

SEPTEMBER, 1959

# TRANSIT NEWS

METROPOLITAN

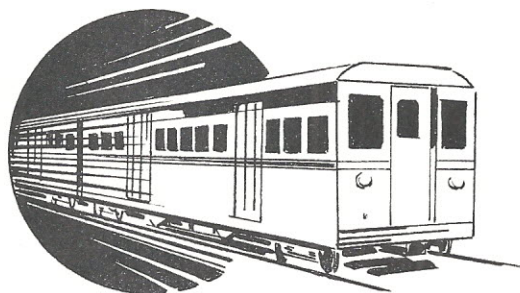
TRANSIT





# Board Awards

## Contracts for West Side Subway Projects



TWO CONTRACTS totaling \$2,675,705 in the program of work for completion of the permanent rapid transit facilities in the Congress Expressway right-of-way were awarded to successful bidders August 27 by Chicago Transit Board. Both contracts, however, are subject to final approval by the other public agencies involved, the State, the County and the Federal Bureau of Public Roads.

One contract amounting to \$1,986,810 was awarded to Michael J. McDermott and Company, 30 N. La Salle street, for the construction of four new stations between Laramie avenue, Chicago, and Desplaines avenue, Forest Park. The other contract for \$688,895 was awarded to Kil-Bar Electric Company, Inc., 2261 Clybourn avenue, to install the power distribution and communications systems in the expressway area from just east of Central avenue, Chicago, to the Desplaines avenue terminal.

The cost of these facilities is being paid for by the State of Illinois, the Federal Bureau of Public Roads and Cook County in fulfillment of their obligations to replace CTA rapid transit facilities that had to be removed to make way for Congress expressway construction.

Chicago Transit Board also awarded a contract on August 27 to Lipsett Steel Products, Inc., 4747 S. Morgan street, for the removal of the old Garfield elevated structure between Sacramento boulevard and Lavergne avenue, a distance of approximately two and a half miles. The bid to pay CTA \$106,646 for removing the structure was the highest received. The contractor retains the salvaged material.

Removal of the structure will start simultaneously at two locations:

1. From the south side of Congress street, near Sacramento, to the alley between Congress and Harrison.
2. From Kostner avenue to Kilbourn avenue between Harrison and Flournoy streets.

An estimated 5,998 long tons of structural steel and 1,546 long tons of rail will be removed along with a considerable quantity of ties, flooring and other lumber.

The station buildings and the lower runs of stairs at Kedzie, St. Louis, Independence boulevard, Tripp, Kilbourn and Cicero have already been removed. The remaining stairs, platforms, canopies, railings, flooring, cross girders, columns, brackets and stringers will be removed by the contractor.

The four stations and platforms to be constructed will be located at Central avenue, Austin boulevard, Oak Park avenue and Harlem avenue. Central avenue will be of the single-end type with stairways leading to the station from both sides of Central avenue which is depressed under the highway.

Austin boulevard station will have an auxiliary entrance at Lombard avenue; Oak Park station an auxiliary entrance at East avenue, and Harlem station an auxiliary entrance at Circle avenue, Forest Park.

Third rail power distribution facilities are to be installed in the rapid transit right-of-way in the expressway area from just east of Central avenue, Chicago, to the Desplaines avenue terminal, Forest Park. Communication, signal and line supervisory control cables will be installed on poles placed at the dividing line between the CTA right-of-way and the Baltimore and Ohio railroad right-of-way.

### VOLUME XII CTA TRANSIT NEWS NUMBER 9

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

Charles R. Baker—Transportation (69th)  
Lloyd Cox—Transportation (North Park)  
Anthony S. Curcio—Steno-Duplicating

### RECENTLY RETURNED

Wilbert M. Allen—Transportation (South Section)  
L. J. Hampton—Transportation (Archer)  
Paul Jordan Jr.—Transportation (77th)  
Leonard C. Miller—Transportation (77th)



## INTER-ZONE RATES OF FARE CHANGED

Substitution of inter-zone rates of fare for present local fares in CTA's North and West zones, effective at 4:00 A.M., September 7, was authorized August 27 by Chicago Transit Board as a means of improving CTA services in these areas.

Affected by this change in rates of fare are a relatively small number of CTA riders who begin and end their one-way trips in either the North zone or the West zone. A substantial majority of the CTA patrons in the two zones are inter-zone riders who now pay the inter-zone fares. These fares remain unchanged.

Included in the North and West zones are the suburbs of Wilmette, Skokie, Evanston, Forest Park (west of Desplaines avenue), Maywood, Bellwood and Westchester.

The new rates of fare for CTA local riders in the North or West zone will be as follows:

Adult—38c cash, or one 22½c token plus one 11¼c token, a total of 33¾c in tokens.

Child or

Student—26c cash, or two 11¼c tokens, a total of 22½c in tokens; student must have proper identification.

### Benefits Outlined

For local rides in either zone, an adult now pays 25c cash, or 22½c at the token rate; a child or student now pays 13c cash, or 11¼c at the token rate.

In each of the suburbs affected there exists local transit service provided by companies other than CTA.

The benefits to be achieved by the fare change:

1. Complicated, annoying and time-consuming fare control procedures, now required to identify inter-

zone and local riders, will be eliminated.

2. In the West zone, CTA's new student rate for a local ride will be more nearly on a par with the 25c student rate now charged by the West Towns Bus company.
3. CTA services in the North and West zones were originally established to provide an interurban service. The fare change in the North and West zones will restore CTA services in these areas to their original purpose, that of serving interurban riders.

### Plan Interchange Facilities

4. As funds become available, CTA can proceed with construction of a modern, convenient, under-shelter off-street rapid transit-bus passenger interchange facilities at Howard street rapid transit terminal where land has already been acquired. Fare control procedures and facilities probably can also be improved at the Desplaines avenue, Forest Park terminal of the new West Side subway and the Westchester bus. The new terminal facilities planned for Howard street will accommodate not only CTA buses but buses of the Evanston, United and American Coach companies.

Immediately eliminated, for example, is the time-consuming passenger checks of southbound Evanston Express and Evanston shuttle trains at South boulevard in Evanston which require as much as three minutes per train.

Presently, approximately 8,700 Wilmette-Evanston riders are delayed each week-day at South boulevard for the purpose of identifying an estimated 400 local riders, including approximately 50 riders who travel between Skokie and Evanston or Wilmette.

In the West zone, CTA's Westchester bus service is severely handicapped by the great disparity in student rates for local rides. CTA's present rate is 13c

cash, or 11¼c token, but the West Towns rate is 25c cash. Both CTA and West Towns serve Proviso high school, East, in Maywood. Consequently most of the student riders have availed themselves of CTA's below-cost student rates of 13c cash, or 11¼c token. This situation has compelled CTA to operate extra equipment, thereby increasing operating losses, to accommodate the students.

### V. E. Gunlock Re-elected

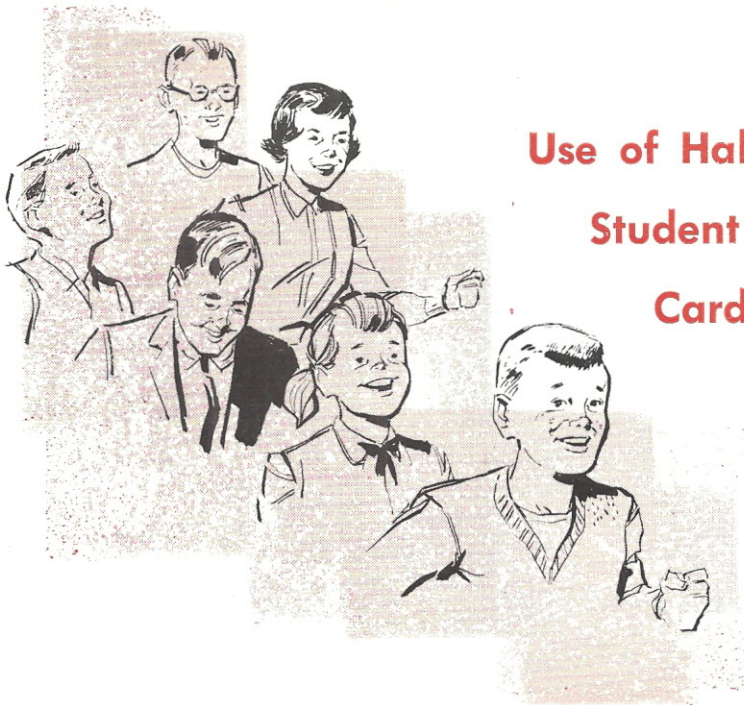


V. E. GUNLOCK, chairman and member of Chicago Transit Board, was unanimously re-elected chairman on September 3 for a term of three years. This action by the Board followed Mayor Daley's reappointment of Mr. Gunlock for a seven-year term as a member of the Board.

Board members elect their own chairman. Mr. Gunlock has served two terms as Chairman of the Board. His second term as Chairman expired September 1. Mr. Gunlock has been a member and Chairman of the Board, which is a full-time job, since mid-year 1954.

**OUR COVER:** In the center circle of the cover illustration is an artist's conception of a bus train of the future. For details see the story on pages six and seven of this issue.





## Use of Half-Fare Student Identification Cards Restricted

RESTRICTED USE of half-fare student identification cards under new rules and regulations agreed to by CTA and school officials became effective with the fall semester of elementary and high schools.

Distribution of the half-fare identification cards has been made to approximately 260,000 students of public, parochial and private elementary and high schools in Chicago and adjacent suburbs served by CTA. The fall semester in these schools began on various dates ranging from September 1 through September 8.

Two types of half-fare student identification cards, "limited" and "unlimited," are issued by CTA.

The "limited" type can be used only between the hours of 7:00 A.M. and 5:00 P.M. in traveling to and from school. In previous years this card could be used until 6:00 P.M. No charge is made for the original "limited" type card and no photograph of the student is required. A charge of \$1.00 is made to replace a "limited" card that has been lost, stolen, defaced or destroyed.

The other type of card, the "unlimited," can be used in traveling to or from school or extra-curricular activities, during the semester. Other years, all students were eligible to receive the "unlimited" card just by paying the prescribed fee. This year, the "unlimited"

identification cards will be available only to students who are engaged in, or intend to engage in during the school year, properly sponsored extra-curricular activities requiring the use of CTA transportation not permissible through the "limited" identification card. The application for the "unlimited" card must be approved by the moderator or representative of the specified activity before it is honored by CTA.

In addition, the cost of this card has been increased from \$1.00 to \$2.00 per semester. The "unlimited" type card bears the student's photograph and signature. These cards are laminated in plastic. Replacement of this card costs \$3.00.

Another change regarding the "unlimited" riding cards will affect elementary school pupils only. Because of the small number of elementary school students who will qualify for "unlimited" cards under the new regulations, no photographing will be done at the elementary schools as had been the practice in previous years. The pupils who qualify for "unlimited" cards will be photographed at CTA offices in the Merchandise Mart on Saturdays only, beginning September 12, from 9:00 A.M. to 1:00 P.M.

Students eligible to receive either of the identification cards must be between

the ages of twelve and twenty, inclusive, and must be full-time, day students in an accredited public, parochial or private elementary or high school. These students have the privilege of using CTA service at half fare (11 $\frac{1}{4}$ c token or 13c cash) during the school semester. The card must be shown at time fare is paid. These students are divided among over 900 public, private and parochial elementary and high schools in Chicago and suburbs served by CTA.

"Limited" type cards were delivered to 18 district offices of the Chicago Board of Education prior to the opening of the fall semester on September 8 for transmittal to the individual schools. School personnel made the distribution to students. Cards for students in private, parochial and suburban schools were delivered directly to the schools by CTA representatives.

Photographing of high school students applying for "unlimited" cards began on September 14 and will be completed in all 171 high schools by September 23.

Last year, CTA issued about 135,000 "unlimited" cards for the first semester and about 120,000 cards for the second semester. About 130,000 "limited" cards were issued each semester.





## ANNUAL INSPECTION STRESSES

### FIRE PREVENTION

WITH THE objective of eliminating fire hazards and improvement of system-wide "good housekeeping" practices, the sixth annual fire inspection of CTA operating properties will be held during the week of October 5 to 9 under the direction of the Insurance department.

Keyed to the observance of National Fire Prevention Week—October 4 to 10—the annual inspection tour supplements the fire prevention program which is carried out regularly throughout the year with periodic safety inspections.

A special committee made up of supervisory personnel, CTA officials and representatives from various departments will conduct the inspection, and visits will be made to all CTA operating stations and facilities to determine that fire regulations are being followed and safe procedures being practiced at all locations.

The special committee, which will function only until the system-wide inspection is completed, will be concerned primarily with checking basic fire prevention practices. Carrying the program into effect throughout the year rests fundamentally with specially-trained and appointed personnel at the respective stations and facilities.

Following the inspection, a report on findings and recommendations will be issued by the Insurance department, of which *H. B. Storm* is superintendent.

OL' MAN TROUBLE  
YOU AID AND ABET  
WHEN YOU SMOKE THAT  
BEDTIME CIGARETTE



Not only will fire prevention in industry be stressed during Fire Prevention Week, but because of the greater prevalence of home fires, emphasis also will be placed on reducing the causative factors in that area of family life.

Most of the thousands who die in home fires every year are children and elderly people. The biggest toll is taken in the children under 14 and adults over 65 age group. These are the most helpless when fire strikes. To provide added protection for the home, the National Board of Fire Underwriters makes these suggestions.

To safeguard your children: (1) Keep matches out of reach of small children. (2) Buy inexpensive caps—hard for children to detach—to cover unused light sockets. (3) Keep children away from range burners. (4) Leaving little children alone, even for a few minutes, is dangerous. In an emergency, and if you have no one to stay with the

children, make certain there are no open fires or combustible materials close to a source of heat.

To protect oldsters, see to it that they do not wear garments of loosely woven materials, or with long sleeves or belts which can easily catch fire. Check heating pads regularly to be sure cord and pad are in good condition. Keep an eye on older smokers who are apt to doze. If there is a tendency toward absentmindedness, be on the alert for irons left plugged in and stove burners left on.

IN A letter to *V. E. Gunlock*, chairman of Chicago Transit Board, *Commissioner Robert J. Quinn* of the Chicago Fire Department stressed the importance of fire prevention and safety in the home and at work. The letter follows:

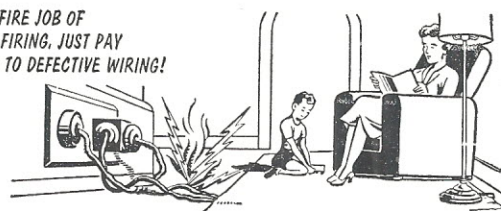
"I would personally appreciate your cooperation by informing all the Chicago Transit Authority employees of the importance of fire prevention and safety in the home and at work.

"Tragic fires are usually the result of carelessness either by mental or physical acts of indiscretion. Far too many times the accumulation of rubbish, defective wiring, children playing with matches, unattended children, use of flammable liquid cleaning fluids and defective heating units all add up to the needless waste of lives of our dear ones.

"The old adage of 'it can't happen to me' was proven wrong 45,820 times in 1958 (the number of fires in Chicago last year). Good fire prevention habits at work is paramount to our very existence. We all have a moral obligation to our employer to protect his property and facilities. If every one would familiarize himself with the potential hazards adherent to his occupation, the yearly fire loss would be greatly reduced.

"In closing, may I add in the event of fire call Fire 7-1313. Thank you for your assistance in this most important undertaking."

FOR A SURE-FIRE JOB OF  
HOME-MADE FIRING, JUST PAY  
NO 'TENTION TO DEFECTIVE WIRING!

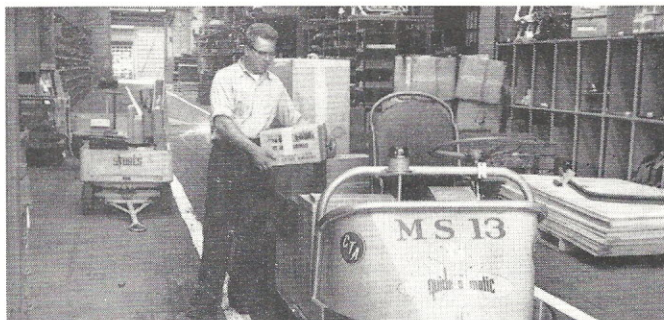
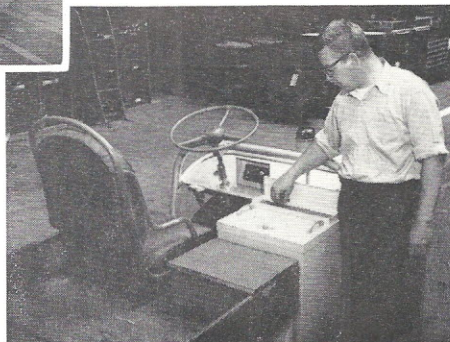




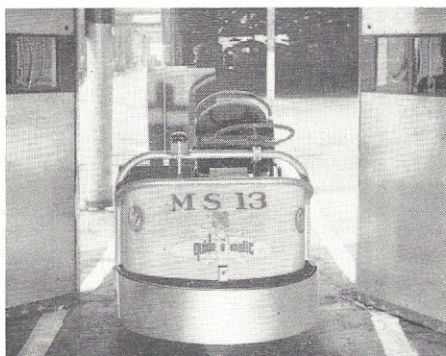


CTA'S SELF-GUIDED tractor-truck is ready to start on its one-third mile route through the stores and maintenance departments at the South Shops. Here Harry Schober, assigned to the self-guided truck, pushes the button on the instrument panel to start the truck on its course.

EIGHT STOPS have been established along the route. The desired stops are being set before the truck leaves its terminal in Storeroom 59.

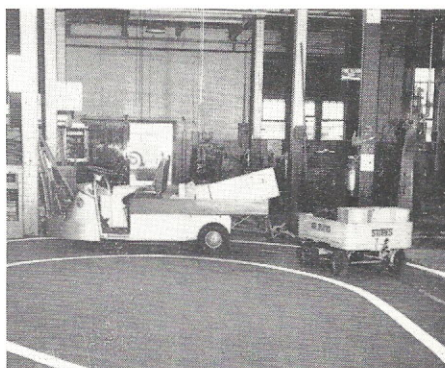


THE FIRST stop on the route is made at the body parts storeroom. Harry Schober is loading parts to be delivered to the body shop.



THE DOORS to the East House open automatically when the self-guided truck approaches the doorway. In the East House the body, blacksmith and upholstery shops and Storeroom 53 for hardware and parts are located.

ADDITIONAL WAGONS can be hitched to the automatically-guided truck. The vehicle is shown making the turn-around in the East House and starting on its return trip.



# ELECTRONICALLY-CONTROLLED TRUCK NOW IN OPERATION

*May Be Forerunner of Self-Guiding Buses in Trains*

CTA RECENTLY successfully completed the first of a series of tests to determine the feasibility of operating self-guiding buses in trains in their own exclusive rights-of-way in expressways.

The vehicle used for this first series of tests is a battery-powered industrial plant truck equipped with electronic devices developed over a period of years by the Barrett Electronics corporation of Northbrook, Illinois.

For a period of some months, this test unit will be operated automatically in intra-plant materials delivery service at CTA's South Shops, 77th street and Vincennes avenue, while preparations are being made to equip a bus and a test roadway within the plant area for preliminary testing of a bus equipped with electronic guiding devices.

When this second stage of the tests has been completed, CTA has been advised, a section of highway, properly equipped with guide wires that provide electronic impulses for guiding the test vehicle, will be made available to CTA for field tests.

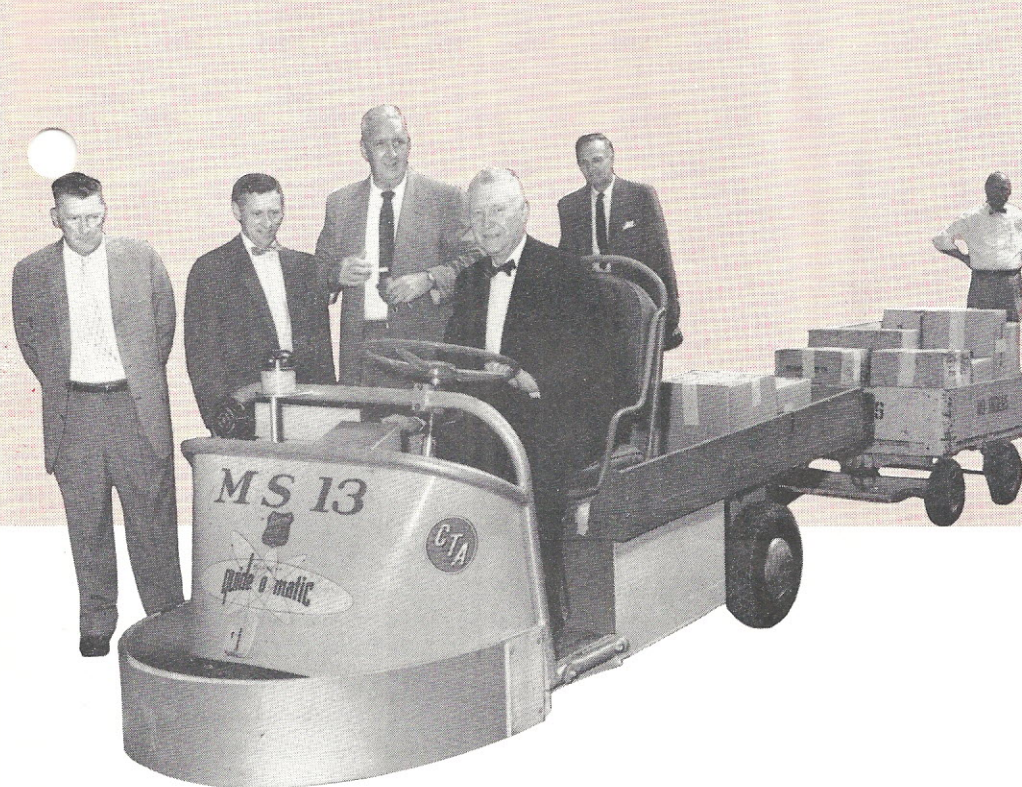
In operation, the electronically-equipped plant truck eerily scoots over its established course at a top speed of about nine miles per hour, honking a warning of its approach. It halts automatically at pre-determined stops for loading or delivery of materials, and then resumes its onward course when the materials handler presses a button on the instrument panel of the truck.

When the truck comes to a closed door, it stops automatically until the door automatically opens. When the opening door reaches sufficient height for clearance, the truck automatically resumes its journey, honking its warning for traffic.

In the maintenance and stores area of the South Shops, a low frequency induction field was established in a continuous closed loop cable nearly one-third mile in length. Indoors, the cable is taped to the floor and outdoors, it is covered with asphalt.

The guidance equipment, which senses the magnetic field, is mounted on a Laher electric tractor owned by CTA. This magnetic sense unit consists of two, tuned coils at right angles to each other. These coils pick up the signals by induction from the field surrounding the guide wire.





AT AN operational preview, *V. E. Gunlock*, chairman of Chicago Transit Board, tries out the newly-developed test equipment. Wide interest has been expressed by the mass transit industry in the experiment.

**CTA GENERAL Manager Walter J. McCarter** starts the operation of the new self-guiding truck that is being tested at South Shops to determine the feasibility of operating self-guiding buses in exclusive lanes in expressways. Observing the activities from left to right are: *J. E. Platt*, superintendent of surface shops; *C. E. Keiser*, superintendent of transportation; *T. B. O'Connor*, general superintendent of transportation and shops and equipment; *C. W. Wolf*, electrical engineer, and *R. C. Gavert*, divisional storekeeper.

The electronic equipment was installed on the truck at a cost of approximately \$12,000.

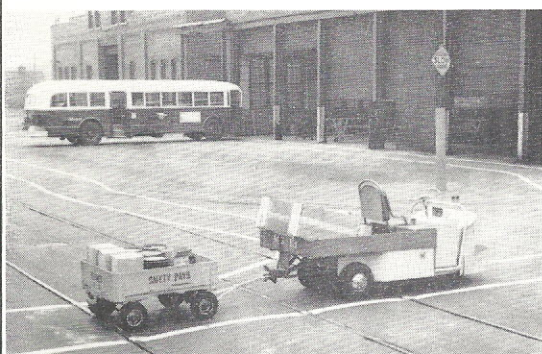
Programmed stopping is automatically accomplished. When loading and unloading is completed, a pushbutton again starts the vehicle. Stopping points can be selected before the tractor leaves the terminal.

As safety features, a flashing red mars-type light and a horn have been mounted on the vehicle. A bumper on the front of the tractor is provided to stop the vehicle as soon as a person or object comes in contact with it.

Although research work for guided bus trains is just getting underway, there is reason to believe that these trains, traveling at speeds up to 60 or 70 miles per hour on puncture-proof tires, can be operated in specially-prepared, exclusive, grade-separated expressways.

Construction costs would be considerably less than for the conventional rapid transit elevated structures, open-cut or underground subway. Operating noise levels would be minimized by rubber-tire wheels. The absence of any imposing, above-ground structures, such as required for elevated transit, would be beneficial to adjacent properties.

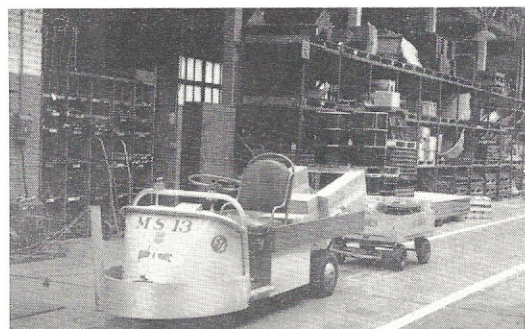
In outlying areas, buses equipped for self-guided train operation could operate as manually-guided single units to collect passengers, then assemble at appropriate locations and be coupled into trains for self-guided express runs.



**WHITE LINES** indicate the pathway of the self-guided truck. The truck is traveling in the outdoor area on the return trip to Storeroom 59 after picking up materials in the East House.



**A STOP** outdoors is made at the entrance to the paint shop. Paint is being unloaded by *Harry Schober*.

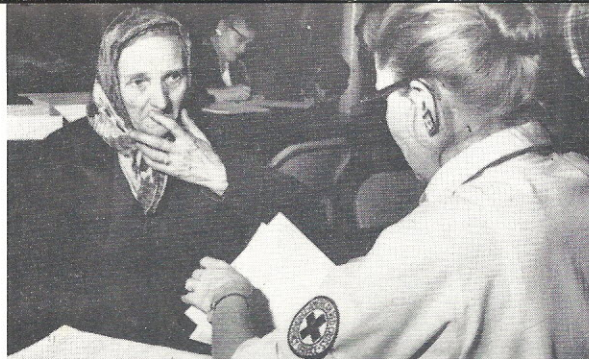


**BACK AT** the terminal in Store-room 59, the materials are unloaded and shipped to destinations other than the South Shops. At the terminal, the truck is manually turned around and set in position to start on its trip again.





**WAITING—FOR** someone to love and care for her in a foster home. Actually this homeless child is waiting for you—because you help to support Red Feather child-care services which can find her a home. When you give to the Crusade of Mercy you help thousands of youngsters like this one. The campaign goal this year is \$14,638,316, and the money raised will be shared by the Community Fund's 156 local health and welfare agencies and Chicago Chapter of the Red Cross.



**"SOMEONE DOES care!"** These words were turned into action last year for 2,885 Chicagoland men, women and children, victims of 450 local disasters—mostly fires—who received emergency food, clothing, shelter and rehabilitation counseling service through the Chicago Red Cross chapter. Your contribution to the Crusade of Mercy helps lessen the human suffering and material loss of disaster victims in Chicago.

## JOINT APPEAL LAUNCHES CAMPAIGN

THE 1959 campaign for the Community Fund-Red Cross Joint Appeal is to be known this year as the Crusade of Mercy.

And it is well-named. For welfare agencies which receive part or most of their support from the funds raised during the annual campaign, have been suffering from financial strangulation for more than a decade, and are now facing a crisis.

Because of deficits accumulated over the years, these agencies have been forced sharply to curtail services to people urgently in need of help. Clinics cannot accept new patients; child care services have been cut; day nurseries have been closed; programs for teen-agers—designed to curb delinquency—have been eliminated.

This is the bleak picture presented as the Crusade of Mercy prepares to open its active solicitation campaign on October 1.

To assure that there will be no further cut-back in services during the next year and that the existing deficits in funds will at least be partially reduced, the Crusade of Mercy is seeking to raise \$14,638,316 through the 1959 campaign. This goal is 22½ per cent more than the \$12,000,000 raised in 1958, which was short of the total required to guarantee continuation of the city-wide program of aid to deserving organizations providing needed services to the community.

The money raised through the annual campaign is shared by the Community Fund's 156 local health and welfare agencies and the Chicago Chapter of the American Red Cross.

CTA's annual solicitation of employee contributions to the Joint Appeal Fund will get under way October 1.

Payroll deduction authorization cards are to be distributed to all employees not presently enrolled in the payroll deduction plan. Employees are to sign these cards, stating the amount of the contribution, and how it is to be divided between the two funds. The signed cards are to be returned to department supervisors as soon as possible, in any event not later than October 30.

With both of these philanthropic and welfare organizations seeking more funds to meet the increasing demands upon their services and the increasing costs of providing the services, CTA employees are urged to be generous in their giving.

This year, employees now participating through monthly payroll deductions are asked to raise their level of giving, if at all possible.

A team of CTA employees also will aid in the solicitation effort by making calls on business concerns to present the critical need for increased giving to this year's campaign in order to meet the goal set and prevent further curtailment of welfare services.

*General Manager Walter J. McCarter* has accepted appointment as chairman of the Public Utilities group. The companies in this group are CTA, Commonwealth Edison Company, Illinois Bell Telephone Company, Peoples Gas Light and Coke Company, Natural Gas Pipeline Company, Texas-Illinois Natural Gas Pipeline Company and Western Union Telegraph Company.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Operator's Courtesy Receives Odd Award

BEVERLY — Operator Bob Huyer, while working his regular run, courteously waited for a passenger who was running to catch the bus. The patron thanked Bob and, after a while, asked him to wait at the stop light so he could get off and buy two watermelons at a fruit stand. When the bus reached its terminal, the man thanked Bob again for waiting and gave him the two watermelons to show his appreciation.

Roy Anderson and his wife, Dorothy, along with their family, spent four weeks at Devil's Lake, Wisconsin, and reported that fishing was very good.

Bill McGuire, son of Night Clerk Tom McGuire, recently was hit in the eye with a baseball when he was at a picnic. Everything seemed O.K. until the eye started to bleed and young Bill, who is six years old, had to be taken to the hospital to undergo surgery.

Operator Melvin Stoldt and his wife, Ruth, spent two weeks of their vacation at their mountain-side home in Jasper, Arkansas. Mel built this home by himself and now is putting the finishing touches to it.

## Lake Fisherman

Operator Art Pinelli and his wife, Mary, vacationed in Dubuque, Iowa, and the Wisconsin Dells. Art also did some fishing in Fox lake.

John Buergermeir vacationed in St. Petersburg, Miami and Hollywood, Florida . . . Operator Robert Lavin and his wife, Irma, vacationed in Hot Springs, Arkansas.

Operator Marty Morrison, his wife and their family vacationed at the Wisconsin Dells for three weeks.

Operator John Vogt and his family spent one week of their vacation in Chicago, going to baseball games, the zoo and to Riverview. The remainder of their vacation was spent in downstate Nashville, Illinois.

Operator Ross Shaffer didn't go anywhere during his vacation because he spent his three weeks in a sick bed.



## SHOP FOREMAN RETIRES

PRIOR TO South Shop Foreman Max Kuchan's recent retirement, a group of his fellow workers gathered to present him with a cash gift. They are: (left to right): Harry Bailey, James E. Platt, superintendent of surface division shops, Tom Pawley, Harvey Harders, Max, Andrew Draus, Joseph G. Hecht, general foreman, and Frank Rothman, supervisor of shop services.

Reported by Evelyn Clark and Frances Louward

Operator Clarence Cowan paid a visit to his brother's home in Detroit recently.

Operator Walt Motyko used his vacation sailing the boat he recently finished building.

Operator John Mahoney and his family vacationed at Saddle lake, Wisconsin, for two weeks . . . Operator John King and his family vacationed at the Copper Harbor region near Michigan.

Operator George Mays went to Mississippi during his vacation, while Operator Willard Beaman and his wife, Marguerite, enjoyed a recent vacation in Arkansas. They visited with Mel Stoldt in Jasper, also.

Operator John Naninga enjoyed a recent vacation at Indian lake, Michigan.

Operator Ross Shaffer's son, Richard, is now stationed with the U.S. Army in Germany, and his brother, Paul, recently was induct-

ed into service.

Irving and Elaine Weiler welcomed their third child, Laurie Anne, who was born during the latter part of July.

Gabriel DeJonge, who suffered a heart attack a year ago, recently visited our station and reported that his health is improving steadily.

Couples celebrating their wedding anniversaries in September are: Joe and Mary Gertzen, their 27th on September 2; Barnard and Frances Zesch, their 15th on September 3; the George Buetows, their 33rd on September 5; Charles and Dorothy Posch, their 23rd on September 6; the Elmer Balloks, their 38th on September 7, and Supervisor Walter Bayer and his wife, Jane, their 30th on September 18.

Operator John Bronson and his wife, Carole, recently welcomed a new son, Dan.

—CLIFFORD L. HOWARD

## European Dream Trip Becomes A Reality

ACCOUNTING — (Voucher) — A dream became a reality recently when Clara Lawrence began her European tour. She reported the larger cities were interesting and the smaller towns were quaint and charming . . . Switzerland and the Black Forest areas were picturesque with the majestic Alps in the background; Rome, Italy, was an inspiring city with the historical and religious background and Florence was a cultural city, while Venice was romantic and quaint. Clara enjoyed the Folies Bergere, the Eiffel tower, the palaces and beautiful buildings in Paris and Versailles, France. Although it was a wonderful experience, Clara said she was happy and fortunate that her home was in the U.S.A.

## Vacationers Go! Go!!

(Material and Supplies)—Emma Weber and her sister chose Florida for their vacation, where they enjoyed the sun and surf . . . Josephine Tollar went to DeKalb, Illinois, where she visited relatives and friends during her vacation. . . . Ann Sloane, who is a White Sox fan, enjoyed her vacation watching her favorite sport and did some sightseeing in and around Chicago.

(Payroll Distribution) — Viola Meyer and Claire Koch chose Chicago and its vicinity to rest and relax during their vacation . . . Violet Holt also spent her vacation in and around the "Windy City."

(Payroll) — Mrs. Alma Magnuson, the mother of Mabel Magnuson, supervisor of payroll clerks, passed away on August 6.

(Budget)—Sigfried Shonts and his wife decided on the west coast for their vacation—they traveled by train to Sunnyvale, California, a suburb of San Francisco, where they visited with friends and did a lot of sightseeing. The Shonts returned to Chicago via the airways.

(Revenue) — Janice Patano was guest of honor at a pre-nuptial dinner given at George Diamonds



restaurant by her co-workers recently. Janice said "I Do" to *Frank DiCossola* in Our Lady of Angels church on August 8. The ceremony was followed by a reception in the Marine room of the Keyman's club and the honeymooners traveled through Canada and the northern states.

### Takes to Skies

*Mary Nedin* had an exciting and interesting vacation in the east when she traveled via air to New York and Pennsylvania.

*Rose Krown* presently is recuperating at home, following recent surgery.

*Dolores Hurley* and *Jean Baker* recently gave a pre-nuptial shower for *Beverly Kane*. The shower was most unusual since it was held at Gages lake, Illinois, making it a "Picnic Shower."

(General)—*Helen Lowe* and her sister chose the northwest for their vacation and sent a card from Sturgeon Bay, Wisconsin, saying that the countryside was beautiful and the weather was perfect.

*Mike Verdonck* and his wife spent their vacation fishing and swimming in Milltown and Luck, Wisconsin. Mike caught some "big ones" with his rod and reel and reported having a good time and a good rest.

—HELEN A. LOWE and  
MABLE I. POTTHAST

### WENT FISHING



WHILE SPENDING a recent week of his vacation at Lake of the Woods in Waskish, Minnesota, *Beverly Operator Harry Louis* (left) and his friends took time out to snap this photo, which proves the fishing was great.

Reported by *Clifford L. Howard*

### European Jaunt Totals 12,000 Miles

ELECTRICAL — *Herbert Storey*, "B" foreman, and his wife, *Lillian*, crossed the Atlantic by boat and traveled about 12,000 miles. They visited England, France, Belgium, Switzerland, Italy, Monaco and Lichtenstein.

*Inspector Benny Kirchens* motored to northern Michigan, traveling around St. Ignace and Mackinac island. He also visited the Ford museum in Detroit.

*William E. Loos*, lineman's helper, motored to beautiful Colorado, where he visited Pike's Peak, and motored all around Rocky Mountain National Park to Grand lake. He ended up with a fishing trip to High lake, near Boulder junction, where he reported that fishing was good.

A card recently was received from *John (Jack) Becker*, who was vacationing in Bay City, Michigan.

At this writing, *Operator-Apprentice William Staunton*, who recently suffered a heart attack, has been hospitalized.

*Engineer John Michnick*, of Distribution, recently was hospitalized in the Norwegian American hospital.

*Gil Andrews* and his wife, *Harriet*, traveled via the El Capitan to Pasadena, California, then traveled via bus to Long Beach. Their itinerary included many stops along the pacific coast from Mexico to San Francisco.

*Clarence Malotke*, general line foreman, and his wife, *Charlotte*, motored some 3600 miles to the New England states, spending most of the time in Provincetown, Massachusetts, and New Haven, Connecticut.

*Laborer Heinrich Laurich*, line department, and his wife, *Kathleen*, proudly announced the birth of a son, *Michael*, on August 20.

—GILBERT E. ANDREWS

### Buckling Down Pays Dividend

FOREST GLEN—Free coffee was enjoyed by all operators recently through the courtesy of *Superintendents R. J. Bailey* and *Charley Kerr* and *Chief Driving Instructor E. Peterson*, for the fine quarterly improvement shown by all hands in lowering our traffic accident record. The men are now trying for 'coffee and' to lower our passenger accident record in the third quarter.

*Operator Roland Howard* recently took his pension and retired to the state of Oregon . . . *Supervisor Adam Walker* went on disability pension . . . The *Operator George Halgren* and family took their vacation by car to Denver, Colorado.

Over 30 uniformed operators attended the funeral of *Operator John DePriest, Jr.*, who met a sudden, tragic death.

*Operators Ray Gray* and *William Barron* attended the Union convention in Miami Beach, Florida, as delegates of our local.

*Operator Rudy Sikes* took a two week vacation in Wisconsin and returned to announce his retirement. He will reside in Oak Park.

*Garage Janitor Mike King* is proud of his 23-year-old son, *Jim*, who will be graduated from W. Illinois university in November. *Jim* is a leading amateur golf champ in this area, playing out of Arlington country club.

*Relief Superintendent George Dorgan* sat in for *Superintendent R. J. Bailey*, who took his family on vacation.

—AL BECK

### Transportation Man Wins Foot Race

GENERAL OFFICE—(Transportation) *Ray Jurgensen* won a cigarette lighter when he came in first in a man's foot race during a picnic at Willow Springs.

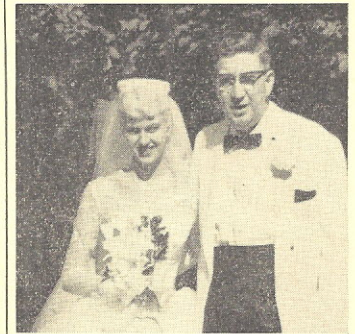
*Margie Rochford* and a group of her friends rented a cottage at Sterns Lake, Wisconsin, in the vicinity of Lac du Flambeau, during their vacation.

*Line Supervisor Edgar Ferguson* spent his vacation hooking wall-eyed pike out of the waters of Turtle River lake in Bemidji, Minnesota . . . Another *Line Supervisor James Luvisi* and his wife, *Violet*, visited with their nephew, *Leonard Weinard*, who is the proprietor of the Minnow Bucket gas station at Lac du Flambeau, Wisconsin.

*Line Supervisor John Huizenga* and his wife, *Henrietta*, recently celebrated their 25th wedding anniversary. They motored to Niagara Falls, then on to Buffalo to visit Mrs. Huizenga's aunt.

*Radio Dispatcher Frank Adams* and his wife, *Avis*, motored to Laredo, Texas, to visit their son, *Robert*, his wife, and their grandson, *Matt*. Lieutenant *Bob* is a jet pilot in the Air Force. Mr. and Mrs. Adams also visited Mexico

### BRIDE'S UNCLE



THE LUCKY man who recently escorted the lovely bride, *Patricia Holmes*, down the aisle, was her uncle, *Station Superintendent Ralph Wenstrom*, who appears to be quite proud of the honor.

before returning to Chicago. Upon arriving here, a call was received from Bob stating he had been assigned to duty in Japan for the next three years.

The *Flying Krauses* are on the wing again. During a recent weekend, *Radio Dispatcher Jack* and his wife, *Wanda*, telephone operator, boarded a plane for Sioux Falls, South Dakota, where they visited Wanda's mother and father, and all her brothers and sisters who are operating dairy farms in the vicinity. They arrived home the following Monday morning, thanks to the air transportation.

### Cupid Scores

(Insurance) — Romance in the Insurance department — *Kathleen Connery* recently was married to *Peter Balosni* in St. Giles church, Oak Park. They honeymooned in Miami Beach . . . *JoAnn Schwamb* was married to *James Wendel* at St. Cornelius church on August 22. They chose the west for their honeymoon. Prior to the weddings, both girls were wine and dined at the "House of Azuma," where chop sticks are the only eating implements provided.

*Ralph Umstot*, his wife, *Jane*, and their daughters, *Marcia* and *Susan*, spent their vacation visiting relatives in Texas and Arizona.

*Mary Berry* walked along the Great White Way in New York, then, when all sights were seen, *Mary* traveled to the cooling breezes of Canada . . . *Ed Donovan*, his



## SHOP FOREMAN'S WELL WISHERS



STATION SUPERINTENDENTS, Supervisors, Shop Foremen and employes from various parts of the rapid transit division are gathered at Kimball Terminal shop to wish Shop Foreman William Ford, (5th man, looking left to right, second row from the top) a happy retirement. Mr. Ford retired on pension August 1, after 37 years of service.

Photo taken by Bill Limanowski

wife, Catherine, and their two sons, David and Robert, motored to Manitou Springs, Colorado. Making this spot their headquarters, they visited Rocky Mountain National Park, the Royal Gorge, Garden of the Gods, Seven Falls, and several other places of interest.

(Stenographic) — Dorothy Wilhelm, her husband, Harry, and their daughters, Gail and Judy, traveled to Florida. After visiting Largo, Tampa and Miami, they stopped at Bradenton to visit with Josephine Kelly, former Claims department employe who has retired on pension.

Margie Arnold, together with her mother, father and brother, George, vacationed at Ladysmith, Wisconsin, where they had a happy time swimming and boating.

(Public Information)—A phone call was received from Warren Logelin, who is now Director of Public Relations of the Acme Steel company. Warren wanted to be remembered to all his friends.

—JULIE PRINDERVILLE

## Skin Diving Fan Explores Wet Scenery

GENERAL OFFICE — (Training and Accident Prevention) — Ted Jung, who sometime ago joined a class for Skin-Divers at the New Lawrence hotel, has recently completed making his own "wet suit." He recently tested the new diving suit, made of foam-neoprene, at Rock Lake, Wisconsin. Descending to a depth of 50 feet below the surface and ascending slowly, the test proved successful. Ted plans to make other dives to explore the treasures of Davey Jones' Locker in other interesting waters.

Stuart Maginnis, his wife, Orla, and their two older children, Mark and Lynn, enjoyed a three week camping trip through South Dakota, Wyoming and Colorado. Highlights of the visit in South Dakota were: the visit to a real western rodeo in Deadwood, Mount Rushmore in the Black Hills and the Badlands. They also camped in Yellowstone and Grand Teton National Park in Wyoming and

Rocky Mountain National Park in Colorado. The new Air Force academy and the Will Rogers' Shrine near Colorado Springs, Colorado, were the last stops made, before heading for home.

Ed Henry spent his vacation moving into his new home. Although this did not afford much recreation, he did manage to take his youngsters to Storybook Land and took time out to see a baseball game.

Joe O'Sullivan and his family spent a week at Woodland Lodge on Lake Enterprise at Elco, Wisconsin. Two of the older boys learned to water ski. They enjoyed a brilliant display of the Northern lights and caught enough fish for a fish-fry party after they returned.

—MARY E. CLARKE

## Thinking Cap Wins \$10

LIMITS—Operator Andrew K. Grabowski made a suggestion . . . he proposed that bus routes #152 and

#156 be listed on information signs at Sheridan road and Belmont avenue, and was awarded ten dollars for his idea.

John Simon, father of Receiver Raymond Simon, and grandfather of Fred Simmons of the West Shops, passed away at the age of 91. He began his career as a driver on the City's horse cars in 1890, and later operated cable cars. Old timers at North Avenue station remembered John for his interest in the Recreation room at that station, which he took care of for twenty years. He retired in 1935.

While Operator Edward J. Nowicki was vacationing at his summer cottage in Center Lake Woods, Wisconsin, he got a surprise visit from Operator Stanley Turek and his wife. Stanley and Ed went fishing right out in his back yard.

Edward Souvigny's daughter, Judith Lee, was married to Henry E. Hilgart, Jr., on August 22.

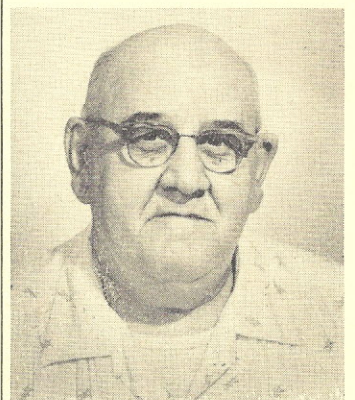
How about all the vacation news and photos, fellows!

—IRVING J. METZGER

## All-Time Attendance Scores At Retreat

KEDZIE—Jack Stack, Michael Kenney and Patrick McQuaid recently attended the big retreat at Notre Dame and reported that it had the largest attendance since its inauguration.

## RECENT RETIREE



CONDUCTOR ANDREW J. Machtemes, South Section, retired on a disability pension August 1, after 41 years of service. Andrew began his transit career as a guard on the former Southside Elevated Railroad on February 9, 1918.



Clerk *Cornelius O'Connor* is recovering rapidly from his recent illness and hopes to be back at work soon.

The temporary men who returned to school did a fine job and we'll be looking forward to seeing them again next year.

Now that the summer vacations are over and the children are back in school, drive extra carefully and endeavor to reduce the accidents so that we can get back on top again. We've done it before

Please bring in your vacation and family news, fellas. The column is getting pretty short on material.

—C. P. STARR

## Active Vacationers Tour The Country

Loop (Agents)—*Margie Arnold* and her parents traveled via the Georgian line to Mackinac island, Sault Ste. Marie and saw the new Straits of Mackinac bridge.

After spending part of her vacation at home with a cold, *Anita Schreiber* put the remainder of her time to good use—swimming, water skiing and golfing at Lake Lauderdale, Michigan.

*Margaret and Ralph Wenstrom* took a sightseeing tour of New Orleans and visited some well known restaurants. They also drove to St. Petersburg and Miami, Florida, to visit with friends.

## FISH, ANYBODY?



JUDGING FROM this string of 130 perch and two happy smiles, *Switchman Ed Feil*, South Section, and his son, *David*, had a busy time fishing in Lake Michigan.

A relaxing and restful vacation was enjoyed by *Marie Blanchfield* and her aunt at Excelsior Springs, Arkansas.

*Viola Bordegan, Kathleen McKenny, Julia Duffy and Julia Curry* vacationed in the Chicagoland area.

The itinerary of the Lake Michigan circle tour taken by *Catherine Kenny* and her friends included a stop at Manistee, Michigan, Machinaw City and a ferry ride across to Mackinac island where they enjoyed a carriage driven tour around the island and visited points of interest. They also crossed the Mackinac bridge and stopped at Sault Ste. Marie.

*Agent Albert Dodge*, who began his transit career in November, 1926, recently retired on pension after 32 years of service.

*Eileen Shea*, along with her sister and brother-in-law, stopped at Madison, Wisconsin, en route to the Dells.

*Porter Joseph Simpson* and his family visited Joe's parents in Danville, Kentucky . . . *Porter Billy Brown* and his wife, *Dorothy*, recently announced the birth of their second son, *Bill Darrall*.

*Luther and Naona King* and their son, *Michael*, drove to Los Angeles, California, to visit friends. After they returned to Chicago, *Luther* drove his daughters, *Doris* and *Brenda*, to Detroit, Michigan, to visit relatives.

*Frank Cosby and William Plair* vacationed in the Chicagoland area.

*Therese Jarvis and Mary Flanagan* presently are convalescing at home after being hospitalized for a while.

Your reporter's father recently passed away.

—EDITH EDBROOKE

## Operator's Son Sheds Khaki

NORTH PARK—Operator and Mrs. *Edward Bowler* welcomed home their son, *Edward Jr.*, who recently was discharged from the U.S. Army.

Vacationing during July were: Operator *Paul Hertel*, who visited the Rocky Mountain country; Clerk *Sam DeSalvo* traveled to New Jersey; and Superintendent *E. Guiles* enjoyed Mackinac Island, Michigan. Operator *Louis Nelson* made his annual trek to Brodhead, Wisconsin.

A boy recently was born to Operator and Mrs. *James C. Hall* in

## PICNIC-GOERS



SEVERAL MEMBERS of the CTA Pensioners Club of St. Petersburg, Florida, gathered together to have this photo taken during their recent picnic, which was held at Lake Maggiore park.

Reported by *Julie Prinderville*

Provident hospital. The Halls now have two children.

Operator *Bob Schefke, III*, and his wife recently announced the birth of their second daughter. Bob's father is *Robert Schefke, Jr.* of Forest Glen and his grandfather, *Robert Schefke*, formerly worked at the Lawrence avenue garage until he retired on pension.

—EDWARD F. STENZEL and  
EARL W. McLAUGHLIN

## Almost A Live Doll For Their Birthday

77TH—Supervisor *Joe Rossback* recently became the grandfather of *Kathy Ann Wetzel*, who almost arrived on the birthday of her three-year-old twin brothers, *Billy* and *Bobby*.

Bus Operator *Charlie Giltmier* and his family spent their vacation at the sister lakes near Dowagiac, Michigan, where they enjoyed boating, fishing and swimming.

Operator *Bud Froelich* and his wife, *Nybonne*, spent their vacation visiting their son and daughter-in-law, *Ray and Fay*, at the Naval base in Gantonamo Bay, Cuba.

Switchboard Operator *Roscoe Wakefield* and his wife, *Isola*, enjoyed a week's visit from their grandson, *Charter Weeks*, of Durham, New Hampshire. Shortly after Charter departed, Roscoe's nephew, *Nelson E. Waldon*, his wife and their three children dropped in from St. Petersburg, Florida, for a short visit.

Distribution Clerk *Otto Krueger* and his wife, recently celebrated their 45th wedding anniversary with their entire family, including 11 grandchildren and three great grandchildren.

Bus Operator *John Cooper* and his wife, *Cleola*, vacationed in Los Angeles, California, where they attended the Shriners' convention.

*Agnes Heene*, wife of Switchboard Operator *Art Heene*, has recently returned from Bay City, Texas, where she attended the funeral of her father, *Henry Armstrong*.

Superintendent *George J. Dorgan's* mother recently died.

Operator *Ralph Zimmer* and his wife, *June*, proudly announced the birth of a daughter, *Christine*, who was born on August 18.

Chief Clerk *Rudy Arbrecht* and his family spent an enjoyable vacation at Eagle River, Wisconsin.

—JOE SMITH

## DAD'S HONOR



ABOUT TO give his daughter, *Irene Marie*, away in marriage, is Assistant Superintendent of Property Accounting *Edward C. Kaross*. The new bride became Mrs. *Charles Kallies* in a ceremony at Hope Evangelical Lutheran church.



### New Pensioners

**Paul Bahry**, motor rebuilder, South Shops. Employed 5-17-20.  
**W. W. Ball**, watchman, Way and Structures. Employed 5-5-36.  
**L. A. Blain**, operator, 77th. Employed 5-13-25.  
**E. H. Bremer**, operator, North Avenue. Employed 6-15-26.  
**J. L. Brhel**, collector, Lawndale. Employed 8-28-23.  
**R. H. Croon**, lift operator, Stores. Employed 3-5-29.  
**J. M. Curran**, conductor, North Section. Employed 10-12-29.  
**A. D. Dodge**, agent, West Section. Employed 11-19-26.  
**A. J. Doyle**, armature winder, Electrical. Employed 5-25-25.  
**J. J. Dwyer**, fire safety inspector, Skokie Shops. Employed 7-31-11.  
**William Ford**, foreman, Shops and Equipment. Employed 11-23-22.  
**J. H. Gillian**, carpenter, West Shops. Employed 2-19-34.  
**J. M. Glasser**, conductor, West Section. Employed 6-18-18.  
**B. H. Harkin**, motorman, Desplaines. Employed 10-2-26.  
**W. R. Hill**, conductor, West Section. Employed 2-19-20.  
**Willie Hoskins**, watchman, Way and Structures. Employed 9-17-30.  
**Max Kuchan**, foreman, South Shops. Employed 3-15-43.  
**O. C. Leiding**, voucher clerk, Accounting. Employed 8-23-23.  
**George Linderborg**, operator, 77th. Employed 2-15-17.  
**J. H. Marcoux**, bus cleaner, 69th. Employed 3-12-24.  
**R. J. McGrath**, agent, West Section. Employed 4-7-26.  
**F. E. Miculinich**, laborer, Way and Structures. Employed 8-24-23.  
**Thurman Miles**, gateman, North Section. Employed 2-13-46.  
**E. J. Morris**, operator, Limits. Employed 5-21-26.  
**E. T. Newhouse**, receptionist, Engineering Department. Employed 6-6-24.  
**J. H. Noble**, operator, Beverly. Employed 5-9-16.  
**Irwin Parman**, gateman, West Section. Employed 9-1-42.  
**H. H. Reimer**, operator, North Park. Employed 2-21-23.  
**Emmett Selby**, conductor, North Section. Employed 6-21-43.  
**B. W. Schultz**, agent, West Section. Employed 5-2-23.  
**Louis Smith**, bookkeeper, Accounting. Employed 8-24-20.  
**Steve Sweeney**, repairman "B," Shops and Equipment. Employed 7-10-45.  
**H. E. Tannhauser**, revenue accountant, Accounting. Employed 6-11-20.  
**J. J. VandenOever**, operator, 69th. Employed 12-7-28.

### SHOPMEN RETIRE



PICTURED AMONG a group of their co-workers at Lawndale, prior to their recent retirements, are (at left) **John Skoff**, receiving a check from Foreman **John Muellner** and (at right) **Joseph Koudelka**, receiving a check from Assistant Day Foreman **Anthony Kasman**.

### Vacationers Relate Pleasant Times

**NORTH AVENUE**—The long awaited vacation has come and gone for many, with many more ready to leave. Those who reported pleasant vacations were **Herbert Foster**, who visited in San Francisco, California, where he enjoyed the scenery along the coastline.

**Herb Almond** flew to Los Angeles to visit his relatives and to renew old acquaintances. Herb would like to retire in this section.

**Clerk Rus Gunderson** spent the last two weeks of August at Fort Sheridan, Illinois, with the 202nd Artillery group (Air Defense).

**Clerk Art Olson** enjoyed his vacation in Hot Springs, Arkansas.

**Switchboard Operator William Echols** vacationed in the Ozarks, where he became very ill. At this writing we did not know the nature or the extent of his illness.

**Ray Zielinski** did nothing but bask in the sunshine at Lake Delton, Wisconsin.

**Mike Keane** did a lot of hiking while he vacationed in the Wisconsin Dells.

**Pat McCarthy** says his vacation in Torch Lake, Michigan, was cozy, snug and luxurious.

**John Cahill's** annual pilgrimage to White Pines is always an enjoyable event. John lives the life of Riley at the White Pines, where he can breathe freely and bask in the sunshine.

### Weary Traveler Home

The weary traveler is **Mike Grouch**, who spent his vacation in Europe.

**Clerk Connie "Red" O'Connor** is confined to Hinsdale sanatorium located at County Road and 55th Street, Hinsdale, Illinois. A visit or a card would be cheering.

**Andy Clancy**, who was injured in a fall, was a patient in the Garfield Park hospital.

**Walter Hansen**, who has been on the sick list for some time, was a recent visitor to our station.

Wedding anniversaries being celebrated this month were: the **Carl Christensens**, their silver wedding anniversary on September 1; the **Mike Grochs**, their 31st on September 4; the **Maurice Ballestros**, their 26th on September 9; the **Larry Caseys** celebrated their 21st, while the **Frank De Nottos** celebrated their 22nd, on September 29. **Fern Fox** and his frau also celebrated their anniversary on the 29th.

### NEWLYWEDS



A HAPPY occasion for Foreman **Timothy Riordan**, Limits, (left) and his wife, **Catherine**, (right) was the recent marriage of their daughter, **Julia**, stenographer, Public Information, to **Edward C. Tabbert**.

theirs being 31 years. Received too late for the last edition was **Clerk Jim Kienon's** 20th wedding anniversary which was celebrated August 5.

**James Hoey** of the building department, who recently retired on pension, was feted with a party and presented with a gift from his co-workers. Jim had worked as a plumber for 34 years.

It had been erroneously reported that **Joe Maloney** was married in the Presbyterian church. Joe and his wife were married in Presentation church.

**Operator Benjamin Gerace** and his wife welcomed their second son, **Anthony James**, on August 26.

**Ben**, who is very schedule conscious, related this story: He and his missus left their home at 11:30 p.m. and arrived at the hospital at midnight. The baby was born at 12:15 a.m.

—JOE HIEBEL

### Steno Steps With Slavic Dancers

SCHEDULE-TRAFFIC — **Stenographer Margaret Rosich** recently appeared on the Polka-Go-Round program with the Balkan Yugoslavia dancers.

**Tony Hess** recently became a grandfather again when **Donald Richard** was born to his son and daughter-in-law.



## POSITIVE PROOF



**WEST SECTION Superintendent of Agents and Porters Ralph A. De Maria**, who recently returned from his vacation at Birch Point Lodge, Hayward, Wisconsin, proudly displays a few samples of the fish he caught.

*Louis Hendricks* drove to Manitowoc, Wisconsin, to see his new granddaughter, Kathleen, and intended to do a little fishing while he was there.

*Ted Cowgill* and his family drove to their ranch in Jordan Valley, Oregon.

*Bob LaVoie* and his family drove to Washington, D. C.

*George Hanus* went on a fishing trip to Big Lake near Bemidji, Minnesota.

*John Urban* traveled to LaHabra, California . . . *Andy DeGrazia* and his family enjoyed a fishing trip to Horn Lake, Wisconsin. Also vacationing in Wisconsin were *Glen Crump* at Rhinelander, *Bob Hengl* at Cable and *Fred Weber* at Aniwa.

*Joe Werner* recently underwent surgery, and is at home, recuperating.

—GERTRUDE F. ANDERSON

## PENSIONERS OUTING

THE CTA Pensioners Club of St. Petersburg have scheduled a bus tour to Tampa's Anheuser-Busch Gardens for October 15 and advise that reservations for the outing are being accepted up until the date of their next meeting, October 6. Pensioners in that area are invited by officers of the club to go along on the tour to this interesting Florida attraction.

## RECENT DEATHS AMONG EMPLOYEES

**J. P. ANDERSON**, 72, retired motorman, North Avenue. Died 7-25-59. Employed 9-18-19.

**I. H. BARNES**, 66, retired agent, South Section. Died 6-14-59. Employed 2-10-41.

**FRANK P. BLAHOUS**, 48, gateman, West Section. Died 7-23-59. Employed 8-5-48.

**HERBERT R. BRUNDAGE**, 50, repairman, Shops and Equipment. Died 7-21-59. Employed 2-8-41.

**THADDEUS CAMPBELL**, 90, retired flagman, Transportation. Died 7-22-59. Employed 5-29-92.

**PHILLIP CARLSON**, 62, motorman, 61st Street. Died 8-6-59. Employed 7-5-16.

**J. M. CHMIELEWSKI**, 71, retired gateman, West Section. Died 7-25-59. Employed 11-12-40.

**DAVID CUMBO**, 63, retired motorman, Kedzie. Died 7-20-59. Employed 1-22-23.

**H. J. DAHME**, 76, retired car cleaner, North Section. Died 7-30-59. Employed 10-23-23.

**JOHN P. DEPRIEST**, 34, operator, Kedzie. Died 7-30-59. Employed 8-5-57.

**E. M. DOREMUS**, 68, conductor, North Section. Died 8-6-59. Employed 1-29-15.

**CHESTER R. FARLOW**, 59, operator, 77th. Died 8-14-59. Employed 9-12-42.

**EUGENE FLYNN**, 89, retired conductor, Kedzie. Died 7-18-59. Employed 9-30-03.

**W. L. FRANCHER**, 71, retired laborer, South Shops. Died 7-18-59. Employed 6-10-44.

**S. P. GANTZ**, 73, retired trainman, North Section. Died 7-16-59. Employed 5-11-14.

**WILLIAM S. GUERIN**, 53, agent, West Section. Died 8-1-59. Employed 2-4-29.

**N. T. HOLLINGSHEAD**, 89, retired receiver, Transportation. Died 7-27-59. Employed 1-1-02.

**ANTHONY M. JASLOWSKI**, 59, operator, 69th. Died 8-4-59. Employed 3-18-26.

**DANIEL F. KELLY**, 63, retired conductor, Kedzie. Died 7-27-59. Employed 1-26-26.

**M. A. LICHTENFELS**, 81, retired agent, West Section. Died 6-21-59. Employed 11-23-37.

**RAYMOND M. MAHER**, 64, agent, South Section. Died 7-19-59. Employed 5-31-23.

**HELEN C. MOORE**, 77, retired clerk, Treasury Department. Died 8-5-59. Employed 10-16-97.

**SANTO NASELLI**, 66, retired watchman, Way and Structures. Died 7-1-59. Employed 8-19-18.

**NICK NIGERELLI**, 69, retired watchman, Way and Structures. Died 8-1-59. Employed 5-5-23.

**OWEN O'MALLEY**, 70, retired trainman, North Section. Died 7-19-59. Employed 3-9-20.

**D. M. O'MEARA**, 72, retired conductor, South Section. Died 7-16-59. Employed 6-8-26.

**EMIL RIEDEL**, 74, retired car repairman, Shops and Equipment. Died 7-29-59. Employed 9-25-19.

**MICHAEL RURKA**, 71, retired car repairman, Kedzie. Died 7-16-59. Employed 12-12-11.

**F. H. SAALFRANK**, 60, retired motorman, Devon. Died 7-9-59. Employed 3-12-25.

**GUY SHIRER**, 76, retired motorman, Kedzie. Died 7-21-59. Employed 6-28-07.

**JOSEPH STANEK**, 47, IBM, Accounting Department. Died 7-26-59. Employed 7-16-28.

**J. M. TRAFKAN**, 84, retired conductor, 69th. Died 7-17-59. Employed 10-16-06.

**BERNARD TRAGER**, 55, retired traffic clerk, Staff Engineering. Died 8-5-59. Employed 11-13-28.

**ALBERT WALLACE**, 73, retired porter, West Section. Died 8-10-59. Employed 12-23-21.

## Beaming Grandfather Enjoys Vacation

**SOUTH SECTION** — Instructor *Don Murphy* became a grandfather for the second time when his daughter, *Donna*, recently gave birth to little *Robert Allen*. Also, *Don* was on vacation at this time and enjoyed making short trips.

*Porter Lenzy Battle* and his son, *Junior*, travelled to Michigan to do some fishing and also paid a visit to *Alfred Scott*, who has been retired on pension since February, 1958.

*Clerk John Barry* is back at work after a short seige of illness.

*Mr. Arthur Johnson* recently substituted as acting night station superintendent at the 61st street office while *Mr. James Blaa* was enjoying his vacation.

*Clerk Roland Hartney* apparently has become a White Sox fan because he has been seen at the ball park on many occasions.

*Porter Harvey Milligan* motored into Canada, and stopped off in Montreal where he did some sight-seeing.

The following men retired on pension September 1: *Conductors Anthony Frey, James Givin and Robert Warford*, after 38, 46 and 35 years of service, respectively. *Supervisor Hugh Kelley*, who had 41 years of transit service, will spend his retirement in Florida, where he is building a beautiful home and swimming pool.

*Clerk James Martinek* spent some time down on the farm with his family.

—LEO J. BIEN

## LURE EXPERTS



**OPERATOR O. H. (Jim) Rentschler** of North Park, (left) and **Operator Bill Nehls** of North Avenue, (right) and his son, *Bill, Jr.*, proudly display their prize catch during a recent trip to Mitchell lake, Manitoba, Canada.



## Reporter's Visits Include Pensioners

**SKOKIE SHOPS**—During his travels down south, *Everett E. England* stopped to see Mr. and Mrs. A. Daus. Mr. Daus, retired superintendent of Shops and Equipment, rapid transit division, is living in Daytona Beach, Florida. Mr. England also visited former CTA employee *Mr. Thomas Arnold* and his wife at Bass Lake, Knox, Indiana. Mr. Arnold sent a "hello" to all his former acquaintances.

*Laborer Michael Gibbons* spent his vacation in Ireland, visiting with his family.

*Walter Moench*, shopman III, traveled with 45 other Railfans, to visit the St. Louis Car company and took a tour of the Public Service company in St. Louis. Walter is a well traveled Railfan and spends a good deal of his vacation time visiting other properties.

The Skokie Men's club went to see a recent Cubs game.

*Joseph Fano*, shopman III, is recovering from recent surgery.

*Bertrand Ward's* sister passed away recently . . . and *Electrician Roy Ellerbeck's* mother recently died.

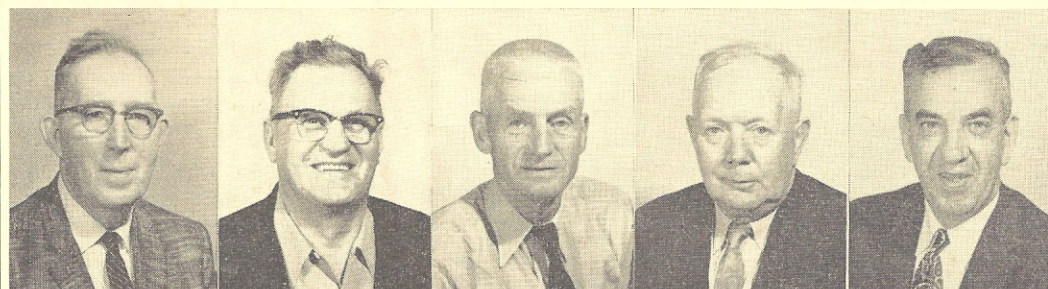
—DAVID GURWICH and  
EVERETT E. ENGLAND

## Shops' People Enjoy Scenery

**SOUTH SHOPS**—*Foreman Bill Wilenius* and his family took a leisure trip around Lake Michigan. The feature attraction of the trip was the crossing of the Mackinac bridge.

*Foreman John Sommers* and his family took off on a fishing trip to Wolf River in Oshkosh, Wisconsin.

*Arleigh Gruetzmacher*, powerhouse, spent his vacation visiting



**Robert Stack**, motorman, Kedzie, September 1, 46 years.

**R. C. Schultz**, operator, Lawn- dale, September 1, 42 years.

**William P. Mulcahy**, conductor, North Avenue, September 1, 42 years.

**James S. Givin**, conductor, South Section, September 1, 46 years.

**H. B. Kelley**, supervisor, South Section, September 1, 41 years.

## 40-YEAR EMPLOYES RECENTLY RETIRED

with his family and also touring the sights around the lakes.

*Minnie Stouffle*, clerk, enjoyed her vacation visiting with her family at Wolf Lake in Muskegon, Michigan.

*Machinist Walter Schmarje* and his family visited friends in California.

*Henry Peter*, auto mechanic, chose Florida as his vacation site this year.

*Harold Thomas*, machinist, and his family toured the state of California, where they visited with relatives. They also had spent some time in Tijuana, Mexico.

*Foreman Ted Wahlbert, Sr.*, enjoyed his vacation, entertaining his son and his family from Alburque, New Mexico.

*Joe Rath*, who had been on the sick list for some time, is doing very well and soon will be back at work.

*Foreman Max Kuchan, Sr.*, and *Paul Bahry*, machine shop, recently retired after 17 and 39 years of service respectively.

—EVELYN CLARK and  
FRANCES LOUWARD

## PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, October 6, 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 time and address.

THE DIVISION 308 Pensioners Social Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, October 15, 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.

## Two Retirees Have Long Service Records

**WAY AND STRUCTURES**—*George Jurkovic*, track gang foreman, track division, retired on pension September 1, with 36 years of service.

*James Hoey*, plumber, building division, who retired August 1, with 34 years of service, moved to Ballyhide Carlow, Ireland.

*Paul Anderson*, road clerk, and *Chester Laskowski*, track foreman, rapid transit division, spent their vacations fishing in Canada.

—MARLENE NEHER

## Open House Fetes Silver Anniversary

**WEST SECTION — (Desplaines)** — *Conductor Lincoln C. Lathrope* and his wife recently celebrated their silver wedding anniversary. They entertained relatives and friends at an open house party in their home.

*Conductor W. J. Conley* and his wife recently celebrated their 32nd wedding anniversary.

**(Douglas Park)**—*Yard Foreman M. Wesley*, associate advisor of the Explorer's Scout Post 2301, and seven scouts recently completed their five hikes, which enabled them to win their hikers' medals.

*Motorman Thomas Sokol's* son, *Thomas O.*, former CTA employee, was appointed midwest divisional sales manager of O'Cedar company, a division of American Marietta company.

*Superintendent of Agents and Porters Ralph A. DeMaria* recently returned from his vacation at Birch Point lodge, in Hayward, Wisconsin.

—JOHN HANNING

## Agent Becomes Recent Bride

**WEST SECTION (Agents)**—*Agents Cecelia Boland* and *Tom Devaney* were united in Holy Matrimony at Our Lady Help of Christians church recently. After a brief honeymoon, the couple moved into their new apartment on north Central avenue.

*Agent William Guerin* died suddenly on August 1. Bill was a veteran of over 30 years of service, having started his career as a motorman on the Douglas Park and Garfield Park lines.

On vacation at this time, including your reporter, are *Agents Edward Durkin*, *George Pechos* and *Martin Tezak*.

How about some more news and some good snapshots!

—GORDON KELLY

## Vacationer's Tour Two New Retirees

**WEST SHOPS — (Miscellaneous)** — *Vito D'Allesandro* recently returned from a trip to Europe, which included a visit to his birthplace in Italy.

*Tony Signore* returned to work after a recent illness.

*Ed Brach* spent his vacation in and around Chicago . . . *Vince Kortz* painted his house during his vacation.

*Tony Spatafore* had a good time down in Florida.

**(Body Shop)**—*William Larsen's* mother recently died . . . *Casimer Turek's* brother also died recently.

**(Bus Overhaul)**—*Jack Hegarty* became a grandfather again when *Daniel, Jr.*, son of *Daniel* and *Anne Murphy*, was born at St. Ann's hospital on August 18.

—JOHN T. BURKE



## For And About Our Pensioners



**ENJOYING THE** sunshine in St. Petersburg, Florida, is **Retired Agent Mary Dye** who, at the time this photo was taken, was visiting another retired agent, **Katherine O'Dill**.

**ACCOUNTING—Fred Peterson**, formerly of Material and Supplies, recently fell and broke his hip.

**Louis Smith**, formerly of General, returned to see his old friends and associates. Louis looked fine and reported that he is visiting friends and relatives, which he did not have enough time for before.

**Oscar Leiding**, formerly of Voucher, dropped in to see his associates. Oscar was married in August and will make his new home in Florida.

—HELEN A. LOWE and  
MABLE I. POTTHAST

**BEVERLY — Pensioner William Heinz**, 79, who has been on pension for 14 years, reported that he is in good health and is living with his sister, **Mrs. Campbell**, at Bass lake, Indiana, on Route 10, east of Route 25.

**Pensioner Jim McGuire**, former plumber, recently underwent surgery at the Little Company of Mary hospital.

**SPECIAL NOTICE**—Any pensioner, who, at one time or another, had a savings account at the old Burnside depot, please notify **Virgil Trimmer** of the Beverly bus garage at 1343 W. 103rd street at once. There are many unclaimed savings accounts that should be cleared-up.

—CLIFFORD L. HOWARD

**ELECTRICAL—Golbert Vachet**, former chief operator at Van Buren substation, died August 15.

—GILBERT E. ANDREWS

**SCHEDULE-TRAFFIC—Herbert Vahl**, who retired on pension July 1, vacationed in San Francisco, California, where he was greatly impressed with the cable cars.

—GERTRUDE F. ANDERSON

**77TH—Retired Clerk John McElwee** is now enjoying his retirement near Greenock, Renfrewshire, Scotland. His address is 365 Lincoln avenue, Knightswood, Glasgow, W3, Scotland.

**Pensioner John Blais** and his wife, **Mabel**, who live at 765 Lakeview avenue, St. Petersburg, Florida, recently drove to Kalamazoo, Michigan, to visit their daughter and son-in-law, **Josephine** and **Kenneth Mosely**, and their four granddaughters, **Penny**, **Sharon**, **Debby** and **Bunny**. Then they drove to Chicago, where John came into our depot to say hello to all his old buddies.

—JOE SMITH

**SKOKIE SHOPS — Pensioner Gus Hyde** was recently married.

Recent visitors to our shops were **Walter Priemann** and **Jack Lucas**.

—DAVID GURWICH and  
EVERETT E. ENGLAND

**SOUTH SHOPS—Bill Hanna**, retired foreman, has been enjoying his retirement by doing some traveling. He has informed us that he vacationed in California and visited the **Knotts Berry farm**.

—EVELYN CLARK and  
FRANCES LOUWARD

### DISABILITY RETIREMENTS

**T. J. Dawson**, agent, South Section. Employed 10-20-25.

**J. J. Gacek**, operator, Archer. Employed 11-18-42.

**R. T. Hintz**, plant guard, CTA Department of Police. Employed 4-8-26.

**A. J. Matchemes**, conductor, South Section. Employed 2-9-18.

**J. I. McGahey**, machinist, West Shops. Employed 5-11-27.

## ROBERT W. BOAL DIES SUDDENLY

**ROBERT W. BOAL**, 57, assistant superintendent of Utility and Emergency Service at Blue Island, died suddenly on August 18, while he was vacationing.

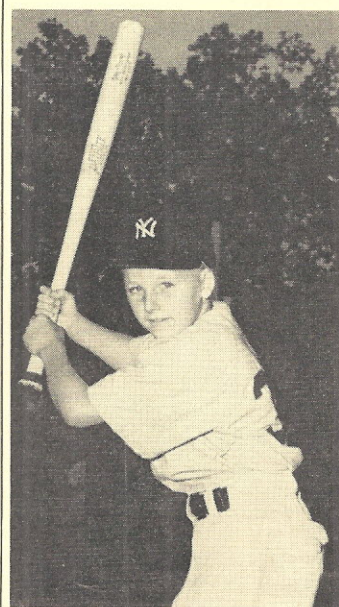
Mr. Boal, who began his transit career as a chauffeur helper, had worked for CTA and predecessor transit companies since August 26, 1925.

Funeral services were held in the Drexel Park Presbyterian church. Internment was in Mount Greenwood cemetery.

Surviving Mr. Boal are his wife, the former **Helen Dinnon**, a son, **Donald** of St. Louis, and a daughter, **Mrs. Arlene Anderson** of Chicago.

Two brothers, **Daniel**, an active employe in the Utility department, and **James**, retired motorman of the Way and Structures department, who now resides in California, also survive.

## PICTURE OF MONTH



**SECOND BASEMAN** for the Farm Yankees is **Robert Oesterreich**, 11-year-old son of North Park Operator **Robert J.**, who recently was cited at Thillens stadium.

**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



COURTESY TO customers is an important phase of everyone's job whether he is a store clerk or business executive. The difference between a happy, satisfied patron and an unhappy one may be nothing more than a smile and a considerate manner.

This is particularly true of those who are employed in the transportation field. It doesn't take any more time or effort to convert an occasional rider into a steady customer if we bear in mind that people do appreciate good service.

Regularly, our patrons write letters of commendation, like these reprinted below, praising employees who conscientiously performed their duties.

## "Pleasant Manner"

"Recently I had occasion to ride with Operator Number 455 (*Marvin Robertson*, Limits) and must say I have never encountered a more courteous driver. Most everyone who boarded his bus asked some form of question and he answered in a very pleasant manner.

"Later in the week, I alighted from another bus and noticed a driver lifting a girl with crutches off his bus. Strangely enough, it turned out to be the same Operator, Number 455. This man obviously believes in the good will policy."

## "Extra Kind and Thoughtful"

"I ride the North avenue buses a great deal and have never found a discourteous driver. However, I recently became aware of an extra kind and thoughtful operator who showed a great deal of concern for his passengers. He treated each and every one of us as though we were his personal guests, and not once did he over do it. On one occasion, a little boy

was going to alight at an intersection and seemed confused, so the driver very carefully explained where the lad should stand to get his bus. He was so very considerate that I took his number—4620 (*Operator Robert Toft*, North Avenue).

## "Many Nice Things"

"Recently, one morning, I boarded a 55th street bus with my two children for a trip to the Tribune Tower. The bus driver, number 13778 (*William Hooks*, 69th) was very courteous and told us exactly how to get to our destination. We sat directly behind him and noted many nice things he did for his customers. First he helped an elderly lady into the bus, then he helped a blind woman board and patiently waited while she found her fare. He answered many questions from various customers and was very precise in giving directions. He deserves a big vote of thanks from his patrons and he certainly is a credit to CTA."

UNFORTUNATELY, OUR patrons have had occasion to observe another phase in the performance of duties and have written letters like these:

"I am a regular CTA patron and have become very dissatisfied with a recent situation pertaining to buses passing up designated stops.

"Every evening at least a dozen of us have to wait for five or six buses to pass before one decides to stop. It's gotten to the point where we have taken turns signalling and waving to get the operators' attention. These operators who pass us by are, by no means, operating crowded vehicles."

COMMENT: Passing up passengers is the same as a salesman refusing to accept a sale. Service is our product, and unless we efficiently dispense it, our customers will seek other means of transportation.

"Today I boarded the same bus I usually ride every morning going to work, paid my fare and requested a transfer. When I arrived at my intersection, I immediately made connections with the next bus. I handed the operator my transfer, but he refused it, saying I was an hour late. Naturally, I was quite surprised by his attitude and attempted to explain that I had just alighted from the other vehicle, but he refused to accept any explanation and told me to pay another fare or get off."

COMMENT: This unfortunate situation could have been avoided if the operator issuing the transfer had been more conscientious in the performance of his duties. However, the second operator should have informed the patron that although he could not accept an invalid transfer, the customer could write to the Service Section of the Public Information department stating the facts and enclosing the transfer to determine whether or not a refund was warranted.

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

	Aug. 1959	July 1959	Aug. 1958
Complains .....	762	963	739
Commendations ....	91	78	68



## IN TOURNAMENT TENNIS

# Russ Really Rates

ANYONE FOR tennis?

If someone should ask that question within earshot of *Russell Elderkin*, CTA line supervisor, the answer would be a decided "yes."

For Russ, a spry 51 years of age, and a ranking veteran of tournament play, still wields a wicked racket and came up this summer with the Chicago Park District Senior Singles Championship for the third consecutive year.

Representing McKinley Park, Russ swept aside all opposition in his division which is for players 44 years of age or over. By so doing, he qualified to represent the Chicago Park District in the national championship matches held at Pittsburgh August 17 to 23. In this tournament he reached the finals in the senior men's doubles. In the two previous years he was the Chicago representative in the same meet, held in Salt Lake City in 1957 and in Los Angeles in 1958.

Following up his victory in the city championship play, Russ entered the state tournament held in Chicago. He went as far as the semi-finals and was beaten in a seesaw overtime match by

the player who subsequently won the title. He also went into the semi-finals in the doubles and again was eliminated in a close match by the team that won the championship.

But winning championships is no novelty to this agile athlete. At last count he had amassed 175 trophies in tennis competition over the 40 years he has been playing the game. He started playing at the age of 11 years and won his first championship that year in a meet held at a summer camp he attended in Michigan. In the United States National Public Parks tournament held in 1956, Russ and his partner in the mixed doubles were rated sixth nationally.

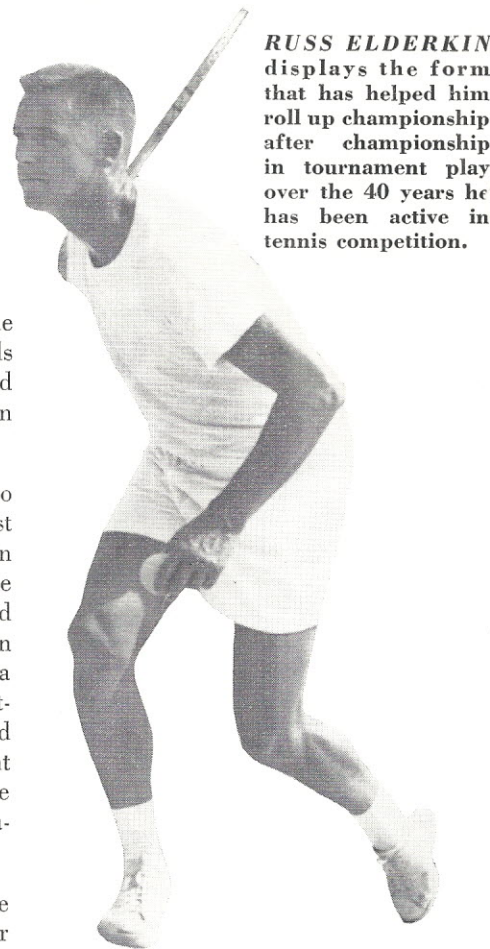
Russ has been in transit work since 1926 when he started with the former Chicago Rapid Transit Company as an extra guard on the old Metropolitan West Side Division.

How long does he expect to continue winning championships?

"Well, I don't know," he says. "But as long as my legs hold out I expect to continue tournament play."



HERE ARE only a few of some 175 trophies Elderkin has won in single, doubles and mixed doubles matches since he first picked up a racket and began establishing himself as a top-flight player in the amateur ranks.



**RUSS ELDERKIN** displays the form that has helped him roll up championship after championship in tournament play over the 40 years he has been active in tennis competition.

## C-O-L Allowance Increased

COST-OF-LIVING allowance being paid to approximately 13,500 Chicago Transit Authority employes was increased from 10½ cents per hour to 12½ cents per hour effective with the first payroll periods in September.

Basic payroll costs consequently were increased approximately \$56,500 per month for the next quarterly period. The increase results from a rise in the cost-of-living index for Chicago for July, 1959, as reported by the U. S. Department of Labor, Bureau of Labor Statistics.

The cost-of-living allowance is adjusted quarterly for CTA employes. An adjustment, either up or down but not below the basic wage rate, is determined by the per cent of change in the cost-of-living index for Chicago compared with the index for April, 1957. The per cent of change is then applied to the basic wage rate for one-man operators, which currently is \$2.42 per hour, to establish the cents per hour to be paid as a cost-of-living allowance.



# CTA Gets Ready For Winter

IN THE midst of a sustained August heat wave, CTA looked ahead to the coming of winter by starting negotiations for the rental of equipment to aid in snow removal and salt spreading operations and approving the expenditure of up to \$500,000 for salt requirements.

To keep its transit vehicles moving during the winter weather, CTA may need the services of scores of rented trucks, tractors, loaders, sand spreaders and other motorized equipment, in addition to its own snow-fighting vehicles, to aid in removing snow and ice and in spreading salt and sand on the roadways of its routes.

Trucks were rented during the winter of 1958-59 for prices ranging from \$7.00 to \$15.00 per hour, depending upon truck

size and capacity, for each truck and driver. Tractors, loaders and other motorized equipment were rented for prices ranging from \$8.00 to \$18.50 per hour, depending upon the type of equipment. The trucks and equipment can be rented for the coming season for about the same range of prices.

CTA forces work as a team with snow-fighting units of other public agencies: the City of Chicago, the County of Cook and the State of Illinois. In order to meet all phases of the emergency created by snow and ice most effectively, each agency operates on specific thoroughfares according to a pre-arranged plan.

All 96 CTA trucks and utility buses and the rented trucks distribute salt. However, to cope with heavy snow and

ice when the temperature is near zero or below, the vehicles spread a mixture of salt and sand. CTA's special fleet of snow-fighting buses spread salt only.

As soon as a snow, sleet or ice storm is forecast for the Chicago area, CTA alerts its snow-fighting crews. CTA's own vehicles are the first to enter the battle. CTA calls on rented vehicles and their crews, as needed, to supplement CTA equipment. Trucks with the lowest rental rates are the first to be called into service.

When a heavy sheath of ice coats overhead trolley wires, CTA sends out its nine sleet-cutting gas buses. These vehicles are equipped with two trolley poles affixed with sleet-cutting devices.

The salt requirements contracts, which may total up to \$500,000, will be split among three companies—Morton Salt company, International Salt company and the Hardy Salt company. The additional amount of salt will supplement the approximately 20,000 tons that CTA has stockpiled now.

On the rapid transit system, four two-car trains, each one with plows installed at both ends, clear portions of track at grade level and on fill on CTA's North-South, Ravenswood, Douglas, Congress and Lake lines. All CTA rapid transit cars are equipped with devices to remove ice coating from the third rail.

## CHICAGO TRANSIT AUTHORITY

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

	Month of July		Seven Months Ended July 31,		Twelve Months Ended July 31, 1959
	1959	1958	1959	1958	
Revenues	\$10,805,746	\$10,200,610	\$75,644,637	\$73,164,624	\$128,598,741
Operation and Maintenance Expenses	9,025,280	8,882,748	64,980,223	63,125,866	110,458,563
Available for Debt Service	1,780,466	1,317,862	10,664,414	10,038,758	\$ 18,140,178
Debt Service Requirements:					
Interest Charges	369,345	379,961	2,628,426	2,701,774	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667 1	166,667	1,166,667	1,166,667	
Deposit to Series of 1947 Sinking Fund (2)	115,006	105,213	746,286	679,813	
Revenue Bond Reserves (3)	—	1,398	—	43,398	
	651,018	653,239	4,541,379	4,591,652	
Balance Available for Depreciation	1,129,448	664,623	6,123,035	5,447,106	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	—	—	309,577		
Balance Available for Depreciation	1,129,448	664,623	6,432,612	5,447,106	
Provision for Depreciation	864,460	816,049	6,051,571	5,853,170	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	264,988	151,426 r	381,041	406,064 r	
Accumulated Deficit:					
To end of previous period	484,578 r	435,328 r	600,631 r	180,690 r	
At close of period	\$219,590 r	\$586,754 r	\$219,590 r	\$586,754 r	

r = denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers	44,900,682	42,360,263	319,774,601	310,191,201	542,877,443
--------------------------------	------------	------------	-------------	-------------	-------------

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at July 31, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958 and 1959 Orders:			
El-Subway Cars	68	32	100
Propane Buses	194	56	250
	262	88	350
Delivered under previous orders	3,464		
Less - P.C.C. Streetcars to be converted to El-Subway Cars	100		3,364
			3,714

### NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1960.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase in the open market or after invitation for tenders.
- (3) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (4) Revenues for the month of January 1959 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, 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 \$800,000 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.

## New Appointments

ANNOUNCEMENT RECENTLY was made of the appointment of *E. J. Mark* as internal auditor succeeding *E. C. Burke*, retired, and the appointment of *J. E. Cannon* as assistant internal auditor to succeed Mr. Mark.

In the general accounting department, *R. L. Hill* was named revenue accountant to replace *H. E. Tannhauser*, retired, and *F. C. Palilunas* was advanced to the post of assistant revenue accountant succeeding Mr. Hill.

All appointments were effective August 1.

The announcement bulletin was issued by *P. J. Meinardi*, comptroller, and approved by *General Manager W. J. McCarter*.

CTA TRANSIT NEWS





## THE SOFT TOUCH HAT

WE HAVE recently obtained a free hat pattern for an easy-to-make hat, which lends itself to seven variations. The style can be changed by varying the length of the basic hat piece from 26 to 34½ inches.

The hats featured in this interesting pattern folder are:

1. The Soft-Touch hat, cut exactly as the pattern is given, made in a narrow wale silver grey corduroy. The brim,

shaped by the drawstring creates a picturesque silhouette.

2. The fashionable cloche is in soft-touch fake fur, a hat you will wear day in and day out. It is a simple variation of the basic hat.

3. The souffle cloche is in a robin green silk taffeta. It's bouffant and beautiful enough for afternoon, evening, party and church wear.

4. Flatteringly feminine is the Soft-



**THE SOFT-Touch Hat** is an oblong piece of material cut on a true bias. It is shaped by two drawstrings (one at the top and one at the base of the crown); or it may have a circle of fabric to form the crown with the drawstring at the base only. By adjusting the drawstrings, the hat fits everyone.

Touch hat in printed velveteen. It is a perfect shape, a perfect hat for the college girl or for anyone who recognizes the value of an easy-to-pack hat.

5. There is the Empire version of the Soft-Touch hat made in rich purple velvet.

6. The walking hat to go with the walking suit . . . to a football game or a college weekend, for shopping and traveling, for fun. This variation of the basic hat is cut like the Empire version, but it looks different because it is made in corduroy.

The free pattern folder, giving complete directions for making all seven variations of the "Soft-Touch" hat are yours for the asking. Write Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free pattern booklet.

## CHICKEN BARBECUE SANDWICHES

"COME AND get it!" "Barbecue time!"

You'll have no trouble bringing the family to the table after that call—not if they know you have chicken barbecue sandwiches in store for them.

There's a wealth of appetite appeal in the barbecue mixture made with onion, tomato sauce, horseradish, mustard and green pepper. The tangy sauce is an ideal vehicle for chicken. And—it's a snap to prepare. You can cook the sauce in less than 20 minutes while preparing

crisp relishes and other accompaniments.

Serve the barbecued chicken on enriched hamburger buns. Sandwiches like these enable you to take a vacation from tiresome hours in the kitchen. At the same time, by making sandwiches with enriched breads good nutrition stays with you.

### Chicken Barbecue Recipe

2 tablespoons salad oil  
2 tablespoons minced onion  
2 tablespoons enriched flour

1 cup tomato sauce (8-ounce can)  
1 cup water  
2 tablespoons lemon juice  
2 teaspoons salt  
¼ teaspoon pepper  
2 tablespoons sugar  
1 teaspoon prepared horseradish  
1 teaspoon prepared mustard  
¼ cup chopped green pepper  
2 cups chopped cooked chicken  
4 enriched hamburger buns  
Butter or margarine

Heat oil in skillet. Add onion and cook gently, about 5 minutes. Blend in flour. Stir in tomato sauce. Add water and heat to boiling. Mix in lemon juice, salt, pepper, sugar, horseradish, mustard, green pepper and chicken. Cover and cook gently 15 minutes. While chicken mixture is cooking, split buns and spread with butter or margarine. Spoon filling over buns. Serve hot. Makes four sandwiches.

**THE COOKING** time for the delectable chicken barbecue sauce is less than twenty minutes. What could be easier for a busy homemaker or career gal who wants to get away from spending hours in the kitchen, preparing dinner?





SHINGLES IS an acute infectious disease characterized by the formation of groups of blisters or vesicles. It is always, so far as I know, a unilateral skin disorder and is associated with severe itching, burning, prickling or stabbing pain.

Shingles is caused by a virus which attacks the nerve roots near the spinal cord but the manifestation of the disorder is in the form of blisters along the pathway of the sensory nerves. The disease may occur anywhere on the skin or mucous membrane depending on the location of the nerve involved. Common locations are on the lips, face, mouth, chest and abdominal walls, conjunctiva and the genitalia.

Age is a factor in that the disease occurs more often in the middle age bracket. It is found in equal numbers in the male and female. Climate does not seem to affect the incidence. Even though shingles is a disease involving the nerve root ganglia, it does not mean that nervousness, per se, is a cause of the disorder.

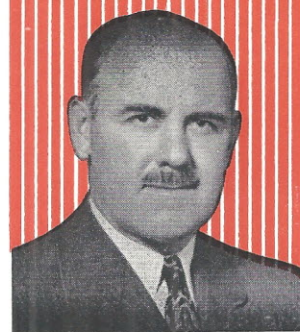
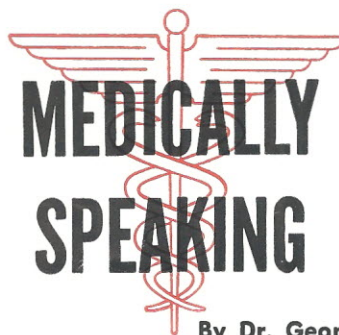
Herpes Zoster is one of the most common types of shingles. There is usually a period of three to four days of pain

before the vesicles appear. It is during this early stage that shingles is sometimes mistaken for pneumonia, pleurisy, ordinary neuritis, gall-bladder trouble and appendicitis. After the blisters develop, there is no doubt about the diagnosis. Frequently there is a low grade fever associated with it in the early stages. Also at the onset there is frequently headache, malaise and nausea. A few patients describe the disease by saying, the skin eruption or blisters feels like "fire under the skin." The course of shingles is self-limited lasting on the average five to six weeks.

The treatment of shingles is mostly

symptomatic or supportive. In the early stages, soothing lotions, such as Calamine usually are comforting. Protective dressings to prevent infection are also helpful. Other general measures, such as aspirin or empirin for pain sometimes give relief. One should follow the usual rules of good hygiene and get plenty of rest, keep warm and have a nutritious diet.

Many drugs and vaccines have been tried and found unsuccessful in the treatment of Shingles. Do not be led astray by false claims. There is no sure cure for Shingles. See your family doctor if you suspect this disease. He will outline the proper management for you.



By Dr. George H. Irwin

CTA Medical Director

---

## Things You Never Knew 'til Now

---

A DISEASE OF THE NERVES has been dubbed "Poker Player's Palsy." The *New England Journal of Medicine* describes the case of a military medical officer who noted numbness and tingling of the fourth and fifth fingers on his right hand. A neurologist uncovered the cause. The officer spent almost every evening playing poker, and sat with his chin resting in his right palm, leaning on the right elbow. The left hand was kept free to manipulate the poker chips. When the officer changed his position, the symptoms of "Poker Player's Palsy" disappeared.

IF YOU HUNT and bag a few pheasants and then eat them, along with other rich food, you may wake up the next morning with a strange disease—"Pheasant hunter's toe." Dr. Robert E. Van De-

mark of Sioux Falls, South Dakota, reports that the chief symptom is a swollen, extremely painful joint of one big toe. The doctor says the hunter almost invariably blames his trouble on an unknown sprain or uncomfortable hunting boots. Actually, the ailment is an acute attack of gout brought on by tramping through fields and by the intake of rich food. Pheasant meat is the most likely cause, since it contains substances which increase the production of uric acid in the body and causes gout in some persons.

CATS AND CANNED FISH: If you feed your cat exclusively canned fish he may become a nervous wreck through lack of vitamin B complex. Heat involved in canning also reduces the B content. The B shortage can become

severe enough to cause cats to have convulsions, it is reported. While there are vitamin tonics specially prepared for cats and dogs, a varied diet including raw meat or eggs will also help to keep most felines in the pink.

LIVE LONGER IN HAWAII: Among all the other blessings of the fiftieth state, Hawaiians can also boast that they live longer than mainland Americans. The Hawaiian Department of Health reports that the average male life span for 1949-51 in Hawaii was nearly 68 years—about two-and-a-quarter years longer than men on the mainland. But don't start thinking that Hawaii is a man's paradise. As was also true in the rest of the U. S., women lived longer still—in Hawaii, an average of 71 and three-tenths years, on the mainland a mere 71.





THE LAST blooms of summer are in full flower in city parks and gardens. During September many of them reach the peak of their growing glory. Colorful displays, many of which have been carefully tended since the first buds of spring burst through the ground, brighten the urban scene. Typical of the late summer beauty to be seen in Chicago parks is this view of the perennial garden in Jackson Park.

SEPTEMBER IS the month when we can truly enjoy the fruits of our labors in the garden. It also is a good time to review what you accomplished in the year 1959, and what you would like to accomplish, gardenwise, in 1960.

If you have shrubs, daylilies, peonies, phlox, and other tall perennials, or those that have bushy leaves, or stalks that bend over and interfere with other plants, look over the situation. It may provide several lessons for you. Probably the daylilies drooped over and covered the iris plants so that the iris is practically exterminated. The same with pansies or hardy chrysanthemums or other such plants that were too close to the daylilies. That furnished the example of planning the garden so that the size of the plant and the ground it covers is provided for when you originally plant.

Do not attempt to solve this problem by cutting the tops off perennials. That would be a great mistake. After a plant blooms the foliage does a very important job. Throughout the balance of the growing season until frost arrives, the green leaves of the perennials are working through the action of sunlight on the green surfaces to provide food and strength for the roots of the plants. This will determine whether or not you get good flowers next year. So you see the only answer is spacing your plants properly rather than in decapitating them before you should.

We do not wish to imply that you should never cut the tops off perennials. Most assuredly, after frost has come, or after their foliage has turned brown, the tops should be cut down as close to the base of the plant as possible. Otherwise, you will have scraggly branches or dead material covering the garden soil and harboring the eggs of insects and fungus spores that will bedevil you in 1960.

With shrubs that are bending over and taking up a lot of space that you would like to use for planting lower plants,

there are some solutions that at least partially meet the problem. You can always support the extending or drooping branches of a shrub, at least to some extent, rather than to have it protrude far out from the base. If this is done too drastically, however, it will destroy the appearance of your shrub even though it throws sunlight on the garden flowerbed adjoining. A part of this correction can be taken care of by pruning the shrub properly, as described in the following paragraph.

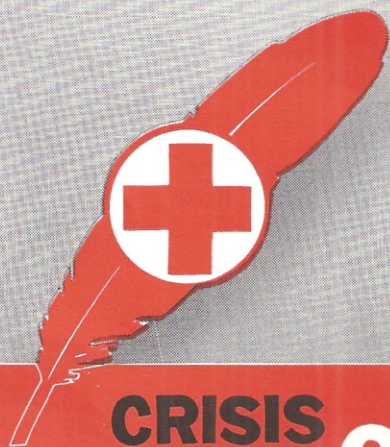
Within the next few weeks, consider pruning your shrubs. By the end of September you can expect a frost in a week or two and the leaves will fall, so the pruning might start in advance. This has the advantage of showing branches that have lost their leaves early in the season or had no leaves at all and are dead. It is important to cut all of these out. However, there are many other reasons why shrubs should be pruned. If you have shrubs that have been in place for a number of years, it will pay you to write to Extension service in Agriculture, College of Agriculture, University of Illinois, Urbana, Illinois. Ask for Circular No. 779 "Pruning Trees, Shrubs, Roses" by *H. R. Kemmerer*.

Any time now you can plant bulbs for flowering in spring. Try a few kinds that you haven't yet tried. Many can be planted close to shrubs or in a shady place that gets sun in the springtime. These spring flowering bulbs sprout very early, sometimes right through ice or snow. They get sunshine at that time because the trees and shrubs have no leaves on them yet.

Try some snow drops, glory-of-the-snow, grape hyacinth, or scilla. These are all small, low growing plants that will reward you by coming up each year, often while the snow flies. Of course you will also want crocus, daffodils, hyacinths and tulips, and order the bulbs early for best results.



# PLEASE



**CRISIS  
CAMPAIGN** **CRUSADE OF MERCY**



**LET'S** *convert* **HIM**  
**FROM** *this*



**TO** *this*



*Here's how to do it...*

- 1... ALWAYS BE COURTEOUS**
- 2... NEVER PASS UP PATRONS**
- 3... ALWAYS OPERATE SMOOTHLY  
AND SAFELY !**

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