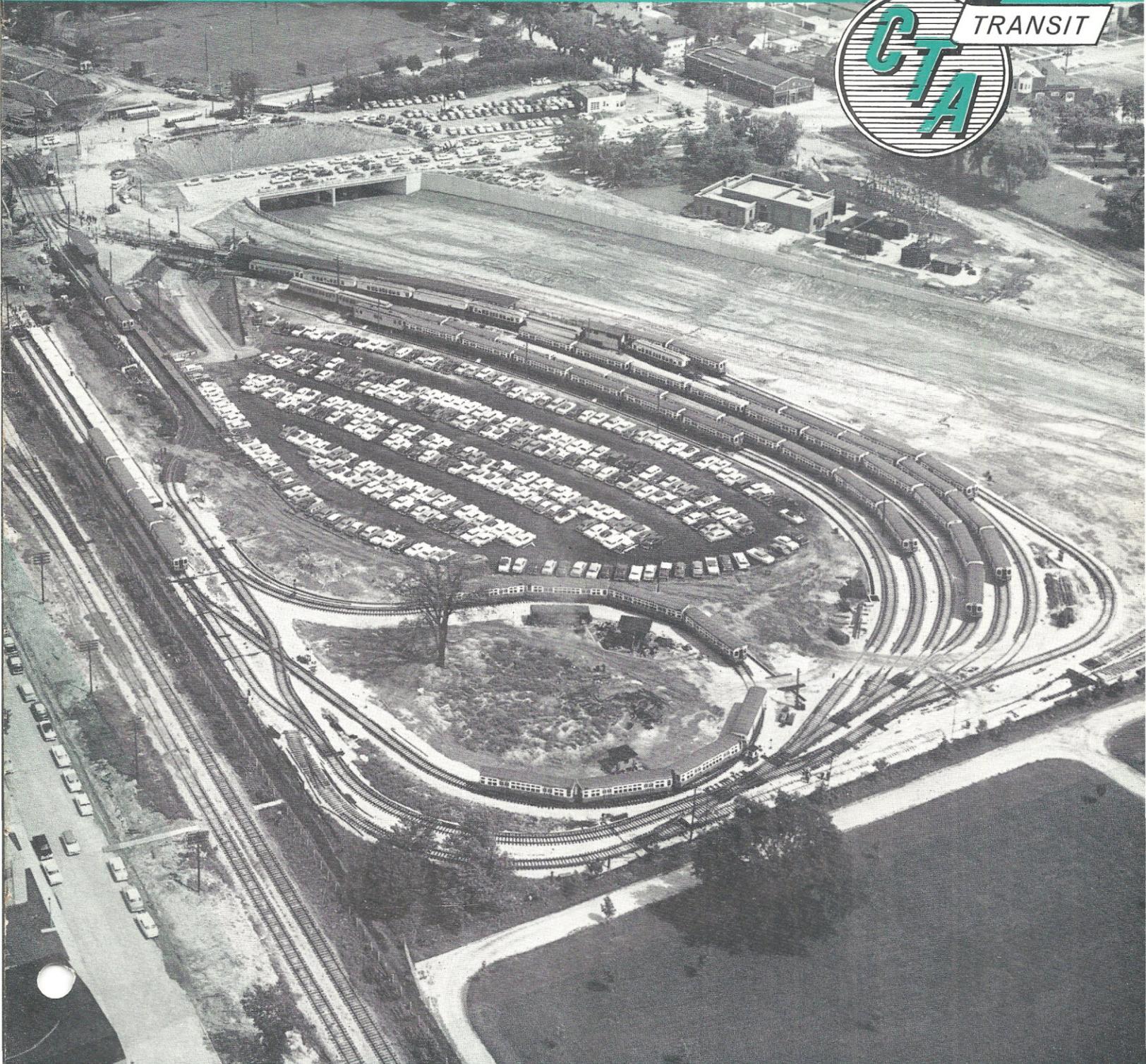


JULY, 1959

TRANSIT NEWS

METROPOLITAN

TRANSIT



New Transit Map and Information Booklet Available



TWO CTA publications—the Chicago Transit Map folder and Chicago's Mass Transportation brochure—have just recently become available for free distribution to CTA employees and the general public.

The map, which folds easily to pocket-size, is attractively printed in blue and black and contains pertinent service information on all CTA lines.

The folder lists CTA bus, "L" and subway routes by numbers as well as descriptions of the streets over which they operate. Also shown are connecting suburban bus facilities. It contains a condensed directory of streets and their location in relation to the basic east-west dividing line of State street and the north-south line of Madison street.

Key points of interest served by local transit lines are spotted on the map for the guidance of visitors or other riders unfamiliar with the locations of the various centers of attraction in and around the city. Information on lines operating "owl" service and headways maintained during late-night and early morning schedules also is contained in the folder.

The 28-page Mass Transportation brochure covers the organization and duties of CTA, the accomplishments of CTA, and the historical background of mass transit in Chicago. It provides a well-coordinated story of the modernization of CTA properties and facilities and the urgency of the need for more rapid transit facilities to meet the growth of Chicago and the metropolitan area.

Copies of these two publications may be obtained by directing requests to CTA's Public Information Department, Room 742, Merchandise Mart.

Kenwood-Hyde Park Routes Rearranged

EFFECTIVE JUNE 21, CTA service in the Kenwood-Hyde Park area was rearranged and extended because of the area development program being sponsored by the Land Clearance Commission. The 51st-55th bus route now operates as two separate lines, the 51st (No. 51) and the 55th (No. 55).

The new motor bus route, No. 55, operates in Garfield boulevard (55th street) from Morgan street and Garfield boulevard to Hyde Park boulevard, via Morgan drive and Rainey drive through Washington Park, 55th street and then to the Museum of Science and Industry at 57th street and Hyde Park boulevard. This new route gives the Museum of Science and Industry the best transit service it has ever had.

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 makes 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 Hyde Park Limited and Jeffery Express buses operating via the Outer drive to the Central Business District.

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

At its new east terminal in Drexel Square, the motor bus operation in 51st street makes direct transfer connections with Drexel-Hyde Park, Hyde Park and Jeffery Local buses operating in Hyde Park boulevard.

CTA will discontinue the extension of the 59th-61st (No. 59) surface route to the Museum of Science and Industry. These buses will terminate at Midway Plaisance and Stony Island avenue. Improved service to the museum will be provided by the new 55th surface route.

OUR COVER: This air view, taken from a helicopter, shows the construction progress being made on the new West Side Subway terminal at Des Plaines avenue in Forest Park. The well-filled Park 'N' Ride lot in the center of the picture is evidence that CTA patrons are taking advantage of the time-saving benefits of this feature. Details of track layout and equipment storage facilities are clearly visible.

(Photo by Chicago Sun-Times)

VOLUME XII CTA TRANSIT NEWS NUMBER 7

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

David E. Evans, Editor

Ellen Miller, Editorial Assistant

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

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

RECENT CTA ADDITIONS TO THE ARMED FORCES

Norman D. Comer — Transportation (North Park)

Edgar Harmon, Jr. — Transportation (69th)

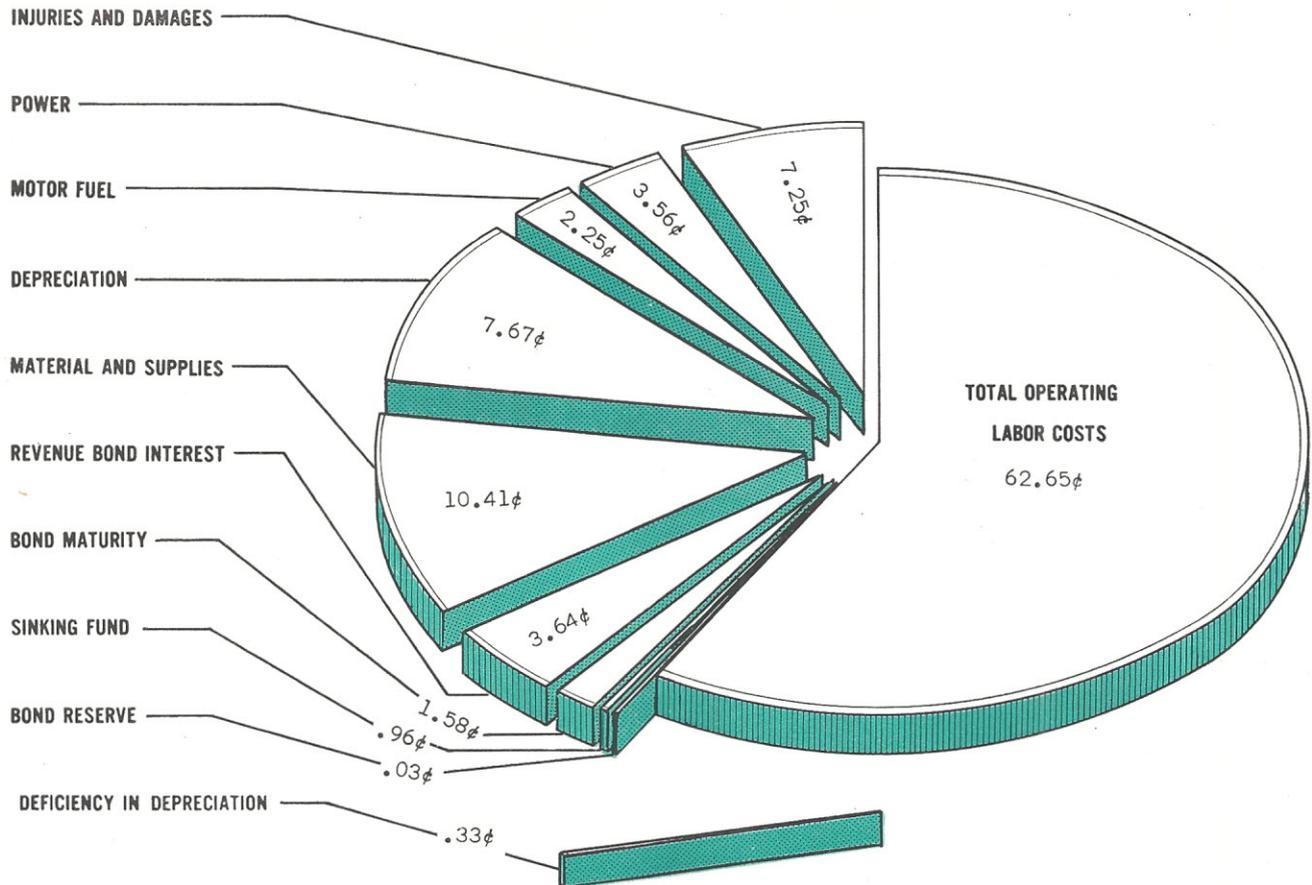
James N. Moe, Jr. — Transportation (69th)

RECENTLY RETURNED

Lucien E. Sylvain — Transportation (Limits)

1958 ANNUAL REPORT

Highlights CTA's Modernization Program



MORE NEW equipment for CTA riders. This is one of the first of a group of 100 odorless propane buses authorized on December 17, 1958. The 44-passenger buses are being manufactured by the Twin Coach Company of Kent, Ohio, and the Flexible Company of Loudonville, Ohio, at a total cost of \$2,177,810. They are to be equipped with the latest type of air springs as well as with power steering.

CTA's GROSS OPERATING revenues totaled \$126,118,729 for the year 1958; operation and maintenance costs were \$108,604,206; debt service obligations were \$7,844,966, and depreciation requirements were \$10,270,188, leaving a deficiency in depreciation reserve at the end of the year of \$600,631, according to the 14th annual report issued recently by Chicago Transit Board.

Revenue passengers for 1958 totaled 533,294,043, down 48,771,824 from the total of 582,065,867 in 1957, a drop of 8.38 per cent from 1957. Rapid transit system revenue riders totaled 107,067,414, a decrease of 4.64 per cent from the previous year. Surface system revenue passengers totaled 426,226,629, off 9.27 per cent from 1957.

The report also gives an up-to-date appraisal of CTA's modernization program, the most extensive in the history of local transit in Chicago, and highlights other important data about service and operations during the year. It also carries a comprehensive review of the progress of the improvement





WITH THE increasing deliveries of new, all-metal rapid transit cars, all of the remaining wood-steel cars were taken out of service and put to the torch. Destruction of the old cars continued during 1958 and scenes such as this at Skokie Shops marked the end of the passenger carrying vehicles that had served for many years.



THE CITY'S last streetcars were taken out of service on June 20, 1958, when the south end of the former Clark-Wentworth route was converted to motor bus operation. Last car to make the final southbound trip was No. 7213 shown here.

LAST WINTER was a particularly bad one in Chicago, with snow and zero weather adding to the hazards of driving. Cars parked at curbs or stuck in drifts narrowed the traffic lanes and made it almost impossible to maintain schedules. CTA spent more than \$938,000 during the first weeks of the winter waging war on the snow and sleet which clogged the streets and impeded progress. This view shows the curb-to-curb traffic jam created on one street of the snowbound city.



program inaugurated by the CTA at the time it took over the management of transit properties in 1947.

Since that time, total expenditures for the overall modernization and replacement program have aggregated approximately \$144,056,000. This includes \$111,194,000 spent for new passenger equipment, and \$32,862,000 for the construction of three new operating garages, carhouse conversions and bus garage improvements, bus loops and terminals, rapid transit system signals, interlockers and automatic crossing gates, and modernization of central repair shops, shop tools and machinery, and various other facilities.

The report pointed out that the long-range equipment improvement program, as originally planned, provided for the purchase of 4,256 new, modern motor buses and cars and that by the end of 1958 this vehicle replacement project had been virtually completed.

Delivery of New Cars, Buses Continues

According to the report, as of December 31, 1958, CTA, since its inception, has taken delivery of 4,155 new revenue vehicles, with 231 others remaining on order for delivery in 1959, totaling 4,386 new buses and rapid transit cars. Fulfillment of these current orders will provide 130 new vehicles, over and above the 4,256 originally planned, to replace over-age units authorized to be scrapped.

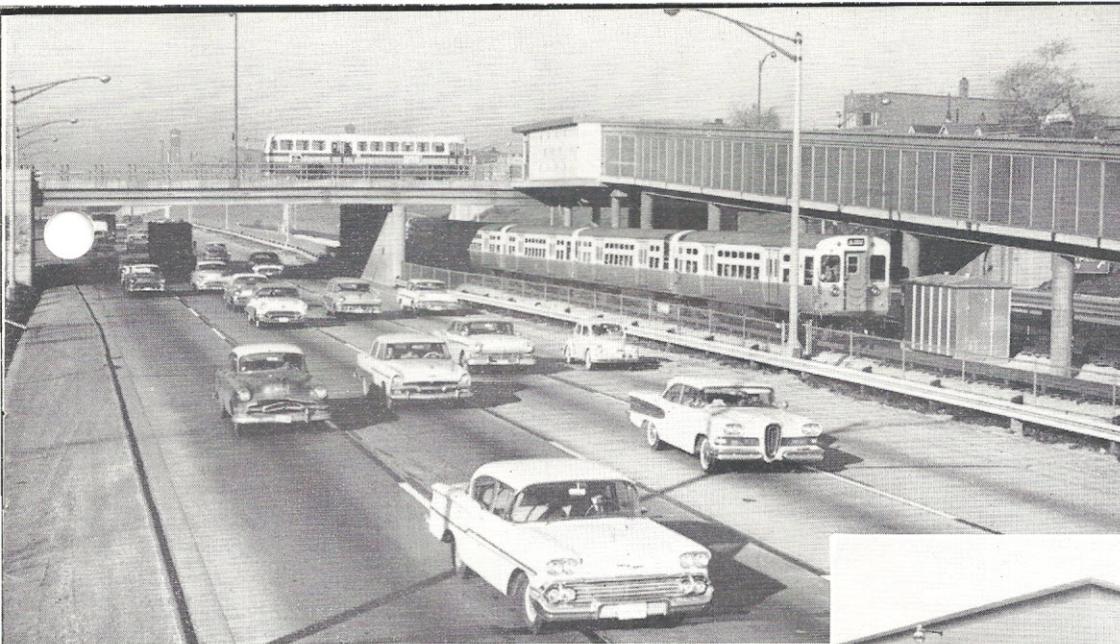
During the year, CTA received and placed into service a total of 119 new motor buses, part of an order for 150 latest-type, propane-fueled, 50-passenger, Flexible-twin buses ordered February 6, 1958, for delivery in 1958 and 1959. Purchase of another group of 100 odorless, propane buses at a total cost of \$2,177,810, was authorized December 17, 1958. Delivery is expected to be completed by October, 1959.

During 1958, CTA also received and placed in service the last two modern, all-metal rapid transit cars of 70 on order for delivery in 1957-58. Purchase of 100 fast-starting, quick-stopping rapid transit cars, to be converted from a similar number of PCC streetcars at a net cost of \$5,150,000, was authorized March 13, 1958.

Equipment Expenditures Total \$111,194,000

Total expenditures for the new revenue vehicles and auxiliary equipment acquired or on order will amount to approximately \$111,194,000, of which \$68,954,000 is for surface system vehicles and \$42,240,000 for 774 "L"-subway cars. The cash cost will be about \$103,214,000 after considering \$7,980,000 salvage value realized on PCC streetcar components used in construction of new "L"-subway cars.

The report explains that the increase in revenue over the previous year was due primarily to added revenue provided for a full year by the higher fares placed in effect on July 1, 1957. The higher fares applied only to the last six months of that year. The rise in operation and maintenance expenditures reflects the continuing advance of costs in practically all categories. However, operating economies partially offset the increases in wage costs and other expenses so that the increase was not as much as expected.



A NOTABLE event in Chicago's transit history was the opening on June 22, 1958, of the new West Side subway. This busy scene shows a CTA "Green Hornet" rapid transit train operating eastbound in the median strip of the Congress Expressway while vehicular traffic moves along at its side in the four-lane highway. A CTA bus is seen on the highway overpass.



ONE OF the new facilities which has been built under CTA's continuing modernization program is Forest Glen station at Elston and Armstrong avenues. This is a view of the Transportation building at that location. Constructed at a cost of approximately \$350,000, it is modern in construction and design and provides space for all Transportation Department offices at the northwest side garage and servicing center.

Payments to the City of Chicago and the State of Illinois during 1958 totaled \$976,154, divided as follows:

To the City of Chicago—\$184,372 in taxes on electric power, \$300,000 for street paving, \$476,779 for subway rental, \$7,996 for vehicle and miscellaneous licenses—totaling \$969,147.

To the State of Illinois—\$7,007 for license fees.

The year 1958 saw two notable changes in Chicago's mass transportation pattern, the report noted. These were the conversion on June 20 of the city's last street car line—the south half of the former Clark-Wentworth route—to motor bus operation, and the opening on June 22 of the new West Side subway in the median strip of the Congress expressway. The latter is America's first rail rapid transit facility to be integrated with a multi-lane automobile highway.

The year 1958 was the fourth consecutive year CTA employees set a new public safety record. CTA vehicles were involved in fewer public accidents than in any previous year of operation. Both traffic and passenger accidents declined in number from the previous year.

Construction of a modern \$267,000 warehouse building was practically completed by the close of 1958. This new building is located just west of, and connected to, the Skokie Shops where all rapid transit cars are overhauled and repaired and certain phases of maintenance work on trolley coaches and motor buses are performed. The new warehouse replaces 31 wooden cars which were used for storage.

Plans were advanced during the year on the consolidation of CTA's West Shops with those of the South Shops. By merging operations, CTA will achieve improved efficiency and will realize substantial savings. The anticipated savings will be made possible by cutting duplicate inventories and material handling costs, reducing supervisory personnel, decreasing heating, lighting and building maintenance ex-

penses, cutting down on labor forces and eliminating duplicate machinery and tool requirements. Transfer of personnel and machinery from the West Shops to the South Shops started early in 1959.

Two important improvements were started or planned last year for 1959. One, a \$1,800,000 program to provide for a four-track right-of-way through the Wilson avenue "L" station area is already underway.

The second was completion of arrangements for the start of construction on a \$4,000,000 cooperative project of elevating the ground level section of the Lake street rapid transit route, between Laramie avenue, Chicago, and just west of Harlem avenue, Oak Park, a distance of two and one-half miles.

At year end, CTA had 13,945 employees, down 378 from the 14,323 at the end of 1957, and a decrease of 9,423 from the 23,368 employees in service at the respective dates of acquisition of CTA properties from predecessor companies. During the year, 420 employees retired on pension and 361 pensioners died. The total number of persons receiving pension payments as of December 31, 1958, was 5,417.

On April 29, 1958, *Edward F. Moore* was appointed a member of Chicago Transit Board by *Governor William G. Stratton* to succeed *Philip W. Collins*, whose death occurred on February 13, 1958. The term of *John Holmes* as a member of the Board expired September 1, 1958, and *Joseph D. Murphy*, prominent Chicago investment banker, was appointed by *Mayor Richard J. Daley* to succeed him. Mr. Murphy was appointed to a seven-year term expiring September 1, 1965.

The report also discusses the scope of CTA service, economic forces which cause fare increases, and probable service adjustments which may become necessary if public assistance is denied CTA.



Elephants Never Forget . . .

BUT OUR RIDERS DO!



AT THE end of a trip, Operator William Miedema, North Avenue, discovers a carrying case left on his bus by a passenger. Items such as this are among some 2,600 lost and found articles picked up each month on CTA vehicles.

AN AVERAGE OF 2,600 items each month, left on CTA vehicles by forgetful riders and which eventually turn up in the lost and found files at operating stations, might well represent enough assorted articles to stock a fair-sized variety store.

An inventory would include a miscellany of such common objects as umbrellas, wallets, purses, eye glasses and cases, keys, articles of clothing, lunch boxes, books, tools, food, and even household pets like hamsters and parakeets!

Some of the circumstances surrounding the lost articles are interesting and amusing. Others are serious and cause great concern to the owners.

On the lighter side, one involved a kindergartner who forgot his lunch box on a CTA vehicle for seven consecutive Mondays. Because decorations on the lunch box indicated the youngster was a "Zorro" fan, each time the operator turned in the lunch box the familiar call around the station became "Zorro strikes again." Each Tuesday for seven weeks, the boy's mother trekked to the station to recover her forgetful child's mobile meal container.

Another operator was able to reduce the cost of his Christmas dinner by one frozen turkey when, just before the holiday, a fattened-up fowl was left on his bus. When no one turned up at the Lost and Found Department to claim the perishable gobbler within a short time and the operator was literally "given the bird" and enjoyed it as a Christmas treat.

Not all of the items turned in are amusing, however, many are of a serious nature and represent great value to the owners.

There was the case of a woman who left \$600 in currency on the seat of a rapid transit car. This money represented a fund that she had saved to pay tuition to send her brother to Loyola academy. The money had been turned in to the Lost and Found clerk at Howard street by the conductor. Soon afterwards, a phone call was received from a lady inquiring if the envelope had been recovered on a northbound train she had been riding. A few questions established that she was the rightful owner because she gave the exact amount of money in the envelope and even gave the denominations of the bills.



AFTER FILLING out a tag which describes and gives the date and route on which the lost item was recovered, Operator Miedema turns the leather case over to Chief Clerk Eugene Peterson at the station for safe-keeping.

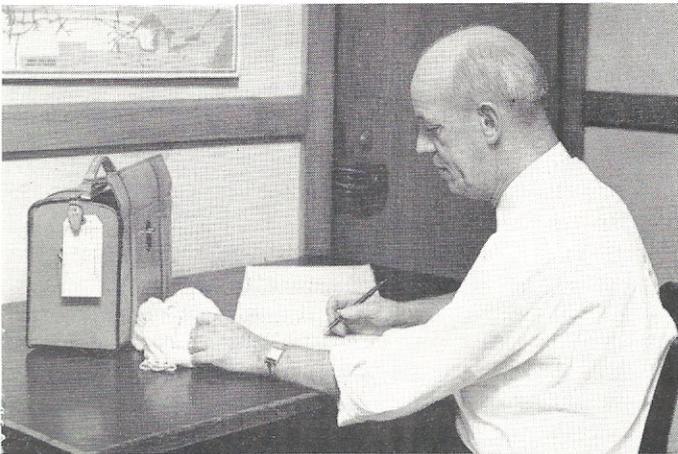
On another occasion an overnight bag, containing about \$1,700 in non-negotiable U. S. Government bonds, checks, coupons, debentures, a stock certificate, and miscellaneous other papers and records was returned to its rightful owner through CTA's lost and found system after it had been left on a Jeffery bus. The bus operator found the bag under the seat when he made his routine check of the vehicle at the terminal. The bag with the valuables was turned in to the Lost and Found clerk. Through sufficient identification in the bag, the owner was located within a few hours, and after identifying the contents, reclaimed his possessions.

A purse containing jewelry and cash was returned to the owner after being found on a CTA vehicle. Through identification cards contained therein, the owner of the purse was located. The bus operator received a \$50 reward and a letter of appreciation.

Life Savings Recovered

A few days prior to Christmas, the life savings of an elderly couple were recovered through the efforts of CTA's lost and found system. The couple did not believe in banks and went shopping in the Loop via a Clark Street bus. They carried a shopping bag containing about \$6,000 in crisp, new bills. Their first stop on the shopping tour was Marshall Field & Co. In the store, the two became separated when they had to take different elevators to the floor where they intended to shop. Upon meeting again, they realized that they did not have the shopping bag. Thinking that they lost it in the store, the pair notified the store detectives. After an unsuccessful search, the detectives found out that the couple came to the Loop on the Clark Street bus.

CTA was alerted. After contacting the dispatcher, the bus was intercepted on its northbound trip. The shopping bag was located on the bus. A woman passenger, finding the bag and thinking that it was someone's groceries, turned it in to the bus operator. The bus operator left the bag sitting next to him, also thinking that it was groceries. Within a short time, the money was delivered to CTA offices and identified by the owners.



AS PART of the regular procedure, Peterson examines the contents of the carrying case and enters the information in the lost and found record book. It is then filed away to await possible claim by its owner.

Another episode involved a woman who lost a purse containing about \$442 on a Halsted street bus. Business cards from two doctors in the same neighborhood were the only identification in the purse. Figuring that the person was probably from that neighborhood, a CTA investigator toured the area and made it known that a purse had been found and the owner could claim it at CTA offices. By way of the neighborhood grape vine, the owner found out about it and contacted CTA. She was an elderly Mexican woman who could not speak or write English. Through an interpreter, a very thankful woman identified the purse and contents, and recovered her possessions intact.

In addition to finding items on vehicles, many objects are left on rapid transit platforms and in stations. Possibly a Park 'N' Ride patron, who uses a bicycle to get to the rapid transit, parked his vehicle at one of the station platforms on the West Side subway and left it there. When the two-wheeler was not claimed at the Lost and Found Department, the clerk located the owner by tracing the serial number.

Effective Records System

To keep track of the numerous lost items, CTA has organized an effective records system. When an employe finds an article during his trip or on inspection of his vehicle at the end of the run, he turns it in to the clerk on duty at the depot. The operator is then given a tag to fill in with a description of the article and also the date and time found, operator's name and badge number, car or bus number, location where the article was found and the branch or line. The tag is then attached to the item and the finder retains the stub with a corresponding number as his receipt.

The clerk immediately examines whatever is turned in for any kind of identification. If the owner can be located, a phone call or post card from the CTA notifies him where he may claim his property. Should it be impossible to locate the owner within 30 days, the finder is entitled to whatever he has turned in, except when considerable value is involved. In such cases, the items are held for 60 days to allow more time to find the owner.



LOST AND FOUND items fall into many categories, as evidenced by this photo of an assortment of articles from the files at North Avenue station. Wallets, glasses, umbrellas and purses are among the most common objects left on trains and buses by riders.

FORM OAR-7004 (6-55)
 Department of
HEALTH, EDUCATION, AND WELFARE
SOCIAL SECURITY ADMINISTRATION,
 Bureau of Old-Age and Survivors Insurance,
 Baltimore 2, Md.

WAGE STATEMENT REQUEST

ACCOUNT NUMBER

338	10	7429
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DATE OF BIRTH

8	4	09
(Month)	(Day)	(Year)

Please send me a statement of amounts recorded in my Old-Age and Survivors Insurance Account.

Name

Miss	} Print or Type Name and Address Use Ink
Mrs.	
Mr.	

Bill Saver

Street and number **123 Main Street**

City, P. O. zone, and State **Chicago 1, Illinois**

Sign your name as usually written **Bill Saver** (Do not print)

WARNING! Sign your own name only. Whoever falsely represents that he is the person whose name and account number appear above is subject to \$1,000 fine or 1 year imprisonment or both.

If your name has been changed from that shown on your account number card, please copy your name below exactly as it appears on that card.

U. S. GOVERNMENT PRINTING OFFICE : 1958-O-468415

It's Time to Check Up On

YOUR SOCIAL SECURITY ACCOUNT

IT'S GOOD business to check your social security account at least once every three years. The record of earnings kept by the Social Security Administration forms the basis on which eligibility and benefit amounts are determined. An error in your social security account might affect the amount of benefits you or your survivors could receive.

Under the old-age, survivors and disability insurance system, employers send in periodic reports to the Government showing the wages paid to each employe. Self-employed people report their own earnings as a part of their annual income tax return.

The Social Security Administration credits these earnings to the accounts of some 120 million social security card holders. When a worker dies, retires, or becomes severely disabled, the earnings record reflects the length of employment or self-employment and the level of earnings on which eligibility and benefit amounts are figured.

Sometimes the earnings are not properly reported or the social security number is omitted or wrong. When this happens, the social security bookkeepers cannot credit the earnings to the proper account until the matter is straightened out.

Employes and self-employed people are urged to check on their social security earnings account at least once every three years to assure themselves that the record is correct. The statute of limitations makes it more difficult to correct errors more than three years old.

Any social security district office has a handy postcard form that can be used to request a statement of your earnings.

A reprint of this special postcard form is reproduced herewith to aid those desiring a statement account. This "Wage Statement Request" card, which will be distributed to all employes shortly along with payroll checks, should be filled in as shown on the facsimile card appearing on this page. Be sure to give your name and account number legibly and exactly as they are shown on your account card. A separate form is required for each individual request and sign your own name only.

When all the required information is given, the card should be mailed to the Baltimore address on the reverse side of the card and a statement of earnings accredited to your account will follow.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

To His Surprise A Guest of Honor

ACCOUNTING — (Revenue) — *H. E. Tannhauser*, revenue accountant, recently was surprised when he found himself to be guest of honor at a smorgasbord luncheon held in the office. Mr. Tannhauser will retire on August 1.

Frances Tidwell spent her vacation in the east, traveling to New York, visiting the New England states, Washington, D. C., and then climaxed the trip with a tour into Canada.

(General) — *Astrid Platto* was guest of honor at a dinner party given at the Orphia club to celebrate her retirement. She received a check and many other gifts from her many friends and co-workers.

Dorothy Durr was transferred from the Executive department to assume Astrid's duties.

John Ruberry's mother, *Kathryn Ruberry*, recently died after a brief illness.

(Property Accounting) — *Edward C. Kaross* and *Mrs. Kaross* celebrated their 32nd wedding anniversary on June 18.

Patrick Clifford was appointed adjutant of the CTA American Legion Post 1216, for the coming year.

(Voucher) — *John Geary's* daughter, *Theresa Schoeben*, recently presented him with his first grandchild. The little colleen was named *Maureen*.

Jacob Schramm, father of *Ray Schramm*, recently died at the age of 83.

George Laika recently transferred from Internal Audit.

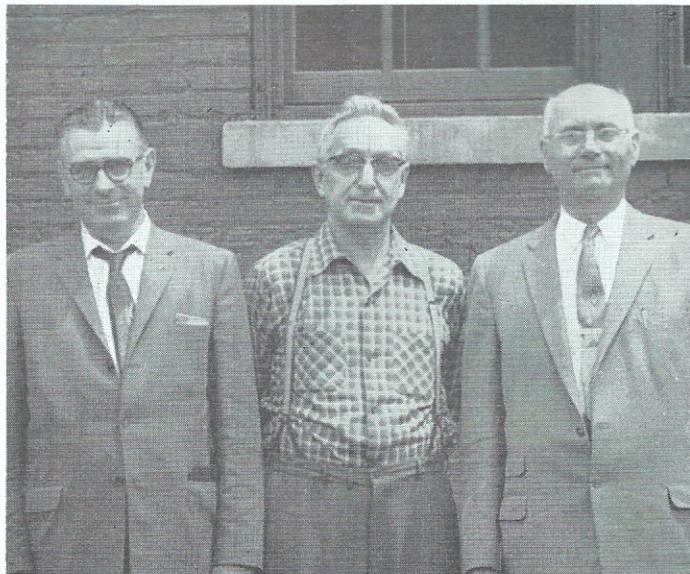
(Payroll) — *Olive Battersby* returned to work, and reports she is feeling fine after her recent surgery.

Lorraine Buehler presently is spending her vacation in and around Chicago.

(Material and Supplies) — *Margaret Timmons* became a grandmother for the first time when *Thomas Edward* was born to her son, *William*, and daughter-in-law in Redondo Beach, California.

Joan Georgeson has solved the parking problem by buying a snappy, red and white Morris Minor, which is made in England.

—HELEN A. LOWE and
MABLE I. POTTHAST



RETIREES TOTAL 90 YEARS

THREE SOUTH SHOPS employees, who recently retired, combined a total of 90 years of service. From left to right, they are: *Stanley Marshall*, machinist, 35 years' service; *Henry Colles*, electrician, 33 years' service, and *Joseph Wojciechowski* carpenter, 22 years' service.

Reported by *Evelyn Clark* and *Frances Louward*

Another Heir Will Carry On The Name

CLAIM-LAW — *Mike Vitale*, legal man, recently announced the birth of *Michael Joseph*, whose proud grandfather happens to be *Anthony Vitale*, audit clerk. Little Mike is the first grandson on the Vitale side.

Geri Campbell, legal secretary, vacationed in and around Chicago. . . . *Ceile Baggs*, docket clerk, took a Happiness tour through Colorado Springs, visited Pikes Peak and Denver, Colorado, during her vacation.

Val Nessinger traveled to Tucson, Arizona, to visit *Ernie* and *Glee Hoskins*, former CTA employees, now retired.

Attorney D. R. Watson traveled to Texas to visit his daughter and new grandchild.

Mary Welsch's father recently passed away.

—CHARLENE O'CONNOR and
MARY ANN NYKIEL

New Granddaughter Is Apple Of His Eye

ELECTRICAL — *Armature Winder Foreman Robert Ferguson* became a grandfather for the first time when his daughter, *Patricia Massi*, gave birth to little "Cathy" on June 20.

Lawrence Testolin, "B" electrician, vacationed on the west coast and reported that he had a nice trip, did a lot of sightseeing and enjoyed the perfect weather. . . . *John Michnick*, superintendent, power distribution, enjoyed his vacation by fishing in High lake near Boulder Junction, Wisconsin, and caught some nice "big ones."

Cecil J. Buck, power engineer, recently suffered the loss of his brother, *Harold*.

Raymond Birk, operator at Western substation, presently is home recuperating from an illness. . . . Also, *Anton Kovarik*, "B" electrician, was convalescing in the hospital.

—GILBERT E. ANDREWS

New Retiree Plans To Travel

BEVERLY — *Oscar Nelson* retired on pension July 1. He started as a conductor with the Surface system in 1916. He worked at 77th and Burnside depots, before coming to Beverly. While at Burnside, Oscar worked as a conductor on the old Hammond-Whiting line for many years.

He and his wife, *Elsie*, who were married on December 14, 1957, plan to spend most of their leisure time traveling.

Shirley Anchor, daughter of *Operator Louis Anchor*, was one of the top ten scholastic students in her graduating class from Chicago Vocational high school, and received a personal letter of congratulations from *Congressman Barrett O'Hara*.

George Schletz, son of *George* and *Genevieve Schletz*, received his Bachelor of Science degree from De Paul university. *George*, who majored in accounting, was a former recipient of a Division 241 scholarship.

Walt Motyko just finished building a 16-foot cabin cruiser for his own personal use. After working on her for over a year, *Walt* reported a successful maiden voyage.

Former Operator Charlie Frank says he likes his new job as a ticket agent on the South Section.

Charlie Kleim is back as our night janitor. *Charlie* was an operator at Beverly for eight years, before transferring to 69th, where he was put on the disability list.

Conventioner

Operator Harry Gottsch, the state grand adjutant of the military order of Cooties, recently returned from a convention in Springfield.

John and *Pauline Pierson's* daughter, *Frances*, was married to *Robert Landro* on June 13.

Operator Fred Rapp and his son, *Fred, Jr.*, made a weekend trip to Dubuque, Iowa, stopping at the Apple Canyon state park. Also, they stopped to view the Mississippi Palisades.

Operator Lomar Arsenau and his wife, *Mildred*, recently returned from a successful fishing vacation

OLD FRIENDS



FLORIDA TRAVELERS, Attorney and Mrs. James A. Mahoney, were visiting with former Superintendent of Claims, F. C. Payne, at his Jupiter Heights home, when this photo was taken.

at a lake near Tomahawk, Wisconsin . . . Operator and Mrs. Frank Black spent a week of their vacation in Indianapolis, watching the qualifying tryouts for the 500-mile Memorial Day race . . . Operator Carl Schwartz spent his three-week vacation on his farm in Lansing, Iowa . . . Edward Cavanaugh returned from a vacation in the Bruce, Wisconsin, area, where he owns his own cottage.

Joe Griffin, Jr., son of Operator Joe Griffin, is serving his time in the Navy and is stationed in Spain. Ed and Helen Vanek celebrated their 24th wedding anniversary on June 22.

The following couples are celebrating their wedding anniversaries in July: Leonard and Rose Marie Cantwell, their 12th on July 10; Ray and Ann Wells, their 34th on July 10; Matt and Mary Lafferty, their 33rd on July 14; Emil and Pearl Beck, their 38th on July 21, and Carl and Helen Wanderson, their 34th on July 25.

Ralph Short's mother passed away recently.

—CLIFFORD L. HOWARD

Tee-Off Time Brings Hazel Back

FOREST GLEN — Operator Lala Smoot's wife, Hazel, who was George S. May's secretary at Tam O'Shanter country club for over 30 years, was asked to come out of retirement to help restore order at the club.

Operator Wolfgang Risop was a bus driver in Berlin, Germany, wheeling the double-deckers, before coming to Chicago to live with his sister and brother-in-law.

Operator John Mart's son, Jerry, who was a former Colorado university student, a San Francisco '49er and a professional Canadian football player, has retired from the sport and accepted a position with an eastern insurance firm.

Racing Fan

Superintendent Robert Bailey attended the 500-mile auto race at Indianapolis on Memorial Day to kick-off his two-week vacation . . . Operator Bill Lynan and his family vacationed in Wisconsin.

Operator and Mrs. Earl Cox celebrated their recent 35th wedding anniversary with an open house at their Round lake home.

Garage accident rate for May showed a noticeable decline with 75 traffic reports (94 quota) and 39 passenger reports (43 quota). The month of May ended with 0-0.

Supervisor Adam Walker returned to work after a long siege in the hospital.

—AL BECK

Bit Of Ireland Here And There

Loop (Agents) — Supervisor John Gilhooley and his wife, Mary Ellen, are flying to Ireland to visit John's hometown, Listowla, County Kerry, after 37 years.

They are accompanying the Chicago Gaelic Concert group in which their son, Patrick, is a dancer and drummer.

The concert group represents the City of Chicago and will make a twenty-one concert tour of Ireland. The purpose tends to promote, further, our culture in both countries and will show what is being done to keep our Irish tradition alive in America. Two concerts were given here to help finance the trip.

Mary Beasley's spring vacation went hand-in-hand with her spring cleaning . . . Supervisor Thomas Kill and his family vacationed in and around Chicago . . . And, Marie McAndrews spent her vacation time in Chicago.

Platfoman William Holmes and Agent Lucille Keeley presently are on the sick list.

Presently, Mary Flanagan is hospitalized at St. Francis.

—EDITH EDBROOKE

Ruth's Cards Kept Us Posted

GENERAL OFFICE—(Transportation) —Ruth Soutter, who started driving to her new apartment in California the day after she retired on pension, sent cards all along the trail to keep our office aware of her whereabouts from day to day. The last card received reported that Ruth had arrived safely at her destination.

Connie Ippolita transferred from Specifications to take over the duties vacated by Ruth Soutter, and received an orchid from the lads and lassies she left behind. And, to add to the excitement, Connie received a beautiful diamond engagement ring from her boyfriend, Mike Fiasche.

On a recent vacation, Jim Tucker traveled to Lebanon, Tennessee, with his favorite traveling companion, his young daughter, Dorothy. They visited relatives and went sightseeing in this typical farming community, but Dorothy's favorite highlight of the trip was staying in a motel.

Irving Ptashkin, formerly of West Shops, is presently assigned to duties in the Transportation department.

On a brief six-day holiday, Ed-die Budoff and his wife, Sally, attempted an "Around the World In Six Days" trip. Leaving Chicago, they flew to Denver, Colorado, then changed planes to Salt Lake city, then they rented a car and drove 85 miles to Logan, Utah, to visit their daughter, Nancy, and their grandchild, Bradley.

Theatre Goers

(Stenographic)—Distance is no object where music is concerned. On a recent weekend, Joan Fitzgerald, accompanied by Shirley Guertin and Marie Coari, drove to St. Louis to witness an outdoor performance of "The King and I."

Harold Brown, thoroughly bronzed, returned from a golfing vacation in Delevan, Wisconsin.

Filling in for summer clerical work is Marcia Little, who will return to her sophomore year at Rosary college in September. Marcia is majoring in speech.

(Public Information) — Ellen Hasemann recently transferred from Stenographic to assume the

duties of clerk-steno for the TRAN-SIT NEWS.

Tom Hartnett's brother, John J., janitor at Limits, died suddenly.

—JULIE PRINDERVILLE

Star Hurler Gets Top Grades

GENERAL OFFICE — (Training and Accident Prevention) — Joseph, Jr., son of Joseph O'Sullivan, training assistant, was among those named in the public, parochial and suburban baseball league all-stars. Joseph, or "Jay," as he is better known, is a star pitcher on the Brother Rice high school team. He will be going into his senior year and will be in the first graduating class from this new school.

Jay has maintained top honors in his class since his freshman year. His ambition, at present, is to study medicine and become a doctor.

Irene Rotche recently spent a week in New York city. Much of her time was spent sightseeing, which included a visit to the Empire State building, a stroll through Central park, a ride in a New York subway and a meal in an automat. For evening entertainment, she spent one night at the theatre, where she enjoyed the play, "J. B.," and afterwards visited the famous Lindy's restaurant. A visit to the Roxy theatre was also on the agenda.

(Specifications) — Rebecca Cousin, stenographer, transferred from Insurance.

NEW PENSIONER



ASSISTANT TO the automotive engineer at West Shop, Al Baker, who began his transit career on May 21, 1925, recently retired. Pictured with Al (far right) are, left to right, Michael Pare, Recent Retiree Roy Rodgers and George Holmes.

ELECTED



PICTURED IS 16-year-old Thomas James, son of Douglas Park Motorman Walter Majchrzak, who recently was elected to the National Honor Society. Thomas will be entering his senior year at Fenwick high school next fall.

(Job Classification) — Loretta Cox, stenographer, recently resigned from CTA to await her bundle of joy. After the baby is born, the Cox family will move into their new home in Steger, Illinois.

Before leaving, Loretta was feted at a luncheon attended by Lee DeSutter, Deanne DeSutter, Marcia Sorensen, Mary Ann Bohat, Ann Zahumensky and Carol McMahon. Her office co-workers presented her with a baby stroller.

Marcia Sorensen boarded a Capital airlines plane for a vacation trip to Washington, D.C., where she visited with friends and witnessed the unveiling of the new Taft monument. Four days later, Marcia boarded another plane and enjoyed the rest of her vacation in West Palm Beach, Florida, taking a side trip to the Cypress Gardens and swimming in the ocean.

—MARY E. CLARKE

Daughter's Award Makes Pop Proud

NORTH AVENUE—Operator Bernard Pearson's daughter, Bernadette, won the Division 241 scholarship to De Paul university.

Pleasant vacations were enjoyed by the following: Dan Shanahan reported good fishing in Canada, although the weather wasn't too warm . . . Operator Carl Russo has pleasant memories of his trip to

Springfield and New Salem, Illinois . . . Ernie Pearson, Eddie Schneider, Bill Miedema and Herb Lindeman joined forces for a fishing expedition at Crivitz, Wisconsin, and brought back quite a few strings of fish.

George Sladek, repair, enjoyed his trip around Lake Michigan . . . Operator George McLellan visited Lenwood, Wisconsin, where he had an enjoyable vacation . . . Operator Tom Kumane enjoyed his vacation at Bangs lake, Wauconda . . . Henry Umlauf had a pleasant visit with his granddaughter in Mundelein, Illinois.

John Carmody, repair, recently became a grandpappy when his new granddaughter, Maureen Frances, was born . . . Operator Joe Lazzara wore a happy smile when he announced the arrival of his fourth grandchild, Lynne Marie.

Wedding bells rang out for Operator Joe Maloney and Mary Lavin on June 14 in Presbyterian church. A reception was held at Becker's hall and the couple honeymooned in Canada.

Wedding anniversaries recently celebrated are: the Max Janowskis, their 20th on June 10; the Stanley Sarneckis, their 25th on June 16; John and Mary Stich, their 20th on July 1; the Eddie Gundlacks, their 19th on July 6; Mr. and Mrs. John Schuh, their 31st on July 7; the Henry Umlaufs, their 33rd also on July 7; the Mike Fioritas and the John Meyers both celebrated their anniversaries on July 19. It was Mike's 26th and John's 18th.

The James Corbets will celebrate their 36th anniversary on July 28.

—JOE HIEBEL

Clerk's Health Improving Much

KEDZIE—Clerk Cornelius O'Connor sent word that presently he's doing fine and picking up weight at the Hinsdale sanitarium.

Now that so many of you fellows will be going on vacation, how about hearing about your travels. A few interesting snapshots can tell a story, too!

—C. P. STARR

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

Two Bachelors No Longer Single

NORTH PARK — Wedding bells rang out recently for Operator Norman Comer and Marilyn Gaines. Norman is currently in the Army reserve . . . Emil Kross' son, Emil, Jr., recently was married to Grace Rack.

Clerk Sam DeSalvo's daughter, Mrs. Perpetua Weber, recently presented him with his seventh grandchild.

Mike Schultz, repair, spent an early June vacation in Florida and Washington, D. C.

Operator Joseph Wegener's sister recently died . . . Operator Julius Garner's mother, and Operator Harland Smith's father recently passed away

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

New Lives Ahead For New Grads

PURCHASING AND STORES — The class of '59 graduates included Carolyn Cutrera, daughter of Ben Cutrera, Skokie, who received her diploma from St. Philomena commercial high school, and Virginia Pieper, daughter of Bob Pieper, south division, who was graduated from Valparaiso, Indiana, high school. Virginia is planning to attend Valparaiso university in the fall.

George Vikeras, south division, is spending his vacation fishing in Minnesota.

Stephen Flaherty, south division, announced the arrival of a daughter, Sarah Mary.

Elizabeth Schweda transferred from Stores to Executive . . . Denise Benschish, Catherine O'Shea, Lawrence Smith and Russel Mosny are the latest additions to the Stores department.

Patricia Lukes, Stores, general office, became the bride of John Lucas on June 20 at St. Francis Xavier Catholic church. Mrs. Lucas will make her new home in Wisconsin.

Aileen Benson, Purchasing, would like to say "thank you" to everyone for the many kind wishes and thoughtful remembrances she received during her stay in the hospital . . . Also a very speedy recovery to Dorothy Stenbridge and Art Carlson, west division.

—DAGMAR McNAMARA

GOLDEN WEDDING



MR. AND MRS. Thomas S. Burns of La Crosse, Wisconsin, who are the parents of Lenore Burns, steno, Comptroller's office, recently celebrated their 50th wedding anniversary. Unusually so, all the members of the original bridal party were among the 300 guests present for the celebration.

Traffic Checker Heads West

SCHEDULE-TRAFFIC — A farewell party and gift presentation was given to Frank Iacono, traffic checker, who resigned on June 12 to locate in California.

LeRoy C. Dutton and his family motored to Iowa Falls for a visit with his parents . . . The Walter Thomas family presently are vacationing in Portland, Oregon, with Mrs. Thomas' parents . . . Arvin Kreuzer drove to Houghton, Michigan, where his sister resides.

The following vacationed in and around Chicago: Art Langohr, John Franzen, Laura Schrecks, Sam DeSalvo, Dave Jacobs, Bob LaVoie, Joe Karel, Harold Andrews and Joe Werner.

M. B. "Barney" O'Neill has been modernizing the heating system in his home with the installation of base board radiation.

Sandy Terman recently joined the traffic checking group.

—GERTRUDE F. ANDERSON

System Pick Brings New Faces

LIMITS—Our new pick took effect on June 21. There are many new faces on runs again.

Men of Limits, why not give me the news of your vacation? I know many are on vacations now and some have come back. Let's hear about them.

—IRVING METZGER



SPECIFICATION ENGINEER
James A. Hrubes retired on pension after more than 48 years of transit service. Mr. Hrubes began his career as a student engineer with the former Chicago Rapid Transit company on February 23, 1911. In 1916, he was transferred to the Master Mechanic department as a draftsman, and in 1925, he was named Engineer in the General Manager's office. In 1948, Mr. Hrubes was named Specification Engineer, the position he held at the time of his retirement. On June 29, a dinner was given in his honor and his friends and associates presented him with luggage and a camera.



JOSEPH C. Mathley, superintendent, District "D," retired on pension after 47 years of transit service. Starting as a conductor at the former Chicago Railway company's Blue Island station on May 22, 1912, Mr. Mathley advanced, in 1938, to regional supervisor of the North Region. In 1945, he was appointed station superintendent at Armitage and Division; on June 24, 1951, he was appointed relief district superintendent, Districts "B," "C" and "D," and in November, 1956, he was named to the position he held at the time of his retirement.

TEN RETIREES TOTAL 429 YEARS SERVICE



AFTER MORE than 42 years of service, **Traffic Checker Herbert A. Vahl**, Schedule-Traffic department, retired on pension. Mr. Vahl began his transit career on November 23, 1916, as a conductor at the 38th and Cottage Grove station, and later transferred to the 77th street station. On April 21, 1958, Herbert obtained the position he held when he retired.

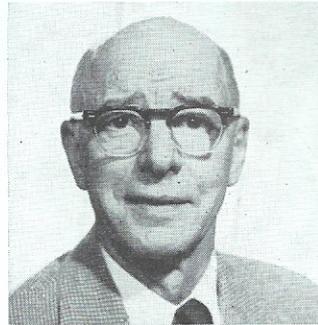


JOSEPH T. Miller, conductor, West Section, who began his transit career on August 16, 1916, retired on pension after more than 42 years of service. Beginning his career as an extra guard on the Douglas Park line, Joseph transferred to the Garfield (Congress) route and worked on that line for the past 35 years.



SENIOR SUPERVISOR Ernest L. Frank, District "A," retired on pension after 42 years of

service. Mr. Frank began his transit career as a conductor at the old Burnside station on May 15, 1917. In 1944, he was appointed junior supervisor, District "A," and, in 1948, was appointed to the position he held at the time he retired.



AFTER MORE than 44 years of transit service, **Towerman Fred Heidecke**, West Section, retired on pension. Beginning his career as an extra guard on the Logan Square route on May 3, 1915, he later advanced to the position he held at the time of his retirement. A World War I veteran, Fred served four years with the U. S. Navy, assigned to the "Yamacraw," a convoy ship. Fred's brother, **Arthur**, former superintendent of rapid transit operations, retired on pension November 1, 1957. Together, the brothers combined a total of 96 years of service.



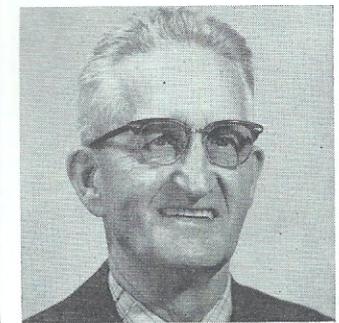
CONDUCTOR Leo E. Bidus, West Section, who began his transit career as an extra guard on the Douglas Park line on September 20, 1918, retired on pension after 40 years of service. In 1924, he was advanced to a conductor and, between 1934 and 1940, he occasionally worked as a flagman on night work trains. Leo's brother, **Anton**, retired on pension April 1 after 38 years of service.



CONDUCTOR OSCAR G. Nelson, Beverly, retired on pension after 42 years of service. Beginning his transit career on December 21, 1916, Oscar had always worked on the southside of Chicago. He spent most of his years (23) at the Burnside station. Presently, he has not made any plans to travel.



WILLIAM J. Bargholt, conductor, West Section, retired on pension after 40 years of transit service. He began his career on July 29, 1918, on the Logan Square route when he was 19 years old. William and his wife, **Loretta**, plan to settle in Florida.



BEGINNING HIS transit career as a conductor at the old Elston avenue station on February 28, 1917, **Edward H. Krumland**, extra ticket agent, North Section, retired on pension after 42 years of service. Mr. Krumland also worked as a conductor at the Devon station until it was closed.

Science Student Gets Top Honors

SKOKIE SHOPS — Among the students of Maine Township high school, who participated in a recent State Science Fair at the University of Illinois, top honor was carried off by *Fred Feinendegen, Jr.*, son of *Electrician Foreman Fred Feinendegen*, who is now fully recovered from his recent illness and back at work.

Machinist Ed Galek and his family vacationed in Wisconsin.

Carpenter William Herrmann enjoyed a week of his vacation at his McHenry home.

Upholsterer Al Schmitz and his wife welcomed their daughter home for the summer from Illinois college in Jacksonville.

—DAVID GURWICH and EVERETT E. ENGLAND

Happy Birthday, Graduations, Too!

SOUTH SHOPS — There was excitement, aplenty, in the home of *Electrician Jim Marron*, during the month of June. The Marron triplets, *Richard, Robert and Jean* were graduated from St. Theodore's grammar school, and also celebrated their 14th birthday. Then, their brother, *Bill*, who is 18 years old, was graduated from Lindbloom high school.

Joe Kopinski, bus overhaul, and his wife recently celebrated the graduation of their twin 18-year-old sons, *Robert and Richard*, from Tilden high school.

Harold Tickell, Jr., son of *Harold Tickell*, bus overhaul, was graduated from Chicago Teacher's college on June 25. Harold, who majored in accounting, will teach in the fall.

Ronnie Blair, utility, won the trophy in the Bus Overhaul Golf Tournament held at the Westgate Valley country club.

Helen Doherty, technical service division, spent a leisure vacation right here in our own windy city.

Giovanna Negro, print shop, was elated when her son, *Peter*, and daughter-in-law, *Jean*, presented her with her first grandson, *James Peter*, who was born on June 17.

Carpenter Adam Bednarz is spending two months in his native Poland.

Auto Mechanic Robert Emery vacationed in California.

Carpenter John DelMedico spent a week at Potato lake, Wisconsin, where he caught 32 northern pike.

Roy Sharko, miscellaneous, and his wife also vacationed at Potato lake and reported good fishing.

Castle Rock lake, Wisconsin, was the site chosen by *Carpenter Charles Newman* for camping out and fishing this year. He reported fishing—fair.

Clarence Penberthy, electrician, and his wife recently spent a weekend in Livingston, Wisconsin, helping Mrs. Penberthy's sister and brother-in-law celebrate 45 years of wedded bliss.

Carpenter Frank Bartos attended the silver wedding anniversary of his sister, *Mary Brousil*, and her husband, *Ben*, at Chula Vista resort, Wisconsin Dells. Approximately 300 guests attended the celebration.

Frank Rothman, safety supervisor, presented *Alice Douglas*, print shop, with a beautiful diamond engagement ring.

Stanley Marshall, machinist, *Henry Colles*, electrician, *Joseph Wojciechowski*, carpenter, and *John Kartalis*, miscellaneous, retired on pension June 1.

When it comes to tripping the light fantastic, *Jerry Moriarity*, upholsterer, takes a back seat for no one. Jerry and his wife, *Helen*, won first prize in a waltz contest at a dance sponsored by the Navillus club to which Jerry belongs.

Painter Joseph Jiganti spent his vacation in North Carolina and Tennessee . . . *Frank Brady*, office, spent his vacation fishing in Wisconsin.

—EVELYN CLARK and FRANCES LOUWARD

GOLDEN YEARS



CELEBRATING THEIR 50th wedding anniversary on June 12 were: Retired Motorman Walter and Catherine Bandusky. Walter, who has been on pension for the last six years, began his transit career in December, 1919.

FOREMAN RETIRES



A CHECK is presented to Night Foreman John Foster (center), Lawndale repair, by Mr. A. R. Hickey, general foreman, as friends look on. Mr. Foster retired on June 1 with 38 years' service.

The Long Wait Had Its Reward

SOUTH SECTION — *Motorman Tom Beggan*, who has been making the trip to Lost Land lake, Wisconsin, for many years, finally was rewarded with a prize 11-pound muskie. Tom said they do get bigger, but none could have put up as big a battle as this one.

Conductor Michael Sheerin travelled to the Ozarks in Missouri and spent most of his time down on the farm.

Thinking of the days when he did farm chores by hand, Mike was very much impressed with the modern farm machinery.

Motorman Marvin Kissel headed west towards Los Angeles, California. Marv arrived at his destination, via jet, in four hours. An excursion trip into Mexico also was made.

Towerman Frank Pinta took one of those short trips, going around Lake Michigan. The sight from the new Mackinac bridge was very impressive, but Frank says the trip should be made when the weather is good and warm.

Motorman Fred Gronemeyer drove his new car to Galesburg to pick up his daughter and bring her home for her summer vacation from Knox college.

Motorman Alfred Grabe, looking for new adventure, decided to take up flying.

Towerman Elmer Pipkorn flew to Miami, Florida, where he stayed a short time, and then motored to Hendersonville, North Carolina, where, Elmer claims, the best climate is found.

—LEO J. BIEN

Double Duty For Repairman

TERMINAL INSPECTION SHOPS — (*Logan*) — *Repairman Frank Rio* became the grandfather of twin girls.

(*Laramie*) — *Repairman Nick Suero, Al Boling and Bill Thornton* recently bought new cars.

(*Wilson*) — *Repairman Martin Gallagher* spent his vacation with a visit to the Ould Sod.

(*Douglas*) — *Foreman Marty Shannon* spent his vacation visiting his son, who is attending St. Joseph college at Rensselaer, Indiana.

(*Kimball*) — *Repairman Charles Dziki* presently is vacationing at his parents' farm in Wisconsin . . . And, *Repairman Ed Schroeder* is spending his vacation in Michigan.

(*Lake*) — *Foreman Ernie Jones* traveled to Pittsburgh for his vacation . . . *Assistant Foreman Ralph Danielson* spent a week-end at Springfield with the committee working on the coming State Fair.

Repairman Emil Kariolich went fishing with his family at Minocqua, Wisconsin . . . *Repairman Art Washington* went sightseeing in Chicago . . . And, *Cleaner Walter Sesko* did some house cleaning during his vacation.

William Gehrig is well on the road to recovery after his recent operation.

Repairman Tom Daly, who was ill, returned to work . . . *Repairman Elmer Sayle* presently is off sick.

Repairman Joe Dowd spent his vacation decorating an apartment. Joe expects to be married very soon.

Clerk Al Maro died recently.

—JOE FEINENDEGEN

Vacationers' Trips Extend Far And Near

WEST SECTION (Agents) — *Agent and Mrs. Ed Bensen* presently are vacationing in Minnesota, where Ed plans to catch the fish that got away last year. The couple also is celebrating their 29th wedding anniversary.

Mr. Ralph DeMaria, superintendent of agents and porters, had an enjoyable two weeks vacation doing some fishing in northern Wisconsin.

Porter Ed Pevitts spent his vacation visiting relatives in Hayworth, Wisconsin, and did some fishing, too.

Agent Dorothy Raiman is back at her post at 54th street, following a brief vacation.

Agent Charles Blazak returned from vacationland, during which time he divided his weeks between seeing the local sights and those of Wonder lake.

Agent Dorothy McGreevy had an enjoyable vacation watching the traffic whiz through Garfield park.

... *Agent Jim Stryka* enjoyed most of his vacation in his garden, cultivating and nursing the flowers and vegetables. . . . *Porter Raymond High* spent his vacation in the city, showing his wife the many beautiful sights and places in Chicago. . . . *Agent Vic LeBeau* didn't go anywhere in particular on his vacation, but enjoyed loafing around.

FISHERMAN



THE LAKE of the Woods in Waskish, Minnesota, evidently was minus a few "big ones," after *Operator Harry Louis* vacationed up there. Harry claims that this prize catch is only a sample of the fishing trip.

Also, Vic's daughter, *Yvonne*, recently was graduated from Providence high school.

Porter LeRoy Warr presently is recuperating at home following recent surgery. *Porter Ed Bentley* is doing a fine job during LeRoy's absence.

Agent Louise Drews underwent surgery and is recuperating at home.

Agent Alice Rockett, after many weeks of illness, is back on the job. . . . *Agent Dennis Donoghue* had quite a battle with the flu, which necessitated his entering the hospital. However, Dennis is back on the job.

Clerk Larry Tobin's mother recently passed away.

Agent Kitty Conroy was hospitalized after she sustained two fractures in her right wrist. Presently, she is at home recuperating.

—GORDON KELLY

Laborer Closes Transit Career

WAY AND STRUCTURES—*Laborer Eli Topich*, track division, retired July 1 after 30 years of service.

Harry Metzger, trackman, returned to work after being off sick for three months.

Ironworker Paul Hunter has finally joined the Parachute club. It seems Paul fell 31 feet, minus a "chute," and walked away with a few scratches. Now, he believes in safety first.

—MARLENE NEHER

Ex Ticket Agent Acts As Hostess

WEST SECTION — The trainmen at Desplaines terminal wish to express their "thanks" to *Mrs. John Flynn* for acting as hostess of the party given for *Conductor Joseph Miller*, who recently retired on pension. *Mrs. Flynn*, a former ticket agent, is the mother of *Agent Mary Ryan*.

Mr. and Mrs. Sidney J. Schapiro announced the engagement of their daughter, *Geraldine Margaret*, to *Charles D. Akers*. Sidney is a transportation clerk at the Lake street office.

(Douglas Park)—*Conductors Leo Bidus* and *William Bargholt* retired on pension July 1.

(Logan Square)—*Fred Heidecke* retired July 1.

(Desplaines) — *Conductor Albert Tomaschane* presently is on the sick list and mentioned that he'd appreciate hearing from his pals.

—JOHN HANNING

A Babysitting Job For New Grandpop

WEST SHOPS — *George J. Clark*, technical services, became eligible for membership in the Grandfathers' club when the *Junior Clarks* presented him with a grandson.

Nancy Oshejski (nee Barrett) recently visited our office.

George Baux, brake department, died recently after a lengthy illness.

Tom Gibson, brake department, recently suffered the loss of his mother. . . . *Steve Mattes'* father recently died.

—JOHN T. BURKE

SHOPS' RETIREE



PRIOR TO his recent retirement, *Machinist Al Dohm* (left) is pictured receiving a gift from *Wally Widinski*, committeeman of the unit rebuilding department at West Shops, as a few co-workers look on. Al retired after 15 years' service.

For And About Our Pensioners

BEVERLY—The following pensioners were contacted recently in Chicago and were found to be feeling fine: *Thomas Nolan, Mike Duffy, Jim O'Connell, P. J. O'Connor, Pat Browne, Nat Winters, Ed Butler, P. J. Moore, Tom O'Hara, Pete Conway, Martin Fadden, Tim Kehoe, Pete Soraghan, Charles Gyllings, Pat Carolan, John Mallon, Pat Doody, Adrian Schapendonk, John Daly, Ed Ryan, Tom Hughes, and John Triner.*

John and Agnes Andersen of 1925 N.W. 28th street, Miami, Florida, sent word that they're feeling fine.

George Grassel of Hot Springs, Arkansas, entertained *Ed Joy* and *Dan Urquardt*.

Al and Donna Vandermeche of Long Beach, California, dined with the *Martin Andersens* and the *Martin Godvins*.

Phil Vaillancourt of Tampa, Florida, recently visited Chicago.

Mike Hanley and *John Clarke* of Boynton Beach, Florida, played hosts to *Pete Cahey*.

—CLIFFORD L. HOWARD

KEDZIE—*Pensioner and Mrs. George Wilson* motored from St. Petersburg, Florida, to attend the wedding of their granddaughter, *Janet Albreck*, to *Mr. Neal Cason* at the

Calvary Lutheran church, Chicago. The young couple honeymooned in St. Petersburg at the home of their grandparents.

—C. P. STARR

NORTH AVENUE — *Bill Heilbuth* visited *Ted Shumon* of Phoenix, Arizona. Ted used to work at the West Shops at the time of his retirement, and he and Bill had a good time talking about the good old days.

Nick Shaefer joined the pensioners' rank recently after 41 years of service.

—JOE HIEBEL

NORTH PARK—*David Thayer*, former Devon conductor who is now an ordained minister, recently suffered the loss of his wife.

George Hess, retired Devon motorman, reported the death of his daughter. She also is the sister of North Park Operator *Frank Hess*.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

SKOKIE SHOPS—*August Nimitz*, retired clerk, recently returned from a three-week vacation in Florida.

—DAVID GURWICH and EVERETT E. ENGLAND

SOUTH SECTION — *Matt Gallagher* looked hale and hearty when he dropped in to say hello recently.

Charles Sasso, retired clerk,

TAKES PENSION



REPAIRMAN JOHN Southworth, Wilson Shops, (right) is being presented a wallet and cash purse, on behalf of his fellow workers, by **Foreman Paul Lorimer**. Mr. Southworth, who recently retired, began his transit career on April 3, 1924.

For And About Our Pensioners (Cont.)

stopped in for a visit with his little grandson. Charles is making a trip to California sometime this month.

—LEO J. BIEN

WAY AND STRUCTURES—Emil Rost, retired carpenter, rapid transit division, moved to Cincinnati, Ohio, recently.

Fred Buckman, retired carpenter foreman, rapid transit division, who lives in Shorewood Acres, Wisconsin, spent a day in the Mart and at Wells street terminal, visiting old friends.

—MARLENE NEHER

WEST SECTION (Agents) — Retired Agent William Smith recently made a call to your reporter to say he's feeling fine and enjoying his retirement.

—GORDON KELLY

DISABILITY RETIREMENTS

E. J. Grzesiakowski, carpenter, Way and Structures. Employed 5-27-41.

M. H. McFall, gateman, Transportation. Employed 11-23-26.

William Offerman, operator, Forest Glen. Employed 1-22-20.

W. R. Reimer, collector, Forest Glen. Employed 8-15-42.

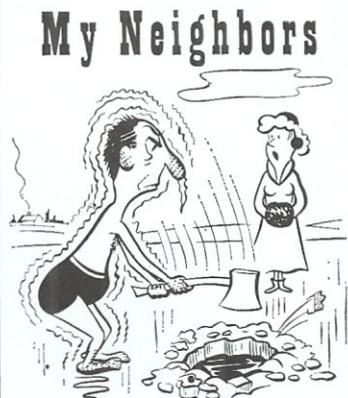
R. B. Riley, operator, 77th. Employed 2-25-47.

TRANSITADS

FOR SALE—Hohner piano accordion, 120 base, 3 switches. In very good condition. Case and music stand included in the reasonable price. Contact **P. J. Walsh** at SUNNYSIDE 4-2639.

FOR SALE—R.C.A. Whirlpool, Mark XII suds saver, and R.C.A. Whirlpool gas dryer. One year old, in perfect condition. \$350.00. Contact **V. D. Thornton** in Claims department, extension 838.

FOR RENT — One, two or three-bedroom cottages at Idle Wild resort on beautiful Butternut lake in Wisconsin. Special rates to CTA employes with proper identification. Electric ranges, oil heat, all cooking utensils and boats furnished. Contact **Anthony Varvodick**, Box 127, R. 1, Butternut, Wisconsin. Telephone Butternut 3612.



"But dear, I tried to tell you the Polar Bear Club was different from the Lions, Moose and Elks."

New Pensioners

H. H. Altschuler, foreman, Skokie Shops. Employed 11-17-16.

John Bendik, carpenter "A," West Shops. Employed 1-20-28.

Charley Bullie, bus cleaner, Archer. Employed 3-16-43.

Henry Colles, electrical worker "A," South Shops. Employed 6-17-25.

P. W. Dooling, agent, South Section. Employed 11-26-30.

M. R. Dowie, agent, North Section. Employed 3-1-44.

J. J. Flynn, supervisor, District "A." Employed 2-25-19.

J. G. Foster, foreman, Lawndale. Employed 5-27-21.

J. S. Greenhill, operator, 77th. Employed 2-4-27.

J. J. Halloran, operator, 77th. Employed 11-28-13.

Joseph Hanus, laborer, Skokie Shops. Employed 11-6-47.

W. J. Harrison, trolley tender, Stores. Employed 9-25-16.

A. E. Hedin, cleaner, Limits. Employed 3-19-34.

H. M. Hoffstadt, operator, North Park. Employed 5-5-26.

John Kartalis, laborer, South Shops. Employed 7-9-45.

Christopher Lagogiannis, repairman, 61st. Employed 1-16-18.

F. M. Latalla, gateman, West Section. Employed 12-17-24.

Stanley Marshall, machinist, South Shops. Employed 8-15-23.

Patrick McLaughlin, operator, 77th. Employed 1-31-24.

D. B. Mitchell, carpenter, West Shops. Employed 11-15-26.

C. J. Munsig, operator, Forest Glen. Employed 4-3-19.

John O'Donnell, conductor, Kimball. Employed 5-8-23.

Owen O'Neill, agent, West Section. Employed 7-12-25.

J. F. Pacaliunas, cleaner, Kedzie. Employed 2-8-29.

Vito Pileggi, gateman, North Section. Employed 8-2-46.

Astrid Platto, stenographer IV, General Accounting. Employed 1-6-38.

W. F. Priemann, laborer, Skokie Shops. Employed 3-6-23.

C. H. Rice, gateman, West Section. Employed 12-12-41.

L. J. Ruhlach, conductor, North Section. Employed 3-9-20.

E. C. Schultz, welder, West Shops. Employed 3-28-45.

John Southworth, repairman "A," Wilson. Employed 4-3-24.

R. M. Soutter, stenographer IV, Transportation. Employed 4-4-21.

C. L. TenEyck, conductor, North Section. Employed 3-13-20.

A. F. Trumm, operator, Kedzie. Employed 10-11-27.

Mike Vuletic, grinder operator, Way and Structures. Employed 6-16-27.

Joseph Wojciechowski, carpenter, South Shops. Employed 11-19-37.

PENSIONERS MEET

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

THE DIVISION 308 Pensioners Social club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, August 20, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings, which are held the third Thursday of each month at the above time and address.

RECENT DEATHS AMONG EMPLOYEES

- A. R. BODREAU, 68, retired conductor, 77th. Died 5-16-59. Employed 2-1-16.
- C. P. BRADSHAW, 74, retired porter, Wilson. Died 5-9-59. Employed 12-3-29.
- HENRY CAMPBELL, 69, retired paver, Track. Died 5-23-59. Employed 9-11-30.
- CHARLES CHAPULIS, 63, repairmen, 69th. Died 5-15-59. Employed 4-20-20.
- P. F. CONOBOY, 67, retired guard, Wilson. Died 5-11-59. Employed 6-10-20.
- FRANCESCO DILIBERTO, 82, retired watchman, Track. Died 5-30-59. Employed 5-3-27.
- OSCAR EVENSON, 82, retired motorman, North Section. Died 6-6-59. Employed 4-5-10.
- A. R. FISCHER, 88, retired motorman, Lincoln. Died 5-11-59. Employed 12-15-08.
- SAMUEL FLEMING, 46, collector, Archer. Died 6-11-59. Employed 8-26-37.
- THOMAS GAPINSKI, 94, retired car placer, Kedzie. Died 5-29-59. Employed 10-20-03.
- JOHN GILLA, 61, retired machinist, West Shops. Died 6-2-59. Employed 12-7-36.
- M. J. GRIFFIN, 76, retired truck helper, Way and Structures. Died 5-25-59. Employed 6-1-05.
- THOMAS HYNES, 72, retired motorman, 69th. Died 5-21-59. Employed 1-29-09.
- ALFRED JOHNSON, 85, retired gate repairman, Metropolitan Section. Died 5-22-59. Employed 7-14-03.
- G. W. JONES, 80, retired motorman, 77th. Died 5-59. Employed 9-27-13.
- S. A. KILBURG, 65, retired motorman, Kedzie. Died 5-25-59. Employed 1-16-20.
- H. F. KOEHLER, 75, retired conductor, 69th. Died 5-17-59. Employed 5-9-08.
- W. H. KRUEGER, 84, retired foreman, Limits. Died 6-1-59. Employed 9-7-01.
- HENRY LACKOWSKI, 57, operator, North Avenue. Died 6-12-59. Employed 2-10-43.
- LEO A. MANOR, 66, retired supervisor, District "A." Died 5-19-59. Employed 5-3-27.
- ALPHONSO MARO, 54, cleaner, Lake Street. Died 5-15-59. Employed 1-20-43.
- J. M. McENTEGART, 71, retired motorman, 69th. Died 5-22-59. Employed 2-26-24.
- PATRICK McFADDEN, 71, retired conductor, North Section. Died 5-21-59. Employed 12-30-11.
- JOHN MILOSEVICH, 71, retired watchman, Track. Died 6-10-59. Employed 9-10-29.
- E. E. MOSBARGER, 82, retired conductor, 77th. Died 5-31-59. Employed 2-4-02.
- J. S. MURRAY, 54, retired receptionist, General Office. Died 6-6-59. Employed 5-11-26.
- JOHN MUZICH, 67, retired motorman, North Section. Died 5-30-59. Employed 1-1-12.
- J. W. O'CONNOR, 71, retired motorman, Limits. Died 5-13-59. Employed 2-5-21.
- C. A. OLSEN, 74, retired watchman, North Section. Died 5-15-59. Employed 2-16-26.
- ELVIRA POTENSA, 48, secretary, Claim Department. Died 5-30-59. Employed 8-1-28.
- JOHN RAINSFORD, 78, retired conductor, North Section. Died 5-14-59. Employed 4-16-18.
- STANLEY RING, 45, operator, Lawndale. Died 6-11-59. Employed 3-30-53.
- H. J. RUGERO, 62, retired conductor, Wilson. Died 5-5-59. Employed 4-27-18.
- E. J. SPINNER, 63, retired switchman, South Section. Died 6-5-59. Employed 12-28-20.
- H. T. SPIVEY, 93, retired conductor, Cottage Grove. Died 5-26-59. Employed 5-8-95.
- GEORGE ZIMMER, 39, operator, 69th. Died 5-21-59. Employed 9-11-46.

HEALTH AND SCIENCE SHORTS

WATCHING TV for prolonged periods without moving about may result in serious circulatory disorders. Warning that tall men are "peculiarly susceptible," Dr. Meyer Naide of Philadelphia reports that three patients developed legvessel blood clots because they had remained seated in cramped, fixed positions while viewing TV. Although the patients recovered after medication, Dr. Naide recommends leg-stretching and body-shifting when watching TV. One newspaper writer countered with the comment that blood circulation is maintained by many TV viewers when they stand and walk to the set to switch channels for a better program.

* * *

THE SALK "shots" for protection against polio should be administered even to six-week old infants, advises Dr. Randolph Batson, Nashville. The vaccine may be mixed with others routinely administered for prevention of diphtheria, whooping cough and tetanus, he says.

* * *

NEW INVENTIONS are helping physicians outsmart children in order to make them better patients. One newly patented device is a candy-coated stick to be used by the doctor in holding the youngster's tongue down so he can examine the throat. The candy can't slip off the stick—and tastes good, of course. Another bit of medical deception: A little man with a smiling face, made of highly flexible rubber, which covers and conceals the action end of a hypodermic needle, to eliminate anticipatory fear of injection.

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)



OUR

Public Speaks

ALTHOUGH A product or service may be of top quality, the manner in which it's presented makes the difference between making a sale or losing a customer.

We, who are in the public transportation field, are trying to give the best service possible.

However, the selling of our service depends greatly upon the employes who are in direct contact with our customers.

Through their personal attitude, extra consideration and courteous manner, many employes have sold CTA to the public.

Reprinted below are a few letters of commendation which express customers' satisfaction with the service they bought through their fares:

"Sense of Security"



"During the past weeks I have used the Wilson avenue bus several times and have been fortunate enough to have had the same driver each time. His badge number is 9870 (*Leonard W. Grabow, Limits*). I have a definite feeling of

pleasure because of the sense of security he gives and he is always courteous. I know I am in a good driver's hands so I always sit back, relax and enjoy the ride."

"Impressed Me"

"Recently, I have had the pleasure of riding with Operator Number 615 (*James W. Fredericks, Keeler*). He was courteous, polite and seemed to enjoy his work a great deal. He called the name of each street and showed a great deal of concern towards his elderly passengers.

"I am not used to writing this type of letter, but he impressed me so very much, that I thought I would let you know about him."

"Splendid Courtesy"

"I wish to report a very gentlemanly CTA employe. His badge number is 14214 (*Walter G. Swain, North Avenue*). The splendid courtesy of this young driver was not directed toward me, but as a passenger, I had a chance to observe and to appreciate his kindness and consideration toward other passengers.

"I especially appreciated his clarity in answering questions. Please let him know that such service does not go unnoticed and does much to make one want to ride CTA."

LETTERS LIKE these reprinted below are received from displeased patrons who feel they did not receive the type of service they were entitled to:

"A party of four of us boarded a bus, were issued transfers and rode to the nearest subway. When we reached the subway, I motioned to the others to go ahead and handed the agent the transfers. He refused to let me through,

claiming the transfers were late. I explained that we had just alighted from the bus and walked directly to the subway, but he insisted we pay another fare. The manner in which he handled the situation was anything but courteous."

COMMENT: The agent could have explained the possibility that the operator who issued the transfers may have mis-punched them and advised the patrons to write a letter to the Service Section of the Public Information Department, explaining the situation. By doing this, the agent could have prevented this letter from being written and would have displayed good personal service.

"Recently I boarded a bus and attempted to hand the driver my transfer. I must have stood there about five minutes and the man made not attempt to take the transfer from my hand. Finally, I just put the transfer down on the coin machine and walked to the rear of the bus. It was quite some time before the operator picked it up."

COMMENT: Every employe is expected to make CTA service as convenient and attractive as possible. Discourtesy on the part of employes cannot be condoned or tolerated.

"My wife recently was a passenger on a bus and noticed the very disagreeable actions on the part of the operator. He was very sassy, would not answer questions, and on one occasion refused to stop his bus to allow a girl passenger to alight. He also showed resentment toward having to issue transfers."

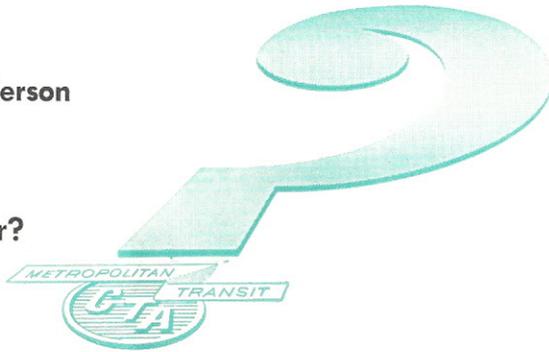
COMMENT: Service is our most important product. Our patrons, who pay our wages, are entitled to receive courteous treatment at all times. Employes who fail to heed this obligation can expect to be disciplined.

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

	June 1959	May 1959	June 1958
Complaints	1009	796	865
Commendations	78	91	111

INQUIRING REPORTER: Gertrude F. Anderson
LOCATION: Schedule-Traffic

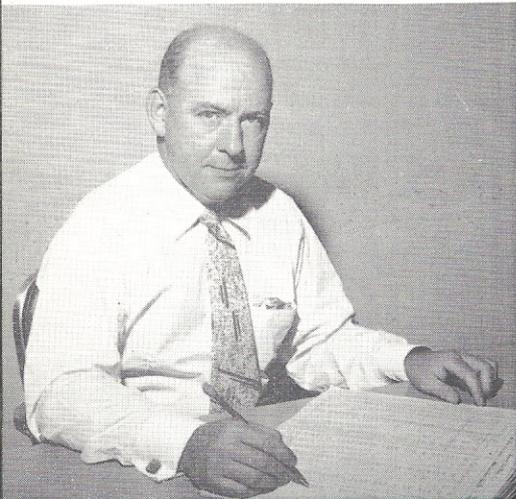
What Chicago attraction would you recommend to an out-of-town visitor?



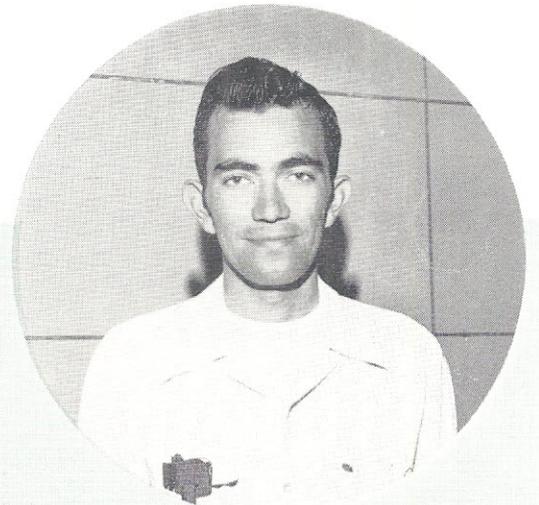
MARGARET ROSICH, Typist: "Chicago has everything to offer the tourist. Most outstanding is her famous Rush street at night with all the wonderful restaurants and night clubs. And for a completely different view of the city, a visit to famous Maxwell street on a Sunday morning would be most entertaining."



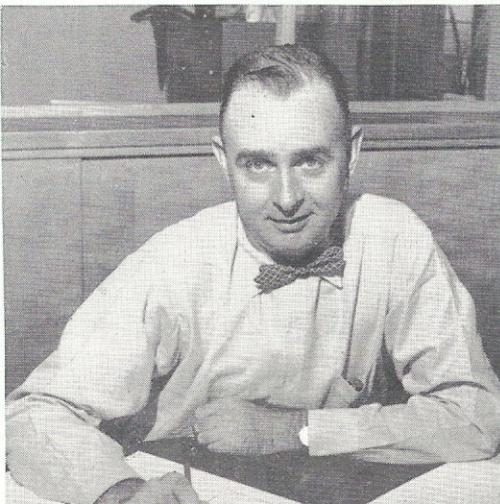
GEORGE R. BRYAN, Schedule Maker: "I would suggest a trip to Jackson Park and a visit to the Museum of Science and Industry for the out-of-town visitor. A most enjoyable time can be had there for both youngsters and adults because it offers so many educational and interesting subjects."



MICHAEL SHANAHAN, Traffic Clerk: "I would recommend the Chicago Art Institute. This building, built for the Columbian exposition, houses things for people of all ages and walks of life. There are ceramics, tapestries, paintings of the masters, furniture, dishes and silver."

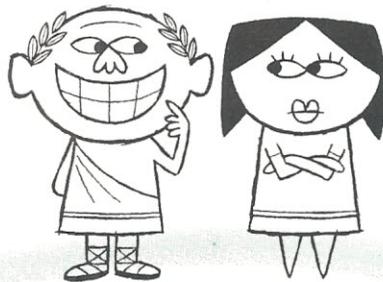


PHIL M. LEAHY, Schedule Clerk: "Chicago can compete with any large city in the U.S.A. The trip on the Outer Drive takes in the scenic view of our lake shore and along the route is the Museum of Science and Industry, the Aquarium, Planetarium, Field Museum and the Lincoln Park zoo. An out-of-towner couldn't get bored with so many things to see."



ROY WILLIAMS, Traffic Checker: "Chicago has many exceptional tourist attractions, but one of the most interesting to me is the Museum of Science and Industry. This museum has exhibits in every field, ranging from a coal mine to a working TV station, and also features a tour through the U 505 German submarine."

FOR YEARS, no one was quite sure how many teeth an adult had. Of all people, Aristotle insisted men had more teeth than women.



Brushing up on Teeth Care

MEN ONCE had more teeth than women! At least that's what Aristotle, the great lover of truth, insisted. What's even more amazing is that this theory stood unchallenged for about 19 centuries before it was finally established that—male or female—the adult set of teeth totaled 32!

Until fairly modern times, scientific knowledge on the subject of teeth could fit on the head of a dentist's drill. Yet man's basic interest in his teeth and their care is centuries old. Even the cave man knew the advantages of a good, healthy set of choppers. His version of the toothpick was one of the oldest relics unearthed from prehistoric ruins in Australia.

The earliest form of dental care was nothing more than removing food lodged between the teeth. The Neanderthal gourmet simply reached for a pointed piece of wood. Eventually he was whittling away at ivory, bone or wood to shape himself a personal, permanent, portable toothpick. Thus, about three thousand years ago, dental hygiene was born.

As time passed, toothpicks grew fancier and fancier. Ancient Romans fashioned them from silver and gold, while the Chinese busily molded them from bronze. By the time the 16th century rolled around, an ornate jewel-encrusted toothpick was the very height of fashion, a far cry from the stigma of bad manners that marks the toothpick today.

Almost as old as the once revered toothpick, the toothbrush has survived changing time and taste much better than its smaller cousin. Beginning as a bundle of twigs bound together, it later competed with the sponge and cloth as a means of polishing the teeth. By the 18th century, the bristle brush was introduced and became the recommended utensil for scrubbing the teeth.

Soon after the first primitive toothbrush was devised, along came dentifrices. Records of them, dating back to ancient Greece, prescribed everything from charcoal, talcum and honey to powdered stones and cremated mice.

No matter what the recipe, dentifrices were here to stay. They helped to keep teeth white, refresh the mouth and prevent disease. They were kept in any sort of container that was handy around the house—bottles, boxes or cans—and it wasn't until 1892 that the tooth paste tube was invented. It quickly became the most common dispenser for dentifrices, but it still left a lot to be desired. Nothing new appeared in the way of a dispenser until a year ago when dentifrice was put in a practical plastic squeeze bottle.

DENTAL CARE is an old, old story. The toothpick dates back to prehistoric times.



IT WAS a great day in 1892 when the tooth paste tube was invented.



DENTIFRICES IN various forms have been used for thousands of years, from the concoctions of ancient Greece down to today's newest flowing formula.

Dentifrices continue to play an important role in dental care. Today, the main accent is on prevention. We've proved that our greatest home weapon against decay is brushing the teeth after every meal. Scientific evidence has shown the greatest dental damage occurs within twenty minutes after eating. Immediate brushing removes the food particles before they can be converted into decay acids.

We know that nothing should stand in the way of at least two visits a year to our dentist. And we've learned that a balanced, nutritious diet, light in sugar and starch, helps to build and maintain strong, sound teeth.

Modern medical science has taught us so much about diet, decay, dentifrice and proper care of teeth, there's plenty of reason to smile today. And it's possible to show a beautiful healthy set of teeth when we do.

Special Beach Service Provided

SPECIAL CTA buses providing direct transportation to the Wilson avenue and Montrose avenue beaches began operating on June 28, and will continue as needed throughout the summer swimming season.

This additional service operates south in Broadway from Lawrence to Montrose, east in Montrose to Simonds drive, north in Simonds to Lawrence and then west in Lawrence to Broadway.

When the beach service is operating, it will supplement the regular Montrose-Lawrence (No. 81A) buses which travel over the same route as the special buses.

These buses make direct transfer connections with regular CTA surface lines operating in Lawrence avenue, Wilson avenue, Montrose avenue and Broadway, and with CTA's North-South "L"-subway stations at Lawrence avenue and Wilson avenue.

Hours of the special service each day will depend upon weather conditions and the amount of traffic using the special buses. This additional CTA service will remain in operation until the beaches close, usually right after Labor Day week-end.

Name Three District Superintendents

THREE NEW surface system district superintendents were appointed effective July 1 in a personnel bulletin issued by the Transportation Department:

Those named are *E. G. Milz*, superintendent District "D," *John A. Jacoby*, relief district superintendent, and *John G. Stanton*, superintendent Central District.

The appointment bulletin was signed by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *General Manager W. J. McCarter*.

Help Halt Track Fires!

TRACK FIRES are dangerous and costly to the CTA. Not only that, they cause serious service delays.

The cause of many of them is carelessness on the part of patrons who throw lighted cigarettes on rapid transit tracks or station platforms.

To help prevent them, CTA has posted at all rapid transit stations large two-

color signs urging patrons to cooperate with the CTA in reducing the number of such occurrences.

Employees are asked to do all they can to help eliminate this unsafe practice.

Smoking on CTA vehicles is prohibited by city ordinance and employees should so warn violators whenever this offense occurs on buses or trains.

CHICAGO TRANSIT AUTHORITY

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

	Month of May		Five months Ended		Twelve
	1959	1958	May 31, 1959	1958	Months Ended May 31, 1959
Revenues	\$10,959,569	\$10,717,727	\$53,883,080	\$52,692,767	\$127,309,042
Operation and Maintenance Expenses	9,063,814	8,959,926	47,056,012	45,467,233	110,192,985
Available for Debt Service	1,895,755	1,757,801	6,827,068	7,225,534	\$ 17,116,057
Debt Service Requirements:					
Interest Charges	375,945	386,425	1,883,646	1,935,757	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,666	833,333	833,333	
Deposit to Series of 1947 Sinking Fund(2)	105,213	95,767	526,067	478,833	
Revenue Bond Reserves (3)	-	7,000	-	35,000	
	647,825	655,858	3,243,046	3,282,923	
Balance Available for Depreciation	1,247,930	1,101,943	3,584,022	3,942,611	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	-	-	309,577	-	
Balance Available for Depreciation	1,247,930	1,101,943	3,893,599	3,942,611	
Provision for Depreciation	876,765	857,418	4,310,646	4,215,921	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	371,165	244,525	417,047r	272,810r	
Accumulated Deficit:					
To end of previous period	1,388,843r	698,025 r	600,631r	180,690r	
At close of period	\$ 1,017,678r	\$ 453,500	\$ 1,017,678r	\$ 453,500r	

r - denotes red figure

PASSENGER STATISTICS					
Originating Revenue Passengers	46,105,504	45,604,326	228,548,253	224,555,340	537,286,956

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at May 31, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-1959 Orders:			
El-Subway Cars	42	58	100
Propane Buses	150	100	250
	192	158	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:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1959.
- Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase in the open market or after invitation to tenders.
- Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- Revenues for the month of January 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.
- 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.



**Count on your friend . . .
THE CHICKEN**

BE YOU a working single gal or wife and mother, or for that matter, anyone who plans meals on a limited budget (who doesn't) and who's pressed for time (who isn't), you should know that chicken is better than ever before, economical, versatile, and nutritious.

Confidentially, an old friend is the best kind. And that's probably why the chicken is one of your most dependable standbys when it's time to prepare a meal.

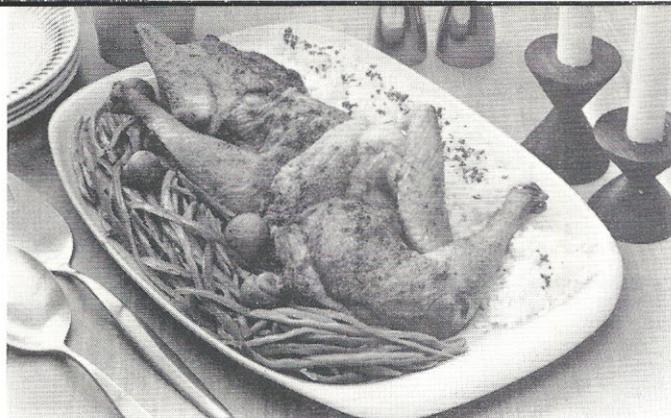
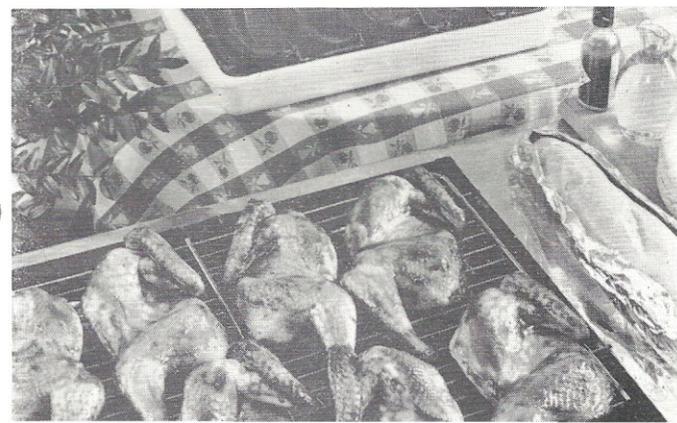
The chicken we buy today is better than ever before because it is grown strictly for eating purposes. It is produced by the broiler or meat chicken industry, which has been specializing in scientifically grown, fed and processed chickens since 1934. These are made available to the housewife at low cost, ready to cook, in a variety of forms and weights throughout every season of the year, making the "spring" chicken a bird of the past.

Since we are all so conscious of diets these days, you will be glad to know about the highly nutritive value of chicken. Dollar for dollar, the broiler-fryer gives you more value nutritionally than the next dozen or so popular meats. It is exceptionally high in good quality protein. Chicken meat is low in calories and high in essential vitamins.

Chicken is economical, too. The broiler industry has put many efficiencies into practice . . . such as taking over the eviscerating processes themselves . . . which serve to keep the price of broilers low.

You'll find, also, that the meat chickens you get today in your supermarket are adaptable to an almost endless list of recipe variations. They are available ready to cook, either whole or cut-up and they can be baked, broiled, fried, barbecued, roasted or stewed with equally pleasing results.

And, speaking of recipes, we have prepared a leaflet giving recipes for such favorites as baked chicken, barbecued chicken and a scrumptious Molasses Tomato Dunking Sauce. Write Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free leaflet.



WITHIN less than an hour, the bachelor gal who works can prepare this simple menu of a baked broiler-fryer with fluffy rice, green beans and mushrooms.

SALAD TOSSING TIME

WE HAVE prepared a booklet that gives the complete ingredients for a variety of salads that have been approved by nutritionists and biochemists working with low cholesterol diets. For your free salad booklet, write Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois.

But in the meantime, here are a couple of recipes that are included in the booklet, just to tempt your taste:

Carrot and Raisin Salad

- 1 tablespoon sugar, 1 teaspoon salt
- 2 tablespoons vinegar, 2 tablespoons corn oil
- 4 medium size carrots, grated
- ½ cup raisins

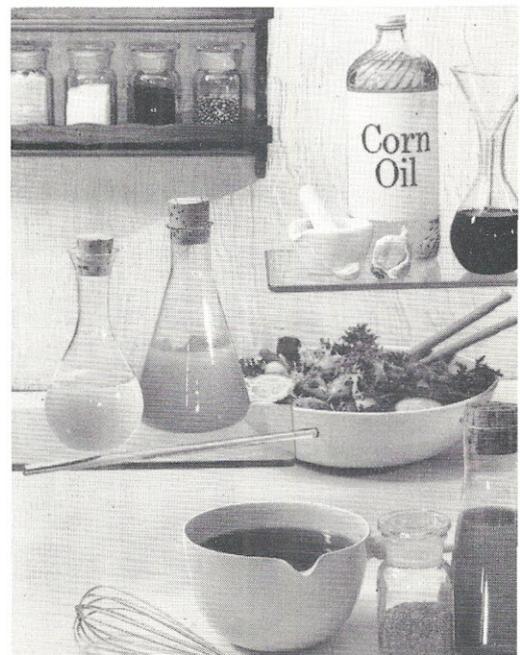
COMBINE sugar, salt, vinegar and corn oil in bowl. Beat with fork until well mixed. Add carrots and raisins. Toss lightly to mix thoroughly. Makes 4 servings.

Old Fashioned Cole Slaw

- 4 cups shredded cabbage
- ¼ cup chopped green pepper or pimiento
- 1 teaspoon salt
- 2 teaspoons minced onion
- ¼ teaspoon sugar
- ½ cup L-Plus Mayonnaise

PLACE ingredients in large bowl in order given. Mix well. Cover and chill thoroughly. Makes 6 servings.

DON'T LET scientific approach to salad-making scare you. Many salad devotees seek out the small equipment of the science laboratory. It is not only practical but has a charm all its own.



FOR THE homemaker who must feed a hungry mob, indoors or outdoors, let them feast their appetites on an inexpensive, fun-to-do Chic-n-Que.

MEDICALLY SPEAKING



By Dr. George H. Irwin

CTA Medical Director

THE ELECTROCARDIOGRAM

(Favorable and Unfavorable Aspects)

IN ORDER to have a clear understanding of this subject, a simple definition of the terms used frequently in this discussion may prove helpful.

The electrocardiogram, referred to hereafter as E.K.G., is a graphic tracing of the electrical current produced by the contraction of the heart muscle. The electrical current, or potential, depends upon many factors such as the anatomy, physiology, cell metabolism, including activity and secretions, blood supply of the heart muscles, and rate and strength of heart beat.

The electrocardiograph is the instrument used for recording the test.

Studies of many thousands of tracings have revealed that the normal heart produces a characteristically consistent record which the doctors call normal. In these studies it was also noted that diseased hearts, for example coronary occlusion, produced certain changes which were constant and characteristic for the type of heart disease indicated. The difficulty has been in determining the range of normal because it has been recently learned that the range is fairly wide.

Therefore, it should be emphasized that certain slight abnormalities in tracings do not necessarily indicate heart disease. For example, doctors now know that there are certain differences between the E.K.G. of young persons and the middle-aged or elderly group. Formerly these changes in the latter group were interpreted as heart disease when in reality they were due to the changing physiology of the older individual. Other factors besides age which come under normal variations are extrinsic factors such as emotional strains,

electrical interferences, disease in other organs adjacent to or near the heart, administration of certain drugs or medicines and blood chemistry changes. These can produce variations in the E.K.G. which are truly not due to heart disease.

When should an E.K.G. be done? It can be generally stated that all persons, regardless of age, who have chest pains, shortness of breath, swollen ankles, would be wise to have an E.K.G. In addition, any person over 40 who is undergoing a physical check-up should include an E.K.G. for a complete examination, even though he feels well.

In all fairness, however, a few unfavorable points about the E.K.G. should be mentioned. The most common objection relates to the person who, reported to have a normal tracing today, drops dead tomorrow. Unfortunately, E.K.G.'s do not show impending trouble in all such cases but there are enough cases with positive findings to make it worth while.

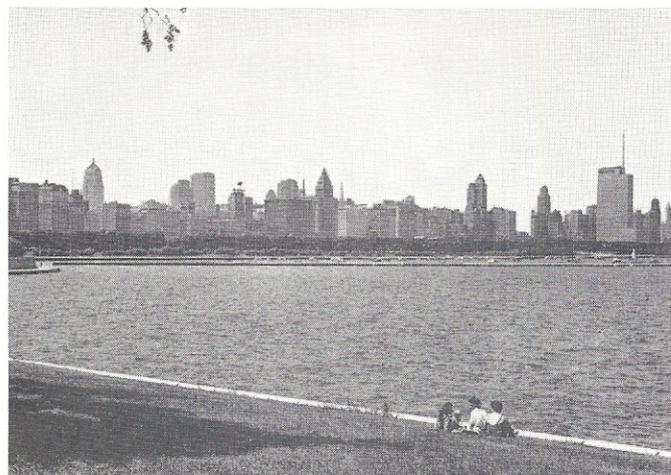
Another unfavorable or harmful effect is the change in the psychological attitude of the patient. If he is told that the E.K.G. shows a defect, even though it is not serious, certain people become so-called "cardiac invalids" when this is often unnecessary. This is not a fault of the E.K.G. as much as it is the way the physician transmits the findings to the patient, and the patient's reaction upon receiving the news.

It is important not to put too much dependence on the E.K.G. alone without correlation of the history and clinical findings of the patient.

The favorable aspects of an E.K.G. are as follows: It may show early signs of heart trouble, especially in silent coronary cases. When the E.K.G. findings are definitely positive, a change of occupation and mode of living and institution of proper treatment may add years to life. E.K.G.'s done in pre-employment examinations aid in job classification and are helpful in preserving health. In periodical physical examinations, the original E.K.G. gives a record of normal base line with which future changes can be compared. For these reasons the E.K.G. is valuable in the correct diagnosis of many heart disorders and helpful in the planning of proper treatment.

To sum up, it should be emphasized that an E.K.G. done by proper technique and interpreted carefully and thoroughly can be a valuable aid in diagnosis of heart disease. It should, however, be considered in most cases as a supplement to a careful history and physical examination. As the years pass, the proper evaluation of this test by the physician and the correct understanding by the patient will greatly enhance the value of the E.K.G.

CHICAGO'S LAKE FRONT, rightly proclaimed as the pride of the city, more than ever this year is the center of attraction for residents and visitors alike. The recent opening of the St. Lawrence Seaway means that vessels from all over the world will be plying the waters of Lake Michigan and viewing the city's skyline for the first time. The green beauty of Grant Park in the foreground set against a background of towering Loop buildings is a sightseer's delight. This is a view looking northwest from the Adler Planetarium.



Garden Helps



THE VACATION season is upon us. If you are leaving the city for a period of one or two, or even three weeks you will need to consider what is to happen to your garden while you are away. Sometimes a friendly neighbor will do some of the chores. But even then you can hardly expect him to do all the necessary things.

The first essential is water. Naturally you cannot depend upon rain to provide water for your garden while you are away. Before leaving, thoroughly water the lawn, the flowers, trees and shrubs. In the case of new plants grown this year be sure they get an extra soaking.

After watering, weed the entire area pulling out the large weeds and destroying the smaller ones by cultivating, that is, stirring up the surface of the soil so as to expose the roots of the seedling weeds. Be careful not to stir the soil up so close to a plant or so deep that it will disturb the roots.

Having watered thoroughly the next step is to conserve the water in the soil at that time. This is done by mulching. This means merely to place or spread a material over the ground that will keep moisture beneath it, and prevent weeds from growing. Peat moss, grass clippings, sawdust, and even a layer of newspapers spread over the ground and held by stones, will provide this mulch. If you do this properly, you will return from your vacation and find that not one weed has grown in the garden while you were away.

If your lawn is growing vigorously mow it shorter than usual before you leave. Trim the edges along paths and borders and then give the lawn a thorough watering. If the crab grass season is on, or if you have plantain or dandelions in the lawn, be sure that you spray for these pests before you leave, else you might find them practically taking over the lawn on your return.

If your lawn is not growing vigorously it need not be cut for a matter of two weeks or so while you are on vacation. However, if it is a vigorously growing lawn it might get very long during your absence and it might help you to have your neighbor cut it once or twice while you are away. If when you return the lawn is rather long, say up to four or five inches tall, then be careful when you give it the first mowing. Do not cut such a long grass to a short height. Run the mower over it rapidly, set as high as possible, and let a day or two pass before you try to make the final cut.

Then just before leaving, spray the entire garden for insects and diseases. Even though there is no sign of these pests it will be smart to spray just the same, else they might be infesting the place when you return. You can get a combination spray that will take care of all types of injury, or you can buy this in the form of a dust. Also select a form of insecticide that has a long residual effect and can destroy insects for at least ten or fifteen days after applied. Be sure to do this spraying after you have watered the garden so that it will not be washed off by watering later.

Of course you will see to it that all debris and other unnecessary objects are removed from the garden. Also, store your garden furniture and ornaments and tools. If you have window boxes or tube plants, it might be a good idea to put them in some protective spot while you are gone, especially in a shady place where they will not dry out so quickly.

CTA WAS recently awarded a certificate of appreciation in recognition of outstanding service to the United States Navy Recruiting Service at a presentation made in the office of General Manager Walter J. McCarter. It was given for cooperation accorded the recruiting service in publicizing the Navy by the placement of car cards in CTA vehicles. Making the presentation to Mr. McCarter is Chief Petty Officer H. R. Haley (left) of the Chicago recruiting office and Commander H. C. Quast (right), officer in charge of local recruiting activities.



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