coal mine—a famous Museum of Science and Industry exhibit. Such realism and showmanship applied to many subjects explains why the Museum maintains its long-held, world-wide attendance record of 2,500,000 annual visitors.



ing about August 14, the Festival will sponsor cultural events of North and South America throughout the city. For instance, the Chicago Art Institute will show an exhibit of contemporary art of the Americas; the Museum of Natural History will explore pre-Columbian art. A special Festival orchestra under the direction of outstanding conductors of North and South America will play music of Pan-American composers. During the Festival, Chicago will hold a symposium of leading educators and scientists of the new world. And for "night-people," leading restaurants and night clubs will be offering folk-art of all the Pan-American nations.

Right after the Festival, from August 27 to September 7, the third meeting of the Pan-American Games will be held at sports fields and arenas about town. Sports enthusiasts will be able to offer encouragement to athletes competing in some 20 different sports. On the agenda are track and field events, baseball, boxing, fencing and equestrian and water sports.

Not to be by-passed is a trip to the Museum of Science and Industry, and, as part of its participation in Chicago's summer festival, the Museum will have the first showing in this country of the science exhibits Uncle Sam displayed at the Brussels Fair. The Museum will also show the Upjohn Human Cell—a replica of a human cell magnified a million times. It is so large, 40 people can stand inside it to watch a demonstration of basic cellular functions.

Another "must" is a stroll down La Salle street—the financial heart of the Midwest. You will be able to drop in at the Midwest Stock Exchange at 120 South La Salle. Yet, even as you stroll south along the man-made canyon that

symbolizes our industrial strength, there stands a reminder of our agricultural prowess. High in the air above the capital city of agriculture is Ceres, the Goddess of Harvest, standing atop the Board of Trade building that sits squarely at the head of La Salle street.

The Board of Trade building houses the world's oldest and largest grain exchange and has been a solid attraction since it was opened for business back in 1930. Visitors are always welcome at the observatory, 45 stories up, and to visit the balcony overlooking Exchange Hall. The balcony affords a cinemascopic view of a unique and colorful operation: efficient buying and selling of such farm grown commodities as wheat, corn, oats and soybeans.

Established in 1848 to give farmers a "one stop" marketplace for their pro-



OPEN AIR concerts at the Grant Park bandshell are a summertime attraction that draw thousands annually. These will be highlighted this year by concerts arranged for the Pan-American games.



CHICAGO'S BEACHES and pools help Chicagoans keep cool through the hot summer months. These scenes at North Avenue beach (bottom) and Whealan

Pool (top) in the forest preserves at Milwaukee and Devon avenues are typical of the facilities for enjoyment of outdoor fun provided by the city.

A TOP-RATED attraction of the summer will be the International Trade Fair to be held during July at Navy Pier. Some 65 nations will be represented with ex-

hibits of goods and products. This year, with the opening of the St. Lawrence Seaway, the Trade Fair will take on added significance.

duce, the Board of Trade has developed and increased Chicago's oldest and proudest role: grain gatherer and disperser to the world. This exchange is a keystone in the nation's marketing system, handling some 90% of the world's grain futures business and giving farmers and consumers a low-cost, efficient marketing service.

All this is on the Chicago scene this summer! Your vacation can be fun and meaningful; relaxing, enjoyable yet educational. You'll like it.





Footlights

Highlight Talent

"IT WAS during a *Gene Autry* movie, playing in our local theatre when I was a little girl, that I decided that I wanted to become an actress," says *Betty Nelms*, attractive wife of North Park Operator *Easton Nelms*.

Betty is now completing the second year of a four-year course at Goodman Memorial Theatre's College of Theatre Arts. She has appeared in such well known plays as "Ponder Heart," "Doll House" and "Our Town." The most recent of her efforts was that of the role of the nosey *Mrs. Tutwiler* in *Tennessee Williams'* "Lord Byron's Love Letter," which was staged during the week of March 23.

Mrs. Nelms usually rehearses from four to six weeks, five nights a week, in advance of the time scheduled for the

BETTY'S modeling course at Patricia Stevens prompted her posing for a photographer's test-still at Dallas Jones Movie Productions.



production. Oftentimes, rehearsals extend over to weekends.

A poised, graceful young woman, Betty has a very amiable, energetic personality, which is projected immediately upon first meeting. She has won "nods" from co-actors, actresses, teachers and directors for her acting ability and determination.

Recently, this busy young lady participated in the St. Patrick's Day parade as Queen of the John M. Smyth and Company float. Betty says, "It was terribly cold that day, but I was so thrilled and excited about being in the parade, that I'd do it all over again!"

She also has done some free lance modeling and appeared in the Alice of California Sportswear fashion show at the Morrison hotel.

During the day, Betty works as a receptionist at Dallas Jones Movie Productions. There she has become acquainted with various movie-making techniques and marvels at the intricate maneuvering of microphones for special effects.

Betty's first stage experience began in her junior year at Rule high school in Knoxville, Tennessee. Having had her

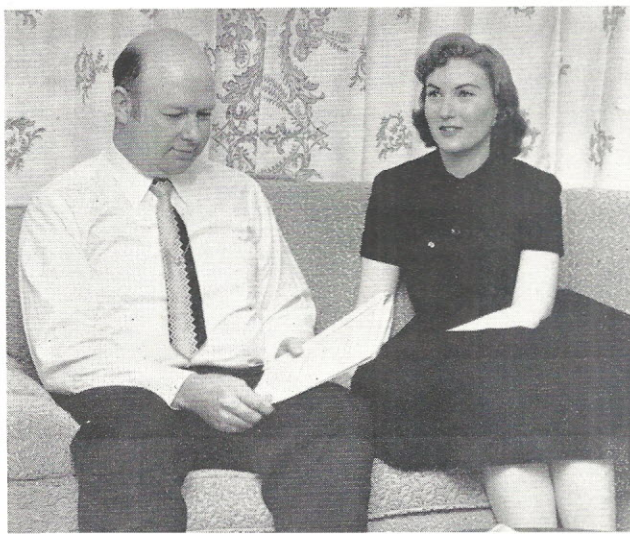


THESE CONTRASTING photos of Betty Nelms, one of her as Mrs. Tutwiler (left) in Tennessee Williams' play, "Lord Byron's Love Letter," and this close-up of her provide an interesting study in the art of theatrical make-up.

first real "taste of the theatre," she persistently participated in several community and church productions. It was in Knoxville that she met and married Easton and together they decided to move to Chicago.

Easton has been a CTA employe since October, 1955.

Today, Betty Nelms' only comment concerning the inspirational Gene Autry movie is, "Although it all began with the western movie, I can better imagine myself performing on a Broadway stage or in front of a movie or video camera rather than riding off into the sunset with my hero."



WHENEVER BETTY goes into rehearsal for a new play, Easton assists as stand-in and prompter.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



Harry H. Geier

Edward L. Beranek

Charles Semon

Harold J. Rugero

Nicholas W. Schaefer

Francisco Tito

SIX EMPLOYEES ROLL UP 260 TRANSIT YEARS

MORE THAN 260 years of service with CTA and predecessor transit companies were chalked up by the six employes pictured above—Harry H. Geier, Edward L. Beranek, Charles Semon, Harold J. Rugero, Nicholas W. Schaefer and Francisco Tito—who retired on pension May 1. Each man served more than 40 years.

Mr. Geier, chief operator at the Electrical department's Homer substation, is senior of the six in years of service. Beginning his career as a janitor with the old Chicago Railways company on May 6, 1910, when only 16 years old, he became a helper at the Lill avenue substation two months later. Becoming a substation operator at that location on November 1, 1912, he was transferred to the Homer substation as chief operator on January 15, 1935.

Mr. Semon, an Electrical department signal maintainer, started out on December 24, 1913, as a tie gang laborer with the Way and Structures department of the old Metropolitan West Side Elevated railroad. He transferred to the Signal department of the former South Side Elevated railroad in 1918 as a helper. In 1920, he assumed the position he held at the time of his retirement.

Mr. Beranek, motorman on the Douglas-Milwaukee "L"-subway line, began as an extra guard with the Metropolitan West Side Elevated railroad on January 23, 1913, and became a motorman in January of the following year.

Mr. Rugero, conductor on the North-South "L"-subway line, started as a conductor for the old Northwest Elevated railroad on April 27, 1918, and served in that capacity throughout his career.

Mr. Schaefer, a bus cleaner at North Avenue, spent most of his transit career as a streetcar conductor. Starting on August 1, 1918, at the old Blue Island streetcar barn, he worked there for 32 years before being transferred to Lawndale station. Subsequently, he was based at the now-closed Devon station and at 77th. On April 15, 1958, he was transferred to North Avenue station in the capacity he held when he retired.

Mr. Tito, a Way and Structures plumber, began as a plumber's helper with the Way and Structures department of the Metropolitan West Side Elevated railroad on September 9, 1918. On June 26, 1919, he was promoted to the position he held when he retired.

Bridal Shower Precedes Nuptials

ACCOUNTING—(Revenue)—Beatrice Cawley was feted by her friends and co-workers at a recent bridal shower at the Martinique restaurant, and received many useful gifts. On April 25, she said "I do" to Paul G. Dieterle in a wedding ceremony at St. Joseph and St. Anne church. The newlyweds honeymooned at Niagara Falls and points in Canada.

Loretta J. Baum recently became engaged to Martin E. Lepczynski. They plan a fall wedding.

Theresa Hayes, who retired April 1, was guest of honor at a luncheon held at the "Oak Room"

in Henrici's. Her associates presented her with a hi fi record player and a check.

(General)—Mr. and Mrs. Robert Baxter, who toured the south, drove through Mobile, Alabama; Biloxi, Mississippi, and New Orleans. They also stopped at Holly Bluff Gardens.

(Payroll Distribution) — Supervisor Art Johnson, Miscellaneous, caught a 14-pound grouper while deep-sea fishing in Florida. Also, he enjoyed visiting St. Petersburg and other points of interest in the Sunshine State.

(Internal Auditing)—Joseph Cecilia vacationed in Miami Beach, Florida.

—HELEN A. LOWE and MABLE I. POTTHAST

These Grandfolks Are No Amateurs

BEVERLY — When Kevin Francis Gannon and John Edward McCarthy III were born recently, John and Katherine McCarthy became grandparents for the 13th and 14th time . . . Harold and Mary Bradshaw became grandparents for the third time when Kevin Andrew Bradshaw was born.

Operator Joseph Barrett treated his wife, Annyce, to a dinner and a show for her birthday April 16.

Frank and Ann Pierson feted their daughter, Karen, with a party on her 18th birthday.

Bernie and Laura Lazisky will celebrate their 27th wedding anniversary on May 22 . . . On the following day, Charles and La-

Verne Yost will mark up 23 wedding years.

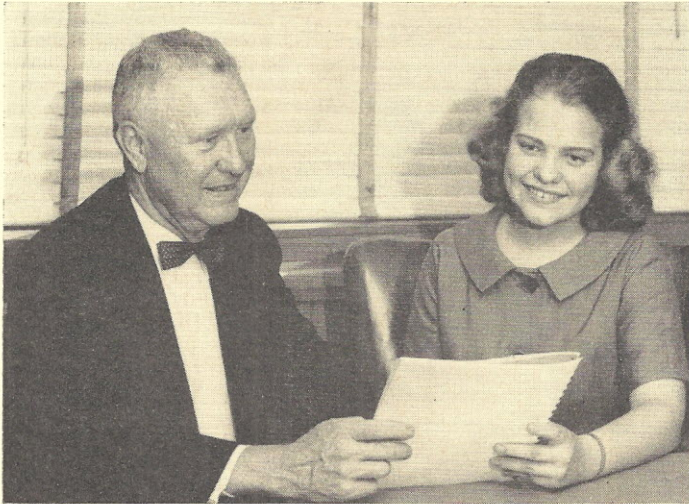
Mr. and Mrs. Mel Stoldt, the original Arkansas travelers, recently returned from their mountain home near Harrison . . . Victor and Pearl Paciski spent two weeks at a fishing resort at the Lake of the Ozarks near Camdenton, Missouri, with their sons, Bill and Rickey.

Frank Chard, Vic Piciski and Joe King went on a fishing expedition at a quarry near Route 66A, and came back with some fine rainbow trout.

Repairman Ed Myskowski finished up this last bowling season in 14th place and, as usual, is looking forward to the annual bowling league banquet.

George and Genevieve Schletze recently moved into a new home at

TEEN-AGE EXECUTIVE



JUNIOR GENERAL MANAGER for a day was *Ann Mullard, 15*, a sophomore student at Kelvyn Park high school, 4343 Wrightwood avenue. Miss Mullard was sponsored by the Campfire Girls to fill a position of importance for a day during Chicago Youth Week, May 10 through 16. *CTA General Manager Walter J. McCarter* is explaining to his junior counterpart some of the duties and responsibilities of his job. Later, the young lady made a tour of CTA general offices to observe firsthand the operations of various departments of a large transit organization. On May 12, Miss Mullard and Mr. McCarter attended a luncheon at the Morrison hotel along with other civic leaders and officials and their junior replacements for a day.

2911 W. 100th place . . . And, *Frank Cleary*, who moved into his new home at 11549 Nashville avenue, Worth, Illinois, is looking for visitors who like to do landscaping work.

Taking their vacations, at this writing, are *Repairmen Bill Moore* and *Pat Mullaney*.

Supervisor Willard Singelman suffered a broken ankle quite a few weeks ago and is now getting around with the aid of a cane . . . *John McCrea*, repair department, has been off for two weeks due to a broken finger.

Transferring to this station in the last pick were: *Bill Murphy*, *Marty Carey* and *Charlie Stych*.

In case any of you fellows are a little short of cash for your vacation fund, drop in to see *Virgil Trimmer*, who'll give you full details about the Credit Union's easy terms.

—FRANK M. BLACK

Two Good Reasons For Being Proud

ELECTRICAL — *Mrs. Julie Willem* proudly announced that her daughter, *Janet*, a senior at Providence high school, was honored by the Quill and Scroll Society for outstanding work in journalism. Also, her son, *Raymond*, who is studying at the University of Illinois for a master's degree, received special recognition for excellence in scholarship.

Lineman Ralph Jossi was rushed to Edgewater hospital when he suffered an attack of acute appendicitis. However, he was home in time to celebrate with his wife, *Mildred*, their 25th wedding anniversary on April 5.

Matthew Cioffe, electrical engineer II, and his wife, *Viola*, formerly a nurse in the Medical department, became the parents of their first child, *Desiree Michele*, who was born April 20 at Illinois Masonic hospital.

Chief Operator Daniel Kelly, 63rd substation, basked in the sunshine and did some sight-seeing during his Florida vacation . . . Also vacationing in the southland were *George Nelson*, supervisor of personnel, and his wife, *Clara*, who spent a few days in New Orleans

and did a lot of sight-seeing en route.

Carl W. Wolf, electrical engineer, became a grandfather when his son and daughter-in-law, *Mr. and Mrs. Charles Wolf* of St. Louis, became the parents of *Dawn Marie* on April 8.

Incidentally, Mr. Wolf recently was elected to a two-year term as a member of the Forest Park elementary school district's Board of Trustees.

Your correspondent and *Mrs. Gilbert E. Andrews* celebrated their 40th wedding anniversary on April 21.

William Rappold, power supervisor, suffered the loss of his father . . . The sister of *Arthur Doyle*, "B" electrician, and the mother of *Chief Operator Arthur Hansel*, Sedgwick substation, died recently.

—GILBERT E. ANDREWS

Former Gridiron Star Re-lives School Days

FOREST GLEN—*Operator Tom Kerigan* recently attended a De Paul academy class reunion and did some reminiscing about the time when he was a lineman on De Paul's 1929 football squad which won the city Catholic high school gridiron title.

Operator Willie Droesser will retire on June 1 after 31 years of service. Willie plans to move to his 240-acre farm in Wisconsin.

Welcomed as a new relief clerk was *Ted Hoellen* . . . *Bob Stack* changed from night to day clerk.

Presently off sick are *Operators Fred C. Schrack, Paul Christino, Frank Allen* and *Henry A. Hammer*.

This station ranked fifth in the last quarterly drive to reduce passenger-type accidents and eighth in the campaign to cut down on traffic-type accidents. C'mon fellows, let's move up into the number one spot.

Since I'm going to be your new reporter, I hope you'll help me out and give this column a boost.

—AL BECK

Baseball Attracts Father And Son

GENERAL OFFICE — (*Training and Accident Prevention*)—*Joe O'Sullivan*, training assistant, is secretary and treasurer of the Brainerd-Beverly Little League and reported that 275 boys showed up for the tryouts.

Incidentally, Joe isn't the only member of his family who's interested in baseball. His son, *Jay*, who attends Brother Rice high school, is a baseball star in his own right.

During the school's last three games, Jay chalked up 30 strikeouts in 15 innings of play.

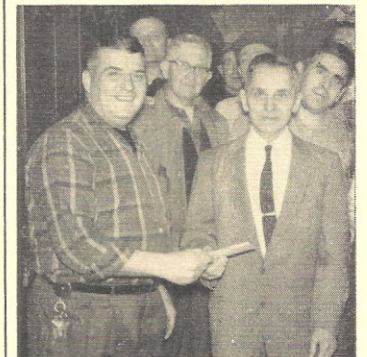
Ruth Havlik and her mother recently drove to Spring Mill state park near Mitchell, Indiana. Here, Ruth and her mother enjoyed the restored pioneer village with the stone grist and saw mill operated by water power, the post office and apothecary shop.

Michael McCarthy's father passed away . . . *Edward Henry's* mother-in-law passed away recently.

(Executive)—*Willis Helfrich* accompanied Boy Scout Troop 915, sponsored by the North Park Covenant church, on a 21-mile hike starting from the Lincoln trail in New Salem state park to Springfield on April 25. This is the trail *Lincoln* frequently walked when he borrowed books on law, and to walk in his footsteps is considered a good Scouting achievement.

Another project on the agenda was a parade, with about 10,000 Scouts and Explorers, which began at the Capitol and ended at Lin-

CLEANER RETIRES



STANLEY BUGAY (center), cleaner at the rapid transit shops at Howard Street terminal who retired May 1, receives a cash purse from *Foreman Mike Heil* (left) on behalf of Stanley's fellow-workers, some of whom are pictured. After the presentation, the group enjoyed coffee and cake. Mr. Bugay began his service with the old Northwestern Elevated railroad on June 16, 1919.

Reported by *Joe Feinendegen*

SOUTHERN VACATION



A LATE winter vacation in and around Hot Springs, Arkansas, was just fine as far as (left to right) *Julia Curry*, *Marie McAndrews* and *Margaret Donegher* were concerned. Here they enjoyed an outing near Hot Springs on a balmy day.

Reported by *Edith Edbrooke*

coln's Tomb, where sesquicentennial ceremonies were held.

On the following day, the troop participated in services at the First Presbyterian church in Petersburg where the Abraham Lincoln family worshipped.

—MARY E. CLARKE

Employees, Pensioners Have Get-Together

GENERAL OFFICE—(Transportation) —*Radio Dispatcher Frank Krause* and his wife, *Telephone Operator Wanda Krause*, traveled to Florida for a three-week vacation. After spending a few days in North Miami Beach, they visited various retired CTA employees. They called on *Mr. and Mrs. Bill Goodall*, of Fort Lauderdale; *Ray Klein*, of Miami; *Ed and Nellie Hansen*, of Sebring, and *Joe and Florence Blaa*, of Pinellas Park.

Information Clerk Jim Miller traveled via Scenicruiser Greyhound bus to Tampa, St. Petersburg and Miami.

George Roesing, assistant superintendent of operating stations, and his wife, *Rose*, drove to St. Louis, where they spent Easter with their daughter and son-in-law, *Jerry and Edwin Harris*. They also traveled to New Orleans, where they spent a day sightseeing, and to St. Petersburg, Florida, where they visited with friends. Mr. Roesing was guest of honor at the April meeting of the CTA Pensioners club,

which was attended by about 65 persons.

Several CTA employees attended an annual spaghetti dinner held April 14 for the benefit of the Church of the Assumption, which is located near the Merchandise Mart. Guests were greeted by *Peter J. Meinardi*, CTA comptroller, and by *James Carney*, retired superintendent of Job Classification, who acted as master of ceremonies.

Early morning risers, who tuned in to *Billy Leach* on the "Merrily We Go" radio program recently, heard the name of *Marie Krausman* mentioned in a request for a birthday record for her cousin, *Jimmy Sontag*. Her request was granted, and she received a record of a portion of the program for that day.

(Stenographic)—*Adele Monson's* father, *John Ackerman*, died suddenly.

Barbara Hefter recently was assigned permanently to this department.

(Photographic)—*Arthur H. Towner* suffered the loss of his father, *Arthur H., Sr.*, on April 23.

(Public Information)—*Pat McStay*, public information assistant, and his wife, *Jean*, are proud of the baby they adopted on May 4

through Catholic Charities. They named the two-week-old newcomer *Maureen Patricia . . . Harry Hirsch* recently transferred to Service Section from Revenue Accounting. A student engineer, he joined CTA in June, 1957, after he was graduated from the University of Illinois with a Bachelor of Science degree in electrical engineering.

Bob Heinlein, clerk III, and *Patricia Warner* announced their engagement on May 12. Bob's fiancee is a senior at Alvernia high school. No date has been set for the wedding.

Al Ekelmann, Charter Service, who recently underwent surgery at Ravenswood hospital, is back on the job.

E. M. (Bob) Guy, commercial sales manager, recently took a week's vacation.

—JULIE PRINDERVILLE

Notre Dame Retreat Scheduled For August

KEDZIE — The annual retreat for CTA employees at Notre Dame university will be held August 13 to August 16, inclusive. Those wishing to attend will please contact your reporter.

RECEIVES TIRE AWARD



PRESENTATION OF service award to *Donald C. Wilson* (right), day foreman of Keeler station's Repair department, for careful tire and wheel maintenance on CTA buses is made by *Thomas F. Cockrem*, representative of the Goodyear Tire and Rubber company. The award, given on the basis of maintaining proper tire air pressure and wheel alignment, as well as keeping valve core leaks to a minimum, covered the period February, 1958, to January, 1959. The presentation, third of its kind given in CTA-wide tire maintenance competition, was made April 8 at a luncheon held at the Graemere hotel.

SILVER WEDDING



THE HAPPY couple pictured above are *Agent Joseph Vanek*, West Section, and his wife, *Emily*, who celebrated their 25th wedding anniversary on April 7 and were given a surprise party by 30 of their relatives and friends. Among those present were the couple's son, *Ronald*, and their grandson, *Ronald, Jr.*

Reported by *Gordon Kelly*

Night Janitor Otto Stuewe, who has been ill for some time, took a disability pension on May 1.

Michael Leo Griffin, formerly a streetcar motorman and now a stock clerk at South Shops, is undergoing treatment for a lung condition at the Veterans hospital.

—C. P. STARR

Bus Operator Now Is A Photographer

LIMITS—*Gar Francis* recently exchanged his operator's uniform and transfer punch for camera, film holders, flash bulbs and tripod when he became a member of CTA's Photographic department.

Operator Samuel L. Day, Jr., was married April 10. He and his bride spent a honeymoon at Lake Ivanhoe, Wisconsin . . . Soon to be making that trip up the aisle will be *Operator Alvin Boyd*, who will exchange wedding vows with *Ruby Elizabeth Lewis* on May 31.

—IRVING J. METZGER

A Scenic Trip Ends In Work

LOOP (Agents) — *Towerman Herbert Templeman* and his wife, *Louise*, enjoyed the blooming dogwood and fruit trees during a

PICTURE OF MONTH



THIS HAPPY little guy is four-month-old **Eric James Figge**, grandson of **Gertrude F. Anderson**, secretary to the superintendent of the Schedule-Traffic department, and **Chief Adjustor James F. Anderson**, Claim department. His father is **Harvey Figge**, formerly a process clerk with the Way and Structures department of the Chicago Surface Lines.

spring trip to their farm in Ava, Missouri. While there, they did some necessary repair work on the farm buildings.

Ann Wastier was hostess at the Mother of Sorrows church annual banquet in Blue Island, Illinois. Among the guest speakers were **John Hart**, mayor of Blue Island, and **The Reverend Monsignor Bernard Brogan**.

—EDITH EDBROOKE

Newlyweds, As Well As Old-Timers, Celebrate

NORTH AVENUE—**Day Superintendent Frank J. Buetow's** daughter, **Joyce Ann**, was married to **Philip R. Smith** on May 9 at Our Lady Help of Christians church. The newlyweds honeymooned in Florida . . . April 25 was the "I Do" day for **William S. Kennedy** and **Mary Jean Latourette**. The bridegroom's father is **Instructor William Kennedy, Sr.**

Mr. and Mrs. Ray Zielinski celebrated their 17th wedding anniversary on May 2 . . . **Mr. and Mrs. Gerald O'Connor** marked their 24th anniversary on May 11.

Laurence Laurie became the daddy of a new baby boy on April 12. This makes three boys and one

girl for the Lauries . . . **Operator and Mrs. Robert G. Anderson** are the proud parents of a baby girl, born April 21.

Operators Leo Pluskowski and Al Barber still have pleasant memories of their Florida trip.

Vacation time is here again, fellas, and we hope that you, you and you will fill this column with news of your vacations and, a few snapshots.

REMEMBER, this is your column and YOU make the NEWS.
—JOE HIEBEL

Poppy Day Boss For 25 Years

NORTH PARK — **Operator Henry Hoffstadt** was busy organizing the annual Poppy Day drive for May 21. Henry has been Poppy Day chairman of the Veterans of Foreign Wars' seventh district since 1934.

Clerks and receivers who transferred to North Park, effective April 12, included **Fred Murbarger, Jack Moreau, John Wathier, Joe DiGiovanni, Bill Pinasco, Joe Piento, Haddon Phillips** and **Russell Gunderson**.

Operator Lowell (Lefty) Brubach says he's in shape and ready to take on all comers on the golf course.

Operators Mike Raupp and Walter Smoot are doing nicely following their recent operations.

Operators William Curtis and John Woodson recently suffered the loss of their fathers.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

New Granddaughter Spurs Vacation Time

PURCHASING AND STORES — **Fred Loitz**, Stores, general office, announced the arrival of his first grandchild, who was born April 19. Fred took his vacation and went to the home of his daughter in Belleville so he could get acquainted with his new granddaughter.

Stock Clerk Jim Gilliland, south division, and his wife, **Jean**, are the proud parents of **Lee Ann**, born April 22. She joined a sister, **Lynn**, who is five years old.

LOTS OF FISH



AFTER TWO hours of fishing off Daytona Beach, Florida, **Anton Quilico**, retired auto mechanic, West Shops, decided that he had done enough fishing for one day. No wonder, for behind him hang the results of his efforts with rod and reel. Anton now makes his home in Holly Hill, Florida.

Mike Griffin, south division, was on the sick list at this writing.

—DAGMAR McNAMARA

A PERSONAL CONTRIBUTION



TEN-YEAR-OLD Mary Kandace (Kandy) Hogan, granddaughter of **Doris Stahl**, Accounting, had a special purpose in mind when she began saving her dimes. When she had put away \$2.00, she decided it was time to give her savings to some little child who was a hospital patient. She is pictured above as she presented her cash to **Mother Superior Mary Gertrudis, O.S.F.**, administrator of St. Francis hospital, Evanston, and entrusted her with the responsibility of selecting a deserving youngster. A short time later, Kandy received a letter of thanks from the recipient of her money.

Deep Freeze Expert For The Air Force

77TH—**Operator Bill Pendleton's** son, **William**, came home for a 30-day leave, after completing a training course in refrigeration and air conditioning in the U.S. Air Force. William will report back at Seattle, Washington, and will travel to Alaska, where he will be assigned as a specialist in the Strategic Air Command for three years.

Switchboard Operator Roscoe Wakefield and his wife, **Isola**, celebrated their 35th wedding anniversary recently.

—JOE SMITH

Two Couples Enjoy Wisconsin Vacation

SCHEDULE-TRAFFIC — **Glen Crump**, supervisor of traffic checkers, and his wife, **Eleanor**, spent a week's vacation in Rhinelander, Wisconsin, with Eleanor's sister and brother-in-law . . . Also enjoying a Wisconsin vacation was **Edward Juric** who visited Lake Geneva . . . **William Dentamaro** stayed in Chicago during his vacation.

Traffic Checker Francis Brady recently transferred to West Shops as a shop clerk.

—GERTRUDE F. ANDERSON

European Romp Included Trip Behind "Curtain"

69TH—Your reporter's son, *George*, who recently returned from an eight-week tour of Germany, France and England as a member of a USO theatrical troupe which gave performances at U.S. Army installations, told many stories of places he visited and people he met. He said he especially enjoyed his escorted tour of East Germany.

Mr. and Mrs. William (Bill) Fischer celebrated their 25th wedding anniversary by visiting their daughter, *Eleanor*, in Encino, California.

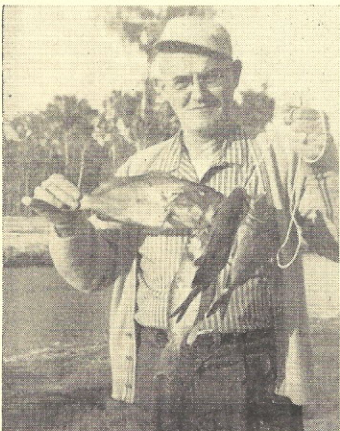
Well, fellows, it's been a long time since 69th received its last safety plaque, so let's watch our driving record. We need everyone's support to make it second to none. How about it?

W. A. Schneider is back on the job after a two-month illness.

John Curran recently cut his hand while using a saw.

Recently welcomed as our new night station superintendent was *Carl Gibes* who replaced the now-retired *Christian Zeiher* . . . Also welcomed were *Marty Grady* and *John Wise*, new day receivers, and *A. Zasimowich*, new night receiver.

FISH FOR DINNER



PROUDLY DISPLAYING a fine string of black groupers he caught while vacationing at Weechee Wachi Springs, Florida, *Clerk Bill Gournoe*, 77th, was looking forward to a delicious fish dinner when this picture was taken. Bill spent three weeks in the Sunshine State.

Reported by *Joe Smith*

Robert Garza's wife presented him with a new daughter.

Fred Kulovitz, son of *Fred Kulovitz, Sr.*, assistant repair foreman, was ordained to the priesthood and said his first mass on May 17.

—WILLIAM E. BIHLMAYER

He Caught More Than The Limit

SKOKIE SHOPS—While fishing at East Loon Lake, *Paint Foreman Ollie Lang* caught 12 blue gills, four bass and one cold.

A little girl was born to *Truckman and Mrs. John Collins*.

Charles Krug, formerly of Blue Island, recently transferred here as a time clerk.

Upholsterer Eugene Jankowski underwent an appendectomy and feels fine.

Lawrence Vanderhorst, upholsterer, is back at work after being on the sick list.

—DAVID GURWICH and EVERETT E. ENGLAND

Goings And Comings Of Early Vacationers

SOUTH SECTION—*William Saunders*, work train conductor, spent his vacation beautifying his home with the able assistance of *Mrs. Saunders*, whose hobby is raising prize roses.

Trainman Leonard Beatty visited Washington, D.C., and said he was most impressed by the National Gallery of Art . . . However, *Conductor Moses Giles* advantageously got lost on Long Island while traveling in the east, and said it's a vacation paradise.

Clerk Al Lipke is planning a summer vacation in Miami, Florida.

Al Komis, who left CTA a few years ago, returned to this section.

Clerk William Gallagher celebrated his birthday April 27, but invoked the fifth amendment when asked about his age.

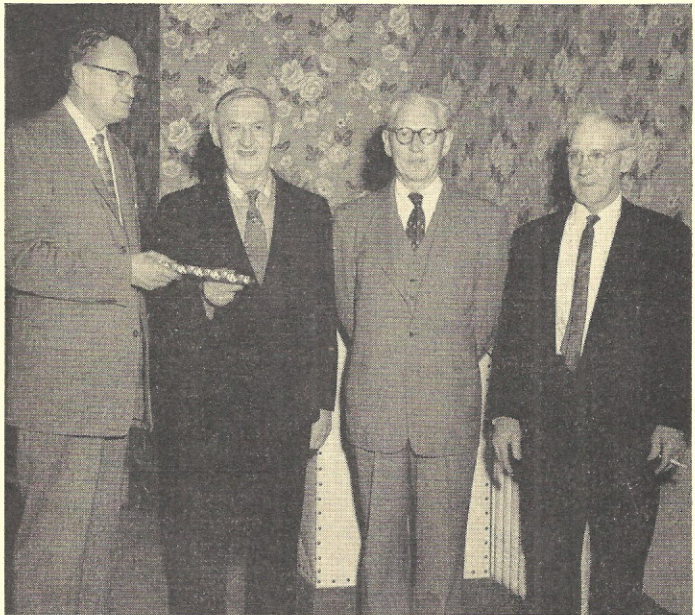
Clerk John Moran has had a garage built for that nifty car of his.

—LEO J. BIEN

TRANSITAD

FOR SALE — Formals, ballarina and full length. Pastel colors, size 11 and 12. Telephone Vincennes 6-9387.

RETIRED EMPLOYEES HONORED



A RETIREMENT gift and pin is presented to *Harry Geier* (second from left), chief operator at Homer substation who retired May 1, by *Carl W. Wolf* (left), electrical engineer, at the Electrical Department's 12th annual dinner held April 30 at Ray Harrington's restaurant in honor of retired personnel. Also receiving pins and gifts were *John Blomberg* (second from right), Engineering department draftsman and former Electrical department employee, who took his pension April 1, and *Arthur Schmaehl* (right), line foreman who retired March 1. In addition to 22 other pensioners, about 240 Electrical department employees attended.

Maybe Jim Should Fly More Often

SOUTH SHOPS—*Painter Jim Cervenka* flew to Cleveland, Ohio, for the annual Czechoslovak Society of America bowling tournament and bowled above his average.

Machine Shop Foreman Richard Bulak and his wife, *Betty*, celebrated their 25th wedding anniversary. Subsequently, three surprise parties were held on successive evenings.

Celebrating 19 wedded years were *Raymond Spatzek*, bus overhaul, and his wife, *Fern*. And, four weeks later, Ray's mother and dad celebrated their golden anniversary.

Machinist Jack Kennedy vacationed in Michigan, while *Bob Adair*, electrical maintenance, and his wife spent their vacation in sunny Florida.

Jim Sinclair was promoted to assistant craft foreman in the building department.

—EVELYN CLARK and FRANCES LOUWARD

Another Step Up The Ladder

TERMINAL INSPECTION SHOPS — (61st)—*Henry Carter* was promoted to repairman.

Clerk Jim Daly spent a three-week vacation in Florida.

Repairman Dom Capriola was off sick at this writing.

(Garfield) — *Repairman John Cannella's* daughter, *Louise*, will graduate from Providence high school in June, and plans to take nurse's training at Little Company of Mary hospital.

(Lake)—*Clerk Jimmie Durr* returned to work after being off sick.

(Kimball) — *Repairman Ed Schroeder* was off because of an injury . . . Also, *Repairman Frank Fawcett* and *Roosevelt Irwin* were on the sick list.

(Wilson)—*Repairman Joe Ranzazzo*, *Clerk Cliff Vanderwest* and *Cleaners Earl Haskell*, *Guy Lepore* and *Joe Bove* were away from their jobs because of illnesses.

—JOE FEINENDEGEN

First Communions Predominate In May

WAY AND STRUCTURES — *Debbie Jeffrey*, daughter of *Jim Jeffrey*, made her first Holy Communion on May 3 . . . Also making her first Communion was *Mary O'Reilly*, daughter of *Jack O'Reilly*.

However, a not-so-happy occasion occurred when Jack's oldest daughter, *Eileen Marie*, fell and broke her right arm in three places.

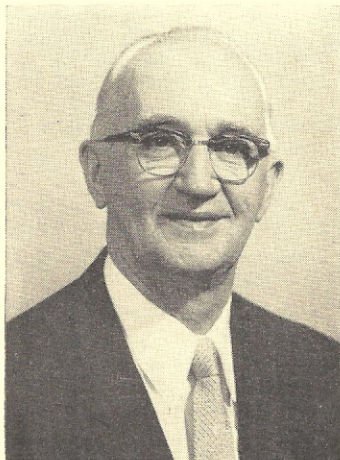
Nelle Roche, typist, building division, recently had a lucky winning streak—she won a sterling silver coffee and tea service and two cash prizes.

Harry Harder, tinner apprentice, rapid transit division, and his wife, *Marilyn*, proudly announced the birth of their first child, *Denise*.

Edward P. (Ted) Wade, iron worker foreman, was elected president of the Fox Valley Dog Training Club, Inc.

Ted and his wife, *Violet*, who train St. Bernards, were instrumental in helping to make the Fox Valley club's 1958 obedience trial the sixth largest dog fanciers' meeting of its kind held in the nation. Last year, Ted was elected the

CLOSES CAREER



TAKING HIS pension May 1 after more than 39 years of service was *William A. Vincek*, supervisory chauffeur with the Way and Structures department's utility and emergency service division. He began his career as a wreck truck driver with the former Chicago Surface Lines on August 15, 1919, and, in 1939, assumed the position he held when he retired.

69 TRANSIT YEARS



RETIRING APRIL 1, these three South Shops employees, combined, rolled up 69 years of transit service. From left, they are *Machinist Louis Herman*, bus overhaul; *Janitor Howard Langdoc*, miscellaneous, and *Carpenter August Cirocke*, bus body shop. All received cash gifts from their fellow-workers.

Reported by *Evelyn Clark* and *Frances Louvard*

club's vice president and served as chief steward in the 1958 trial.

Gloria Jean, 13-year-old daughter of *Carpenter Gerald Smith*, rapid transit division, recently underwent an appendectomy at Sherman hospital in Elgin.

Your reporter recently was pinned by *Tom Tipi*, a graduate of Illinois Institute of Technology.

Chester Laskowski replaced *Walter Helmer* as track foreman, rapid transit division, when *Walter* retired April 1.

George DeBota and *Anthony Congelose*, laborers, and *Alessandro Quattrochi*, trackman, retired May 1 with 17, 37 and 29 years of service, respectively.

Carpenter Edward Grzesiakowski, rapid transit division, was confined to the Veteran's Administration hospital in Madison, Wisconsin.

Carpenter Frank Wilson, building division, who suffered severe burns during a fire in the apartment building in which he lived, died April 10.

—MARLENE NEHER

Assignment Agent Feted By 229 Guests

WEST SECTION (*Agents*)—The Austin Fine Arts club was the scene of a festive banquet April 19 to honor *Assignment Agent Margaret Queenan*, who retired April 1.

Some 229 agents, pensioners and friends of the honored guest were present.

Replacing *Margaret Queenan* is *Robert Maloney*.

Agent Nancy Allison visited friends and relatives in Wisconsin and Minnesota during her vacation . . . *Agent Steve Gibbons* enjoyed his vacation in Hot Springs, Arkansas.

Agent and Mrs. Frank Zima celebrated their 25th wedding anniversary on May 5.

Agent Peter Lagoonoff has been on sick leave since the middle of March . . . *Porter LeRoy Warr* has been off sick since the first part of April . . . *Agent Cecelia Boland* had a royal battle with the flu . . . *Agent James Morrow* recently underwent surgery.

Porter John L. Dodd, who began his transit career on June 22, 1922, retired April 1.

Agent William Thom died unexpectedly on April 1.

—GORDON KELLY

Dances With Beauty On TV Polka Show

WEST SECTION—(*Congress*)—*Conductor Henry Heller*, who recently was a guest on the "Polka Go Round" television program, was chosen to dance with *Karen Rose*, Miss Chicago of 1958.

Motorman Anthony Bidus, who retired April 1, was pleasantly sur-

TRANSITAD

FOR SALE—Aqualung outfit, complete with two-stage D.A. regulator and "J" valve tank and harness. Like new. Retail value \$160.00. Will sell for \$100.00. *Richard Meisner*, 4003 Montrose avenue. MUSEum 5-6561.

prised when his wife attended a farewell party given for him by his co-workers and friends.

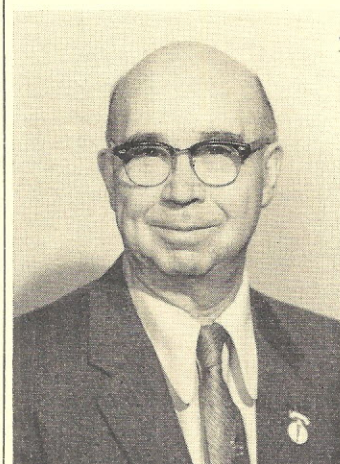
(*Douglas Park*) — *Conductors Frank Bartusich* and *Arthur Dickson* each won a large ham during the recent Station Achievement Award presentation at 54th avenue terminal.

Robert F. Prazak, son of *Conductor Frank Prazak*, exchanged marriage vows with *Yvonne Namen* of Hillside at St. Domitilla's church on April 4. An evening reception was held at the Elks hall in Berwyn.

Conductor James Whitlock recently returned to work after being on the sick list.

—JOHN M. HANNING

TAKES PENSION



ROY L. RODGER, reclamation foreman, West Shops, went into retirement May 1 after nearly 36 years in transit. Roy started with the former Chicago Motor Coach company on May 29, 1923, as a storekeeper at Cottage Grove station. In 1928, he became a shop superintendent and, in 1952, when he was transferred to West Shops, he took over the duties he held at the time of his retirement.

A WHALE OF A FISH



THIS MONSTER, atop which stand *Bob Wolff* (third from left), stepson of *George Dorgan*, 77th, and six of his friends, is a 9,000-pound whale shark, 26 feet long, which the group caught off Acapulco, Mexico, recently. The party battled the huge shark, which is a nuisance to fishermen, for seven hours before they were able to bring it up to their boat and kill it. After Bob dove overboard and fastened a rope around its six-foot tail, they towed the carcass ashore. Finding that no one wanted their catch, they hired six men to cut it up and take it back to sea.

Reported by *Joe Smith*

New Pensioners

- V. M. Ammons, conductor, South Section. Employed 5-4-14.
- R. R. Baraglia, train clerk, West Section. Employed 8-16-20.
- F. J. Barker, accident analyst clerk, Training and Accident Prevention. Employed 6-25-28.
- A. G. Bedalov, foreman, Way and Structures. Employed 3-12-24.
- Anton Bidus, motorman, West Section. Employed 8-30-21.
- J. A. Blomberg, draftsman, Engineering Department. Employed 6-17-30.
- Louis Bruno, bus cleaner, Keeler. Employed 10-30-28.
- A. L. Cirocke, Carpenter "A," South Shops. Employed 4-16-29.
- Julius Clausen, repairman, Keeler. Employed 10-6-43.
- F. J. Crumb, gateman, West Section. Employed 9-24-23.
- Leon Danz, laborer, Track. Employed 2-5-48.
- J. L. Dodd, porter, West Section. Employed 6-22-22.
- A. M. Dohm, machinist, West Shops. Employed 6-3-43.
- F. S. Gaudesuis, bus cleaner, Archer. Employed 8-20-18.
- T. K. Hayes, comptometer operator, Revenue Accounting. Employed 3-16-42.
- W. H. Helmer, track foreman, Way and Structures. Employed 5-11-20.
- L. H. Hermann, machinist, South Shops. Employed 5-25-34.
- M. F. Hogan, agent, West Section. Employed 6-22-42.
- H. A. Honings, car cleaner, Wilson Shops. Employed 12-20-26.
- J. J. Hubberts, superintendent, District "D." Employed 10-12-15.
- M. E. Hynes, operator, Beverly. Employed 12-10-26.
- J. H. Kealy, receptionist, Executive Department. Employed 3-9-45.
- L. C. Knipfel, registered nurse, Medical Department. Employed 8-5-30.
- H. J. Langdoc, janitor, South Shops. Employed 8-20-45.
- Patsy Longo, conductor, West Section. Employed 11-8-22.

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

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

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

Home Address
(Street and Number)

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

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

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

- J. J. Lucas, clerk III, Skokie Shops. Employed 9-15-42.
- Salvatore Macri, gateman, West Section. Employed 8-7-28.
- L. A. Manor, supervisor, District "A." Employed 5-3-27.
- F. E. Necker, agent, South Section. Employed 7-13-29.
- W. A. Nelson, operator, 77th. Employed 2-3-23.
- S. E. Neve, operator, 69th. Employed 9-26-23.
- E. J. Ozelis, bus repairman, 77th. Employed 2-4-15.
- M. E. Queenan, assignment agent, West Section. Employed 11-20-26.
- J. D. Ross, janitor, 52nd. Employed 1-17-25.
- D. J. Scanlon, conductor, North Avenue. Employed 1-28-20.
- F. J. Schwartz, laborer, Stores Department. Employed 8-23-20.
- R. E. Young, conductor, North Section. Employed 1-12-24.
- C. W. Zeiher, superintendent, 69th. Employed 10-12-16.
- M. K. Donohue, agent, Wilson Avenue. Employed 11-18-41.
- W. J. Jackson, conductor, 69th. Employed 11-21-22.
- J. A. Jones, chauffeur, Utility. Employed 6-10-12.
- A. J. Jordan, conductor, Elston. Employed 12-9-26.
- M. E. Pierson, motorman, 77th. Employed 9-28-27.
- R. O. Sneen, line helper, Electrical. Employed 2-12-36.
- H. F. Trostel, operator, Archer. Employed 8-19-36.
- E. P. Wiszo-Waty, agent, West Section. Employed 12-28-26.

PENSIONERS MEET

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, June 2, 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.

DISABILITY RETIREMENTS

- Charles Cotter, conductor, 69th. Employed 12-1-25.

RECENT DEATHS AMONG EMPLOYEES

JOSEPH ADAMS, 74, retired conductor, North Avenue. Died 3-21-59. Employed 10-6-15.

MATHEW AHERN, 79, retired motorman, Kedzie. Died 3-2-59. Employed 5-13-07.

JULIUS ANDREWS, 60, foreman, Way and Structures. Died 3-20-59. Employed 4-14-20.

E. L. BOWMAN, 60, armature winder, West Shops. Died 3-21-59. Employed 6-4-18.

E. A. BRAYAK, 74, retired motorman, 69th. Died 4-8-59. Employed 6-12-24.

THOMAS BRIDGES, 43, operator, Archer. Died 4-7-59. Employed 11-25-46.

JAMES BROUK, 78, retired watchman, West Section. Died 3-23-59. Employed 3-28-28.

T. J. BURKE, 89, retired dispatcher, Metropolitan Section. Died 4-6-59. Employed 6-4-95.

THOMAS CALLAGHAN, 76, retired information clerk, General Office. Died 3-19-59. Employed 12-10-19.

T. T. CHAPLESKI, 77, retired car cleaner, Lincoln. Died 4-7-59. Employed 7-13-17.

LOUIS COSENTINO, 60, janitor, West Shops. Died 4-1-59. Employed 3-15-42.

PETER FRASCELLA, 43, switchman, South Section. Died 4-14-59. Employed 9-16-46.

P. J. GROARK, 74, retired plant guard, CTA Department of Police. Died 3-5-59. Employed 6-25-45.

FRANK J. HAMIELE, JR., 55, repairman, Forest Glen. Died 3-27-59. Employed 6-27-47.

W. F. HART, 75, retired operator, Electrical. Died 3-28-59. Employed 9-9-05.

J. W. HARPER, 74, retired carpenter, West Shops. Died 3-4-59. Employed 5-14-13.

T. F. HOGAN, 85, retired conductor, North-South Section. Died 3-30-59. Employed 7-15-02.

J. Y. KIJAC, 70, retired trolley tender, Way and Structures. Died 3-26-59. Employed 6-2-13.

ANDREW KNAPCZYK, 70, retired watchman, West Section. Died 4-14-59. Employed 9-5-18.

C. E. LLOYD, 79, retired motorman, Archer. Died 3-14-59. Employed 4-4-06.

F. L. MATHER, 82, retired conductor, Burnside. Died 4-10-59. Employed 1-19-21.

THOMAS McLAUGHLIN, 72, retired motorman, 77th. Died 3-11-59. Employed 1-20-20.

C. J. MERLIN, 47, retired janitor, 52nd. Died 3-31-59. Employed 9-8-42.

F. F. MOHRS, 74, retired motorman, Cottage Grove. Died 4-7-59. Employed 1-23-23.

T. F. MUDON, 82, retired car body inspector, South Section. Died 4-11-59. Employed 9-24-13.

N. G. NANOS, 76, retired motorman, Kedzie. Died 3-12-59. Employed 11-13-07.

C. J. NOVAK, 63, retired conductor, Kedzie. Died 3-18-59. Employed 3-19-18.

E. M. O'LEARY, 70, retired machinist, North Section. Died 3-28-59. Employed 7-22-19.

ROBERT PETERS, 55, operator, 77th. Died 4-9-59. Employed 1-24-45.

W. F. PIEKARZ, 67, retired operator, Forest Glen. Died 3-28-59. Employed 8-19-21.

J. F. RISK, 77, retired painter "A," West Shops. Died 4-8-59. Employed 4-20-10.

CARL SCHROEPFER, 45, operator, 69th. Died 3-23-59. Employed 6-23-43.

E. H. SCHULTZ, 66, retired janitor, Limits. Died 3-24-59. Employed 1-9-20.

J. A. SEERY, 92, retired motorman, 77th. Died 3-26-59. Employed 3-27-02.

PATRICK SHERRILL, 59, conductor, South Section. Died 4-7-59. Employed 10-25-43.

WILLIAM F. THOM, 57, ticket agent, West Section. Died 4-1-59. Employed 9-9-27.

JAMES URBAN, 68, retired repairman, Shops and Equipment. Died 3-25-59. Employed 3-11-18.

JAMES WENHAM, 75, retired conductor, Cottage Grove. Died 4-5-59. Employed 11-2-08.

FRANK H. WILSON, 42, laborer, Building Department. Died 4-10-59. Employed 4-20-43.

For And About Our Pensioners

BEVERLY—*Juno Anderson*, who retired in 1950, with over 50 years of service, recently celebrated his hale and hearty 87th birthday . . . *Clarence Norton* became 80 years young on April 16. His son, *Operator Howard Norton*, visited him at his home in Muskegon, Michigan, for the occasion.

—FRANK M. BLACK

FOREST GLEN — *Retired Operator James J. Eckles* renews old friendships by making frequent visits to this station.

—AL BECK

KEDZIE — Your reporter recently heard from *Henry Bethke* who now is a policeman in Miami, Florida.

—C. P. STARR

SCHEDULE-TRAFFIC—Your reporter called on two retired employes and their wives during a recent vacation in Florida; *Mr. and Mrs. Harry Safford* of Fort Lauderdale, and *Mr. and Mrs. Mike Korosy* of Clearwater. All were well and happy.

—GERTRUDE F. ANDERSON

SOUTH SECTION—A party held at Nielsen's restaurant for *Retired Agents Teresa Foley, Mary Russell*

and *Nellie Bresnahan* was enjoyed by the 35 guests who attended.

Conductor Vernon Ammons retired on April 1. His wife, *Alice Lynch*, was a former steno at the 61st Street office and that's where she and Vernon began their romance. Alice's father was a storekeeper at 61st many years ago.

Conductor Frank Sims has been residing in Galesburg since he went on pension. Frank's hobby is building bird houses.

Agent Mickey Hanrahan was pleasantly surprised with a party given in her honor by 30 nieces, nephews, grandchildren and her son and daughter-in-law.

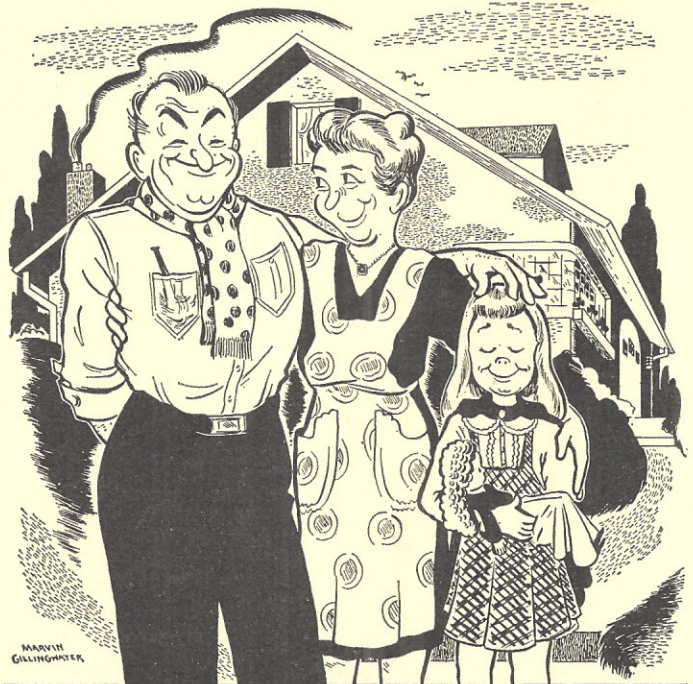
—LEO J. BIEN

SOUTH SHOPS—*Joe Gasser*, retired senior foreman, and *Jim Kubick*, retired miscellaneous, surprised us with a visit recently.

—EVELYN CLARK and FRANCES LOUWARD

WAY AND STRUCTURES—*Jim Murray* recently dropped a card to the Way and Structures office to thank all of his friends and co-workers who contributed to his farewell gift.

—MARLENE NEHER



THE WHOLE FAMILY BENEFITS THROUGH PAYROLL SAVINGS

INQUIRING REPORTER: John T. Burke



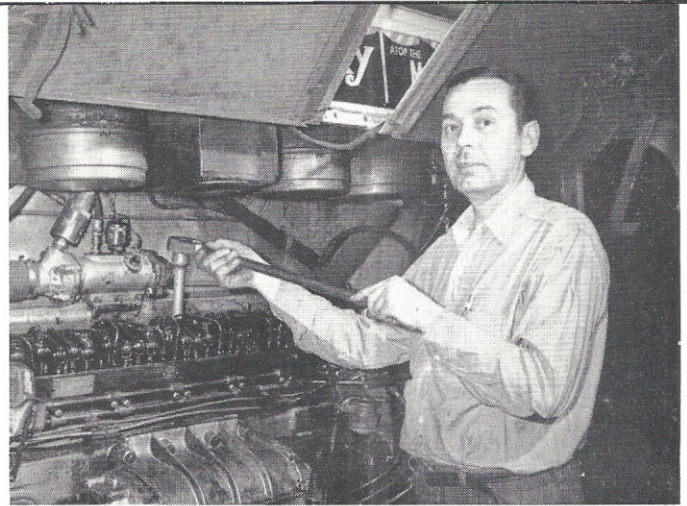
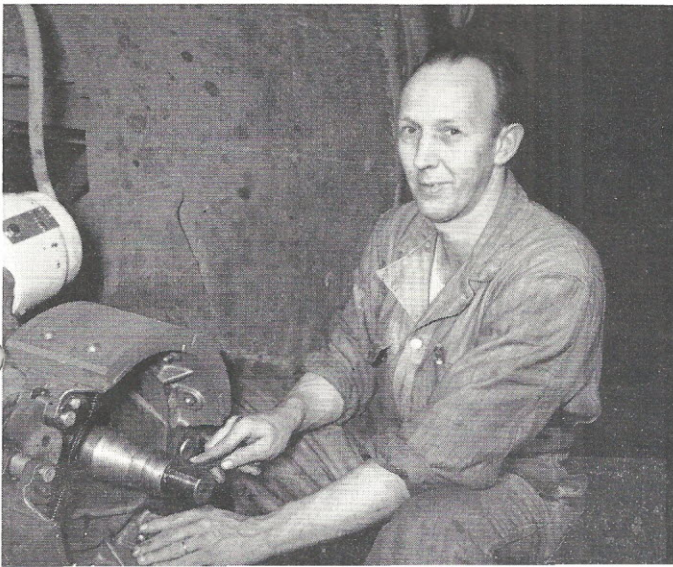
LOCATION: West Shops

What is your favorite type of entertainment?



ROBERT EMERY, Machinist, Machine Shop: "A good hunting trip with a close friend is first with me in the way of entertainment. Next on my list is watching baseball on television or at the ball park. I always get more than my share of enjoyment out of baseball."

SPENCER FITCH, Machinist, Brake Department: "With the coming of warm weather, I always look forward to watching the boys in the Little and Pony leagues in my neighborhood start their seasons. Those kids really put their hearts into their games, and I think they're more interesting to watch than professional, big-league players. Also, I like to go for long drives in the country any time of the year."

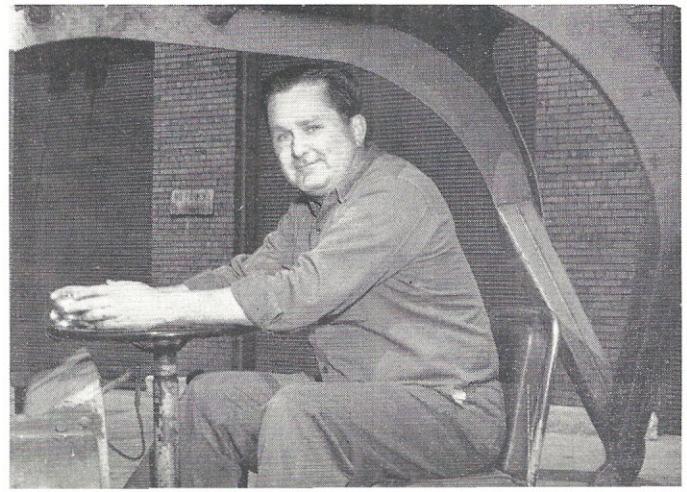


ERWIN D. KRUMREY, Machinist, Brake Department: "I am interested in all types of sports but particularly those in which I can participate. In summer, I like to travel to Wisconsin where I can pull in a good catch of northern or bass."



ESTHER O'BRIEN, Secretary to Robert J. Ruppe, superintendent of Shops and Equipment: "Outside of traveling, I most enjoy spending weekends in the country where I can work outside in the garden, and go swimming or golfing. In each of the four seasons, I take leisurely walks and appreciate the beauties of nature."

EDWARD J. BRACH, Tractor Operator, Miscellaneous Department: "Bowling is my favorite pastime. It encourages sportsmanship in any person, and it gives me added social activity during a night out with my buddies."



OUR

Public Speaks



GOOD CUSTOMER relations are essential to the success of any business. Quality of product or service also is important in winning or maintaining the good will of the public.

These are strong points for all public transportation employes to remember. They are the front line salesmen of our service. Their attitude towards our patrons can please or antagonize the riders upon whom we must depend for our employment.

Regardless of the many efforts CTA makes to provide better service, more modern vehicles or finer facilities, the future of CTA depends greatly upon these people who "meet" the public.

Regularly, considerate and courteous acts are observed and satisfied customers write letters commending our personnel for the capable service they have performed.

PRINTED below are excerpts of a few recently received letters:

"Spirit of Good Will"

"Recently, I had the good fortune to see the spirit of good will displayed by Operator No. 5820 (*Raymond Kustohs*, North Avenue).

"This commendable example of good personal service occurred during the morning rush hours, when the mind and hands of the operator have to work harmoniously in order to do an efficient job. This particular operator answered questions very politely, issued transfers with a thank you for the passengers' acceptance and, on one occasion, pulled out a street guide to look up a street a patron asked about.

"I watched it all with great pleasure. Here was a truly courteous man."

"Exceptional Operator"

"Recently, there was an elderly man on a bus driven by Operator No. 10728 (*Roy Thomas Rapp*, North Park) who couldn't remember where he was going. The operator took a special interest in the man and kept repeating the names of streets until the man remembered where he wanted to alight.

"This particular operator was exceptional in all his duties."

"True Honesty"

"While I was riding a Madison street bus on my way home from work, I transferred at Laramie and alighted at North avenue.

"It wasn't until I went into the bakery that I realized I did not have my purse. You can imagine what a paralyzing feeling it is to discover such a loss. The purse contained money, a new pair of glasses and other valuable things that are usually carried in a handbag.

"After two or three phone calls, I was advised to call again the next day. When I did, I was told it had been found and turned in by Operator No. 445 (*John A. Sernek*, Kedzie).

"I recovered my bag and found everything intact. This is a good example of true honesty."

ALSO, THERE are times when employes fail to perform their duties properly and their improper actions are reported in the following letters received recently:

"Too frequently, of late, one particular operator has been passing up my stop.

"I always get up from my seat in plenty of time, but whenever I pull the cord, the operator looks to the rear in his mirror, and drives past the stop, especially if he has a green light.

"It has become so bad that I waste my time waiting for the next bus."

COMMENT: Employes who pass up designated stop zones when patrons wish to board or alight are violating operating rules and regulations.

"Recently, I boarded a CTA bus. We made one stop and at the following stop, which is across the street from a CTA garage, the driver stopped the bus, began to record in his book and left the door open. This is usually a sign that another bus driver will soon take over. However, some time passed and the operator left the bus. Several passengers were wondering if they could catch the next bus and a fellow passenger said 'yes.' Unfortunately, a number of buses came, but they all turned into the garage. A short time later a mechanic appeared on the scene and started to adjust the fare box.

"Finally, with everyone in a dither, we all boarded another bus and explained what had transpired and said the other operator did not issue transfers nor did he offer any explanations."

COMMENT: Apparently, a mechanical difficulty in the fare box occurred. However, the operator's first consideration should have been to see that his passengers were placed aboard the following bus so they could reach their destinations with a minimum of inconvenience.

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

	Apr. 1959	Mar. 1959	Apr. 1958
Complaints	849	809	803
Commendations ..	85	88	79

Juniors with scientific know-how

A SIMULATED human figure breathing in rhythm to its loudly-beating heart, a simplified representation of an atomic power plant and charts showing how mathematics can be applied to express every-day ideas were the eye-stopping exhibits shown by three daughters of CTA employes at the recent Chicago Public Schools Science Fair at the Museum of Science and Industry.

The imaginative displays of *Diane Pawlicki*, *Betty Swanson* and *Gail Garmony*, all of Chicago, won out over scores of others made by students in the three girls' respective high school districts. Like all other students whose projects were chosen to be exhibited at the museum, the three girls were awarded \$25.00 U.S. Savings Bonds.

Diane, 15-year-old daughter of *Operator Albin Pawlicki*, Forest Glen, and her partner, *Lorraine Grabner*, showed how certain vital human organs respond to such emotional stimuli as sudden anger or fright. The two Steinmetz high school sophomore biology students constructed a cutaway of a human figure whose "lungs" expanded and contracted by means of a hidden bicycle pump. The amplified sound of a phonograph needle moving over the center grooves of a record supplied its "heartbeats."

After she finishes high school, Diane intends to pursue studies that will qualify her for some phase of the medical profession.

Betty, daughter of *Painter Rudolph C. Swanson*, Way and Structures, and her partner, *Dolores Shuler*, both general science students at Parker high school, constructed, from simple materials, a representation of an atomic plant. Betty, 14, looks forward to a career as a laboratory technician.

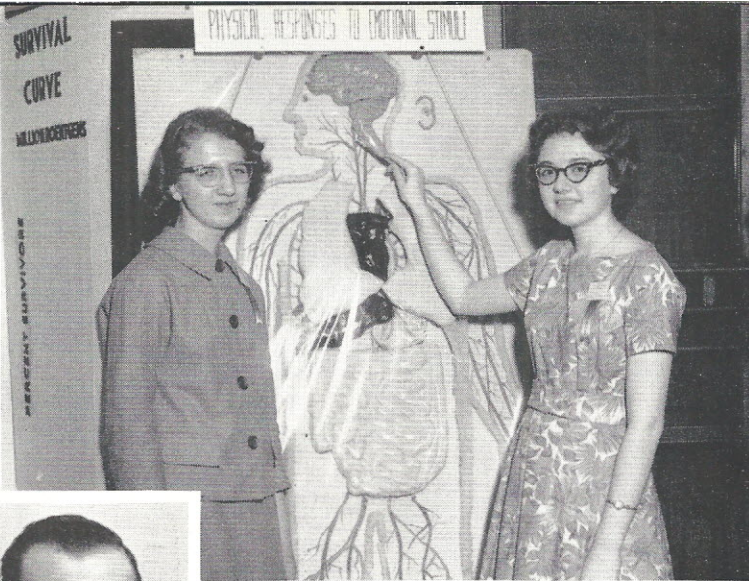
Sixteen-year-old Gail, daughter of *Operator Lafayette D. Garmony*, 52nd, illustrated a so-called "set theory." Gail, an Englewood high school mathematics student, explained that, according to the theory, groups of mathematical symbols, or sets, can be used as advantageously in expressing every-day concepts as in denoting problems in mathematics.

Gail, who will be a June graduate, hopes to continue studying mathematics at the University of Illinois this fall.

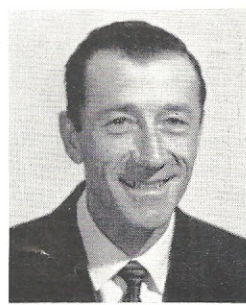
The revived interest in scientific subjects shown by American youngsters could not have been better typified than by the determination and enthusiasm displayed by these girls in creating their award-winning projects.

BETTY SWANSON points out various parts of a simplified representation of an atomic power plant to interested onlookers at the Chicago Public Schools Junior Science Fair. Betty and her partner used tin cans (some of which they cut apart), several pieces of an erector set, sections of cardboard and even spaghetti "spears."

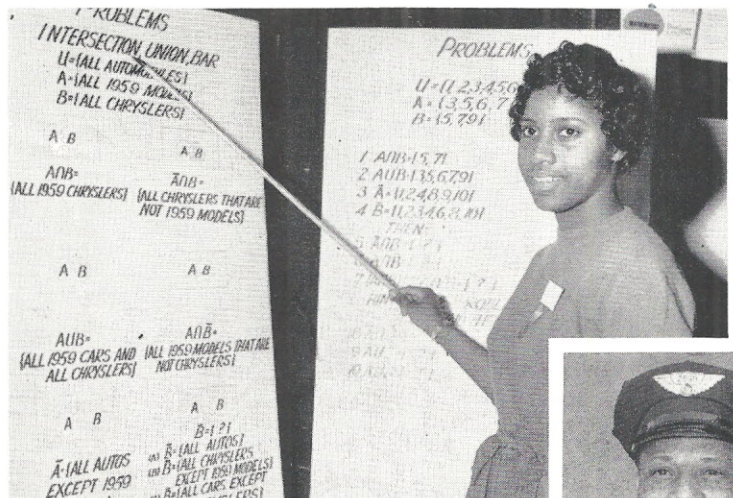
Rudolph C. Swanson



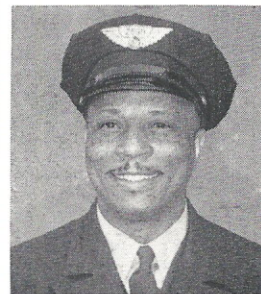
DEMONSTRATING WHAT takes place when sudden fright stimulates a person's vital organs are *Diane Pawlicki* (left) and her partner, *Lorraine Grabner*. The two girls spent more than 180 hours building this life-size figure from cardboard, glass tubing, glass wall insulation and other materials. An old tire's inner tube forms the lungs. Other parts of the cutaway are the brain, heart and stomach.



Albin Pawlicki



GAIL GARMONY points to letter symbols "A," "B" and "U" on one of two charts she compiled to explain how mathematics can be used to express common ideas. On Gail's chart, the letter "U" signifies all automobiles; "A," all 1959 model automobiles and "B," all cars of a particular make.



Lafayette D. Garmony





FOURTEEN OF CTA's old wood and wood-steel rapid transit cars—the only ones, other than the 15 converted to yard service, remaining from an original fleet of 1,166—were burned at Skokie Shops early in April and the metal parts salvaged.

Last of Old "L" Cars Put to Torch

LAST OF CTA's old wood and wood-steel rapid transit cars, the remaining 14 out of a total of 1,166 acquired with the purchase of the Chicago Rapid Transit Company on October 1, 1947, were put to the torch on April 13 at Skokie Shops.

Scrapping of these cars began on a large scale in 1950 and continued at intervals as modern, light-weight all-metal

high-performance cars became available for replacements. Fifteen of the old cars have been converted and are being retained for yard service.

Many of these old cars, the "work horses" of Chicago's rapid transit, had been in passenger service for as long as fifty years. Their last runs were on the Evanston Express and the Kenwood routes. Metal cars began replacing the

wood-steels on the Evanston Express route in October, 1957, and was completed by the end of the month. The last run of wood-steels on the Kenwood branch occurred December 1, 1957.

Retirement of these cars of ancient vintage required the expenditure of \$42,240,300 for all-metal replacements. A total of 774 of these modern, all-metal cars has been purchased, including 100 that are now being delivered by the St. Louis Car Company of St. Louis, Missouri. Of this total, 570 of the all-metal cars were built partly from parts of retired "Green Hornet" streetcars. This procedure produced cars with a life expectancy equivalent to that of cars built entirely from all-new components, and enabled the CTA to save approximately \$11,400,000 in the purchase of rapid transit cars.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1959 AND 1958, THREE MONTHS ENDED MARCH 31, 1959 AND 1958 AND
TWELVE MONTHS ENDED MARCH 31, 1959
(Revenues applied in order of precedence required by Trust Agreement)

	Month of March		Three Months Ended March 31,		Twelve Months Ended
	1959	1958	1959	1958	Mar. 31, 1959
Revenues	\$11,080,988	\$10,804,602	\$32,091,979	\$31,416,272	\$126,794,435
Operation and Maintenance Expenses	9,566,842	9,221,307	28,908,942	27,556,376	109,956,771
Available for Debt Service	1,514,146	1,583,295	3,183,037	3,859,896	\$ 16,837,664
Debt Service Requirements:					
Interest Charges	376,730	387,164	1,131,372	1,162,554	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,666	500,000	500,000	
Deposit to Series of 1947 Sinking Fund(2)	105,213	95,767	315,640	287,300	
Revenue Bond Reserves (3)	—	7,000	—	—	21,000
	648,610	656,597	1,947,012	1,970,854	
Balance Available for Depreciation	865,536	926,698	1,236,025	1,889,042	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	309,577	—	
Balance Available for Depreciation	865,536	926,698	1,545,602	1,889,042	
Provision for Depreciation	886,479	864,368	2,567,358	2,513,302	
Deficit in Depreciation Provision					
or Balance Available for Other Charges (5)	20,943r	62,330	1,021,756r	624,260r	
Accumulated Deficit:					
To end of previous period	1,601,444r	867,280r	600,631r	180,690r	
At close of period	\$ 1,622,387r	\$ 804,950r	\$ 1,622,387r	\$ 804,950r	

r - denotes red figure

PASSENGER STATISTICS

	1959	1958	1959	1958	1959
Originating Revenue Passengers	47,187,696	46,224,322	136,363,774	133,951,161	535,706,656

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at March 31, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-1959 Orders:			
El-Subway Cars	2	98	100
Propane Buses	150	100	250
	152	198	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.

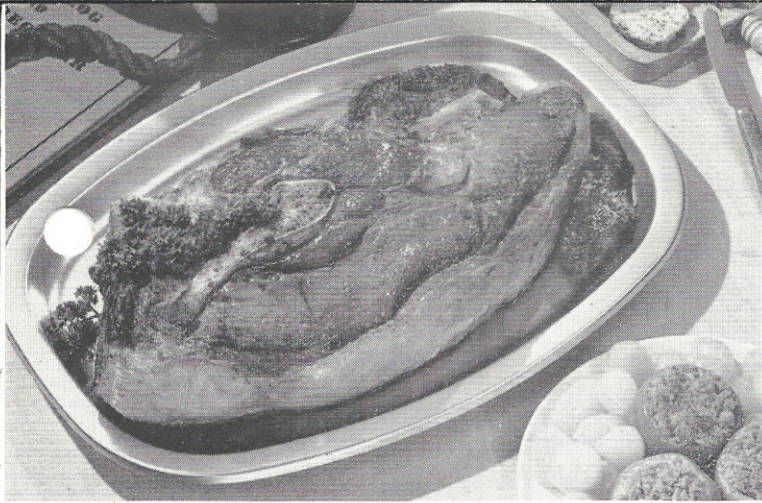
Desplaines Parking Facilities Increased

ADDITIONAL PARKING space for about 80 automobiles near CTA's Desplaines avenue rapid transit terminal, Forest Park, became available April 13 through the cooperation of state, county and local public agencies.

The agreement between the State of Illinois, Division of Highways; the Cook County Highway Department and the Village of Forest Park made it possible for CTA patrons to utilize the paved portion of the Desplaines avenue roadway between Harrison street and the CTA tracks for parking. This arrangement is for a temporary period of about one year or until the north portion of Desplaines avenue over the Congress Expressway is completed and opened to through traffic.

This additional parking area brings the total number of parking spaces at the Desplaines avenue terminal, Forest Park, to about 445.

Parking spaces are 18 feet long for end stalls and 22 feet long for inner stalls. All are about six and a half feet wide.



NOTHING could be more appropriate for that "King of the Day" than a real man-sized sirloin steak, accompanied by a deliciously different flavored butter roll.

BEEF SIRLOIN—DAD'S DAY SPECIAL

IT'S JUST about that time when the special man of the house—dad—will be king for a day.

Bountiful, beautiful beef, more than likely, will be every dad's choice for his special day.

Select a big sirloin, cut 1½ inches thick. Cook on the outdoor grill in your favorite manner or broil indoors. To broil rub the broiler rack with fat trimmed from the steak to prevent sticking. Broil 3 to 4 inches from the heat source, according to the following schedule: 12 minutes on each side for rare; 14 minutes for medium and 16 minutes for well done. Serve sizzling hot with a choice of flavored butter toppings.

Speaking of flavored butter toppings, we have obtained the recipes for a couple of scrumptiously different flavors and want to pass them on to you.

Garlic Butter Roll

- 1 clove garlic
- ½ teaspoon salt
- 1 tablespoon minced parsley
- ½ tablespoon lemon juice
- ½ pound butter or margarine

Mash garlic in salt until all garlic disappears. Combine ingredients. Shape into a roll with a circumference the size of a silver dollar. If desired, roll in paprika before serving. Slice to serve on sizzling steak or hamburger.

Texas Butter Roll

- ½ pound butter or margarine
- 1 teaspoon chili powder
- ¼ teaspoon wine vinegar

Combine ingredients. Shape into a roll with a circumference the size of a silver dollar. If desired, roll in finely chopped parsley before serving. Slice to serve on sizzling steak or hamburger.

BRIGHT CHERRY Dumplings are up-to-date in preparation, refreshingly old-fashioned in flavor.



CHERRY DUMPLINGS

LIGHT-AS-A-FEATHER Cherry Dumplings will win many compliments when they come to the table.

Floating in colorful cherry sauce, these drop dumplings have just a hint of vanilla flavoring. You'll find they're equally appealing with other fruit sauces.

To prepare this quick dessert, which goes well as an after thought for steak, first thicken the cherry sauce. Combine the dumpling ingredients, and drop by spoonfuls into the simmering sauce. When done, serve with plain or whipped cream, or dairy sour cream.

Cherry Sauce

- 2 tablespoons butter or margarine
- ½ cup sugar
- Dash salt
- ½ cup cherry juice
- 1½ cups pitted red, tart cherries
- 1½ cups boiling water

Combine all ingredients in order given in heavy skillet or large saucepan. Bring mixture to boil, reduce heat and simmer gently about 5 minutes.

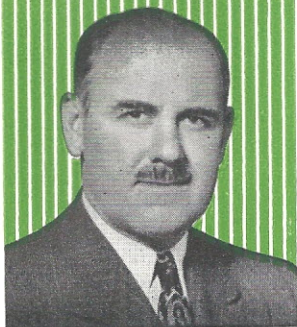
Dumplings

- 1 cup sifted enriched flour
- 1½ teaspoons baking powder
- ½ teaspoon salt
- ¼ cup sugar
- 2 tablespoons butter or margarine
- ½ teaspoon vanilla extract
- ⅓ to ½ cup milk

Sift together flour, baking powder, salt and sugar. Cut or rub in butter or margarine until mixture is crumbly. Add vanilla extract to milk. Add milk to flour mixture and stir only enough to moisten flour. Drop by spoonfuls into simmering sauce. Cook uncovered 5 minutes. Cover and steam gently 15 minutes longer. Serve dumplings warm with cherry sauce. Makes 4 servings.



MEDICALLY SPEAKING



By Dr. George H. Irwin

CTA Medical Director

REHABILITATION OF HANDICAPPED

REHABILITATION OF injured and crippled people is a most important phase of the practice of medicine today. The truth of the above statement is emphasized by the mounting number of individuals who become handicapped each year either by accident or disease. With our increasing population and modern-day living with more traffic on the roads and in the air, we can expect more accidents and a greater need for rehabilitation.

A foremost example of the growing influence of this phase of medical treatment is the Rehabilitation Institute of Chicago. There are many other similar organizations throughout large cities who are doing the same type of work.

The Rehabilitation Institute of Chicago is sponsored by a group of outstanding business and civic leaders in Chicago. It is a non-profit organization. The medical board and staff include many specialists in all branches of medicine.

The purpose of rehabilitation is, of course, to help the disabled to become useful citizens again. In my opinion, there is no more gratifying experience than the successful physical rehabilitation of the individual. For example, let us consider the husband who has been stricken by polio or is a disabled auto accident victim. One leg may be partially paralyzed or even amputated. This particular patient has a family to support and he has lost his job because of his disability. You can imagine the mental and physical worries

of this man. Through physical therapy and hydrotherapy, plus occupational and psychological help, the man is restored to health and happiness. He can once again earn a living and support his family. The rehabilitation of the handicapped is a tremendous lift, not only to the individual himself but to society in general.

The groups which require this help frequently are the medical patients suffering from strokes, heart ailments, polio and arthritis. The other group include the injured with loss of some member of the body.

The rehabilitation organizations look beyond the physical disability of the individual. The staff is trained to view the person not alone as a patient but, far more important, as a fellow human. In other words, they think of the individual as one possessing the same desires, ambitions and aspirations as ourselves.

The methods used in restoring the individual to gainful occupations include occupational therapy, physical therapy and hydrotherapy (whirlpools), gymnasium activities, restoration of normal living conditions as far as possible, and use of artificial extremities. Most any kind of a mechanical machine can be used to advantage in the section of occupational therapy. Social workers also do their part in helping the individual to get back to normal living. Every step in this program is planned to give the patient courage and hope which is just as important as the physical restoration.

Up to now the discussion has been entirely devoted to the complete rehabilitation of the patient to the normal routines of life whenever possible. This is, of course, the most important objective of the work. When this is accomplished there is also an economic factor because the previously dependent person becomes a wage earner.

All people who may be handicapped, even in a slight way, are urged to seek rehabilitation aid. These great rehabilitation centers serve a tremendously important need in every community from all points of view — humanitarian, social and economic.

Riding Survey on West Side Subway

A SURVEY of riders using the West Side subway to determine travel habits was conducted by CTA on April 30 and May 1 to provide necessary information for planning service improvements.

On April 30, business reply cards were handed out to all patrons from Desplaines to Kedzie-Homan stations, inclusive, and on May 1 this same procedure was repeated from California to Clinton stations, inclusive. The survey was conducted from 6:30 a.m. to 6:30 p.m. on the designated days.

These cards asked pertinent questions of patrons using the Congress branch of the West Side subway. Information was obtained as to where trips started, the destinations, reasons for the trips (whether to work, personal business, school, shopping, recreation, to home), methods of travel used to reach the Congress branch and the former methods of travel to destinations before the new subway was opened for service.

To help inform the public of this survey, advertising cards were posted in all stations from Desplaines to Clinton, inclusive, advising riders that the questionnaires were to be handed out.

On April 30, as an adjunct to the general survey, questionnaires were placed under the windshield wipers of automobiles parked in the vicinity of certain stations on the Congress route from Central station west to Desplaines avenue, Forest Park.

These cards, directed to people likely to be using CTA service, were to obtain the reaction of automobile drivers to CTA's proposal for a multi-story, ramp-type Park-'N'-Ride garage at the Desplaines avenue terminal. The principal purpose of this special survey was to determine if these motorists favored using public funds for a Park-'N'-Ride garage and if they would be willing to pay a nominal fee for all-day, off-street parking at a CTA rapid transit terminal, and complete their trips by CTA.

Garden Helps



MAY IS a glorious and satisfying month for the gardener. Bright green lawns, freshly grown sprouts from perennials, flowers on early perennials and newly planted annuals fire the gardener with ambition. Pleasant weather with occasional beneficial rains help make gardening a pleasure.

This past unusually severe winter has damaged many roses and in some cases has killed them. Even gardeners who specialize in roses tell us that they have had heavy losses in spite of the fact that they hilled up their plants and gave them the same protection they did in other years. If your plants do not yet show life, don't be entirely discouraged. One very experienced gardener tells us that he will leave his plants in place without disturbing their roots until at least the end of May. He believes that in many cases the plant will show growth when the soil has warmed up and the weather is more favorable. Should you do this and find eventually that the plant is really dead, then you can pull it up and buy a pot grown rose that will flower for you even though it is planted as late as Decoration Day.

During May it is important that your roses be given a thorough spraying at least once a week or once every two weeks. The main injuries roses show from diseases or other pests are black spot, mildew or damage from aphids or chewing insects. If you get a combination spray of five per cent DDT dust mixed with a malathion dust, you will keep black

spot and mildew from attacking your plants. Black spot is especially difficult to take care of if it becomes established in your rose bushes. Throughout the summer it will cause the leaves to fall in great numbers and thus weaken the growth of the plant and probably cause it to be killed next winter. If you do not wish to use a dust you can get a mixture of DDT and malathion that is miscible with water and use it as a spray.

While we are on the subject of spraying don't forget to give the iris plants a thorough dusting with five per cent DDT or a spraying with a 50 per cent DDT mixture in water to the strength indicated on the package. This will keep borers from attacking your iris. After all they are the chief enemy of these lovely flowers in the garden.

While on the subject of iris, too, you'd better check up to see how crowded your rhizomes have become. About every three years healthy iris plants produce more and more rhizomes developed at the base of the plants and crowd each other sometimes burying rhizomes that will not flower. If this is the case make sure that in July or August you take up the entire clump, separate it and replant it with the rhizomes about six inches apart.

Each tuber with its neck and part of the main stem up to the "eye" should be cut as a separate piece. The tuber should be planted at least six inches deep with the neck or shoot rising vertically.

If you would like a very good publication about annual flowering plants, get a copy of Bulletin No. 1171, published by the U. S. Department of Agriculture. It is a 26-page booklet, well illustrated, that discusses about 40 annual plants useful in our gardens. If you would like a copy there are a few available in the office of the Chicago Horticultural Society and one will be sent to you if you mail 10 cents in coin or stamps to 116 S. Michigan Avenue, Chicago 3.



A REFRESHER program for supervisors, based on a message from General Manager Walter J. McCarter which appeared in the January issue of CTA TRANSIT NEWS, was completed recently in nine classes at three locations.

In his letter to operating employees, Mr. McCarter pointed out that 1959 will be a critical year for CTA and that CTA's

future progress as well as its employees' job security depend upon improvement of our service to passengers.

More than 200 surface and rapid transit supervisors participated in the sessions. The important part that can be played by the supervisor in meeting CTA's 1959 objective of selling service through courtesy and safety was emphasized.

The program was completed in four days, with three classes being held each day. The sessions took place at 77th, Archer and the training school at Limits station. The classes averaged 15 to 30 men each.

Colored slides were used to illustrate various common situations with which the supervisors may be confronted. Supervisors were encouraged to discuss how the situations could be handled to best serve CTA customers.

The photo shows one of the classes meeting at the training school. At the right are the two instructors who conducted the program, Thomas Shanahan, relief district superintendent, who led the discussion on surface system problems, and Donald Murphy, (second from right) instructor in charge of the rapid transit sessions.

THE *Best* WAY TO SELL CTA SERVICE ...



**BE COURTEOUS, BE TACTFUL,
IT COSTS YOU NOT A CENT.**

**ALWAYS DRIVE DEFENSIVELY—
AND ACCIDENTS PREVENT!**



**BE SURE TO MAKE ANNOUNCEMENTS,
IN TONES BOTH LOUD AND CLEAR;**

**PULL UP TO THE CURB FOR STOPS
[A PASSUP, FOLKS WON'T CHEER].**



**ABOVE ARE THE REQUIREMENTS,
DON'T KEEP 'EM ON THE SHELF.**

**WHEN SAFE, EFFICIENT, COURTEOUS—
OUR SERVICE SELLS ITSELF!**

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