

APRIL, 1960

TRANSIT NEWS



METROPOLITAN

TRANSIT





SIX TRANSPORTATION Department employees—five from the surface system and one from the rapid transit system—recently completed an instructor's course at the CTA Training Center, 2660 N. Clark street.

All the men had been appointed to the instructor's classification during the past year and were selected for the new class where they received intensive training in the fundamentals of the job they will be assigned to do.

The photo shows the class in session under the direction of **Robert Quetschke** (standing, left) training assistant, and **Arthur Krickow** (right) supervising instructor. Members of the class are, left to right, first row: **Sam Genender**, **Walter Bayer** and **John McCrea**. Second row: **Edward Strey**, **Tom Mason** and **Frank Wsol**.

Stockyards Landmark Disappears

THE LAST section of the old Stockyards elevated structure, for many years a landmark on Chicago's south side, is soon to be removed.

A contract for wrecking the remaining structure, from just west of Wabash avenue to the west side of Indiana avenue, has been awarded and under its terms, the wrecking company will pay CTA \$3,672 for dismantling the structure and selling the scrap.

The structure to be removed adjoins the elevated structure of the North-South rapid transit route near 40th street between Wabash and Indiana avenues.

The remainder of the Stockyards "L" structure, which extended into the Union Stockyards, and the old Kenwood route structure over intersecting streets, were dismantled months ago by the owner, the Chicago Junction railroad, after CTA discontinued service on these two branches in 1957. The section covered by the recent contract is owned by CTA.

The 43rd-Root street buses now serve the Stockyards and Kenwood areas, making connections with the North-South rapid transit service at 43rd street and at Indiana avenue stations.

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Test Posting of Printed Schedules on Bus Routes

A NEW method to provide more detailed schedule information for CTA riders is being used on an experimental basis along Cicero avenue between Archer avenue and 79th street.

Printed schedules are located at eye-level at about 55 bus stops, both northbound and southbound, along the South Cicero (No. 54B) surface route. At the off-street terminal in the Scottsdale Shopping Center near 79th and Cicero, the timetable of the West 79th (No. 79A) surface route is posted also.

If the tests prove successful, CTA may consider placing the schedules along all routes where service is not as frequent as on heavily-traveled lines during the non-rush periods.

The timetables of white, weather-resistant material are affixed to 12 inch by 18 inch aluminum sign blanks.

Revised timetables are posted whenever there is a change in scheduling.

These information signs carry a notation at the bottom that copies of the timetable can be obtained by writing to CTA's Public Information Department.

OUR COVER: A gay profusion of bright spring flowers, arranged in artistic splendor, fills the conservatories in Garfield and Lincoln parks during the Annual Spring and Easter Flower shows of the Chicago Park District. Stately Easter lilies, symbolic of the Easter season, are the predominant flower in the show. A special feature of the Garfield Park display in recent years is a giant cross, pictured in the center panel, 20 feet long by 12 feet wide, made of 200 Easter lily plants. It dominates the scene from the slope of the rock garden at the end of the exhibition hall. Thousands of visitors annually come to view this stellar show and go home convinced that, whatever the weather conditions outside, Spring is here.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Toby G. Tindle—Transportation (North Section)

RECENTLY RETURNED

Alexander McClelland—Shops and Equipment (69th)

James E. Miller—Transportation (Kedzie)

CTA TRANSIT NEWS

Program Stresses Correct Transfer Handling

CORRECT TRANSFER handling is being stressed in a transfer instruction program which started at Lawndale Station on March 21. The program is scheduled to be conducted at all surface stations with completion early in May.

Prior to the conducting of sessions at a station, the station superintendent contacts his operators, who are given a copy

of the new "Transfer Instructions" booklet, a leaflet explaining the importance of transfer handling, and is signed up for attendance at a session of the program.

The operators attend sessions in small groups. A session consists of a three-part review covering zone allowances, rules, and transfer reading. Each oper-

ator is given three cards containing questions. He indicates his answers by punchmarking appropriate squares on the cards. The instructor scores the cards upon completion and immediately covers any points requiring review.

The program is expected to bring a reduction in cases of inconvenience and embarrassment to passengers caused by incorrect transfer punching.

New CTA Guide Publications Available

TWO NEW informational pieces—recently revised and reissued—are available for public distribution through CTA's Public Information Department.

One is the 1960 edition of the recreational guide, "See Chicago by CTA," which lists Chicago's major points of interest and tells how they can be reached by CTA routes.

The folder contains a listing of principal points of interest and recreational facilities in the Chicago area. It locates and gives travel directions to airports, colleges and universities, libraries, museums, observation towers, parks and forest preserves, railroad and bus stations, stadia, zoos and other attractions.

A complete listing and description of every route operated by CTA is carried on the other side of the folder.

The other is a 42-page booklet giving complete instructions on "How to Use Chicago's 'L' Subway." This is one of the most thorough guides to rapid transit operations ever issued. It describes routes, transfer regulations, gives schedule information, contains a rapid transit system map and tells of the many convenience features of rapid transit service.

Both are printed in handy, pocket-size format and may be obtained on request without charge by writing *Bill Saver*, P. O. Box 3555, Chicago 54, or by phoning MOhawk 4-7200, extension 805.



TRANSPORTATION DEPARTMENT employees are reviewing problems in the handling of transfers under a special transfer instruction program now under way. The sessions will run until early in May. Here Instructor John Shaw is giving the test problems to three Lawndale operators. Left to right, they are: J. F. Johnson, Jess Cinkus and Russell Lipari.

Edward A. O'Hara Dies; Head of Division 308



Edward A. O'Hara

FUNERAL SERVICES were held on March 28 for *Edward A. O'Hara*, 57, president of Division 308 of the Amalga-

mated Association of Street, Electric Railway & Motor Coach Employees of America, who died March 25 in a Hot Springs, Arkansas, hospital.

Mr. O'Hara had been president of the rapid transit employees union for the past 10 years. He entered the service of the former south side elevated railroad as a trainman on March 11, 1924, and was advanced to the job of towerman on December 18, 1931. He held the latter job at the time of his election as president of Division 308.

Survivors include his widow, *Rose*, a son, *Edward A., Jr.*, a Chicago Sun-Times reporter; a daughter, *Corinne*; a brother, *Thomas*, and two sisters, *Mrs. Dorothea Rickert* and *Mrs. Marjorie Gray*.

Requiem mass was offered at St. Therese of the Infant Jesus church, 8026 S. Wood street, and burial was in St. Mary cemetery.

Proposal Urges Coordinated Transit Program



THIS VIEW is from a point south of 63rd street looking northwest and illustrates proposed Park-'N'-Ride garage between 63rd and 59th streets, and connections between the existing Englewood "L" line and the Park-'N'-Ride garage at about 59th street. It also shows connections of the proposed South Expressway, rapid transit and the Park-'N'-Ride garage.

A DRAMATIC, four-point package program to expand business activity in Chicago's central business district and to promote the economic vigor of the entire metropolitan area was presented recently by the Chicago Transit Board.

The program combines and ties together plans previously proposed by CTA, and adds an entirely new proposal for the establishment of 10 Park-'N'-Ride garages at heavily-used suburban stations of the North Western, Burlington, Illinois Central, South Shore and Rock Island commuter railroads.

Based principally upon coordination of the area's three major forms of transportation, mass transit (grade-separated mass transit and surface buses), commuter railroads and private automobiles, the program calls for a combination of public and private financing to accomplish its objectives.

Coordination of these transportation facilities has long been advocated by CTA as the most effective, the most economical and the quickest means of vastly enhancing the economic welfare of the whole metropolitan area.

Forecasts of a population of 8,000,000 in the metropolitan area by 1970 compel prompt total transportation planning and action if the metropolitan area is to real-

ize fully its tremendous economic potentials, the report states.

The four-point program follows:

1. First Step—Join stores, office buildings and CTA subway facilities at first basement level to permit travel in the downtown area free from street traffic interference and under complete protection from inclement weather.

Initially these shopping arcades would tie together under a continuous roof all of the establishments on both sides of State street and some buildings fronting on Dearborn street between Randolph and Van Buren streets. There would also be an arcade at the first basement level along the south side of Randolph street, between Wabash and Michigan avenues, connected with the Illinois Central and South Shore stations, the Prudential building and the Grant Park underground garage east of Michigan avenue.

The estimated cost of the first step of this phase of the program is roughly estimated at \$5,500,000. This does not include the cost of relocating the city owned underground utilities. This modest outlay is in sharp contrast to the more than \$90,000,000 of new shopping center projects now being constructed or planned in suburban areas.

Second Step—Expand the substreet network to the proposed new Civic Center, to City Hall-County building, and office buildings farther west in the central district. The cost of this phase of the program has not been estimated.

2. Construct multi-story Park-'N'-Ride garages at outlying rapid transit stations and terminals with direct connections by ramps to the transit facilities and nearby expressways and local streets. Five Park-'N'-Ride garages with a total capacity of 23,000 autos are suggested initially at an estimated cost of \$46,000,000, as follows:

Congress-Desplaines, Forest Park terminal of the new West Side Subway, 6,000 parking spaces; Howard Street, north terminal of the North-South "L"-subway route, 3,000 spaces; Stony Island avenue at 63rd street, terminal of the Jackson Park branch of the North-South "L"-subway route, 5,000 spaces; at 40th street between Michigan and Indiana avenues, 3,000 spaces; at the South Expressway and 63rd street, the city terminal of the Calumet Skyway, and connected with the Englewood branch of the North-South "L"-subway route, 6,000 spaces.

3. Improve and extend rapid transit service farther out from the central district through CTA's 20-year, \$315,000,-

000 program for improvement and extension of off-street, grade-separated rapid transit.

Rapid Transit extension and improvement projects in CTA's 20-year program include: Rail rapid transit in the Northwest Expressway from a connection with the Logan Square "L" to an initial terminal near Canfield avenue and the City Limits with a future extension to O'Hare International Airport; rail rapid transit in the South Expressway from 30th street to 103rd street on the Calumet branch of the expressway, and to the City Limits and 119th street on the Blue Island branch; bus rapid transit in the Southwest Expressway from its connection with the South Expressway near Cermak road to Cicero avenue near Pershing road; construction of a grade-separated connection between the Lake rapid transit route and the West Side subway near Kenton avenue to permit routing of trains via the subway; extension of the Englewood branch of the North-South "L" subway from 63rd and Loomis to Cicero avenue in the Clearing Industrial district; cross-town rapid transit in the right-of-way of the Crosstown Expressway from a connection with the Northwest Expressway to a connection with the proposed Englewood-Clearing extension; elevation of the ground level section of Lake rapid transit route from Laramie avenue to Harlem avenue; elevation of the ground level section of Ravenswood rapid transit route from Rockwell avenue to the terminal at Kimball and Lawrence avenues; elevation of the ground-level section of the Douglas

BETWEEN ITS terminal at Kimball and Lawrence avenues and just west of Rockwell avenue, the Ravenswood route operates at street-level. View shows the proposed elevation on a single column, ballasted deck, and a typical station and platforms. With this elevation, a new bridge over the north branch of the Chicago river is to be constructed.



VIEW LOOKING west at the intersection of Pulaski and Northwest Expressway illustrates by cut-away the connections with the street at Pulaski road, the fare controls on the platform, and, in the background, the Irving Park boulevard entrances to the Pulaski-Irving station on the Northwest Expressway rapid transit.

Park rapid transit branch between Kil-dare avenue, Chicago, and 56th avenue, Cicero, and an elevated extension west to Harlem avenue.

4. Construct ten Park-'N'-Ride garages or parking lots at or near selected suburban railroad stations. Initial capacity would be at least 15,000 parking spaces. These parking facilities would be located near the existing business centers in Waukegan, Highland Park, Barrington, Arlington Heights and Wheaton on the various North Western routes; in Aurora and Hinsdale on the Burlington; in Blue Island on the Illinois Central and Rock Island; in Homewood on the Illinois Central and near the Hammond, Indiana, business district on the South Shore interurban railroad. The cost of

this phase of the program is estimated at \$30,000,000.

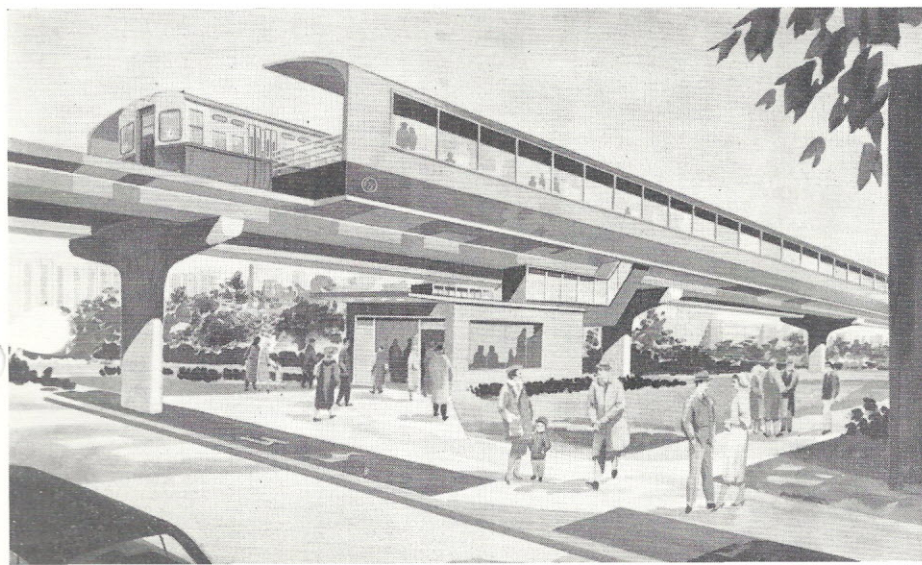
Commenting on the four-point program, *V. E. Gunlock*, chairman, Chicago Transit Board, said:

"The need for improved transportation in metropolitan areas is of increasing concern to every informed, civic-minded person. This is particularly true in regard to facilities for travel between outlying areas and the central business district and for travel within the central business district.

"Authorities estimate that the population of the Chicago metropolitan area will exceed 8,000,000 by the year 1970, and an adequate transportation system is vital to this great area. The central business district, the area's center of commerce, merchandising, finances and culture, produces about 14 per cent of the total general tax revenues of the city and certainly must be maintained and improved.

"This report and study is designed to stimulate public discussion and action for better coordination of grade-separated rail and automobile transportation in the metropolitan area and is pointed toward achievement of this and other objectives.

"It points out the possibility of enhancing the economic vigor of Chicago's central business district and the entire metropolitan area by extended use of grade-separated rail transportation coupled with the use of the private automobile."



Congress Permanent Right-of-Way Project Completed

CTA TRAINS are now operating over permanent right-of-way in the West Side Subway for the entire length of tracks between the Loop and Desplaines terminal in Forest Park.

This latest step in progress towards the final completion of the west side rapid transit facility was accomplished on March 20, when the changeover from temporary to permanent tracks was made on the section west of Lotus avenue (5432 W). Trains in regular passenger service began running in the permanent right-of-way between the Loop and Lotus avenue on June 22, 1958.

The transfer of Congress "A" train operations to this final stretch of permanent right-of-way means a savings in trip time for CTA patrons. Schedule rush-hour running time between the Loop and Desplaines avenue now is about 24 minutes.

In the area west of Lotus avenue, CTA's permanent tracks are located on the south side of the depressed right-of-

way of the Congress expressway, between the permanent right-of-way of the Baltimore and Ohio Chicago Terminal railroad and the expressway lanes, instead of being located in the median strip of the expressway as they are between Halsted street and Central avenue.

Within a few months, permanent station and platform facilities will be completed for the four westernmost stations—Central avenue in Chicago; Austin boulevard-Lombard avenue and Oak Park avenue-East avenue in Oak Park, and Harlem avenue-Circle avenue in Forest Park.

Meanwhile, temporary rapid transit

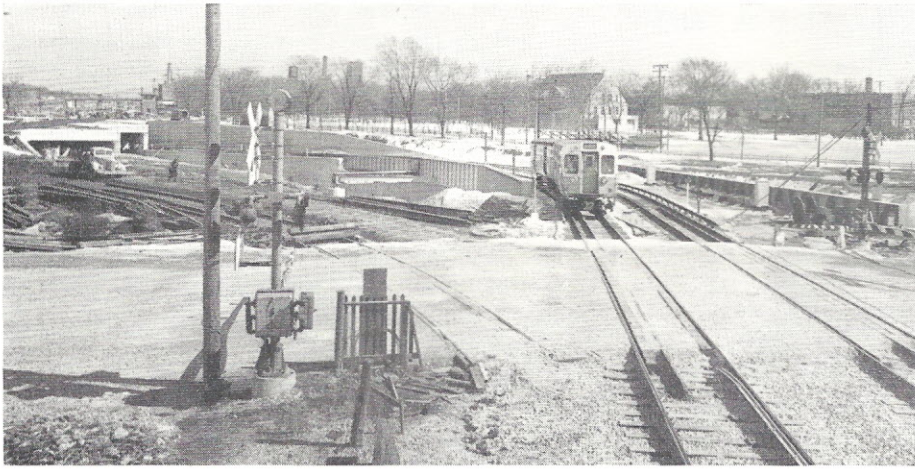
station and platform facilities, some of which have been re-arranged, must be used to permit construction of the expressway lanes to proceed, and thus hasten the completion of the expressway.

The temporary station at Ridgeland avenue, Oak Park, was eliminated. The Ridgeland area is being served by the East avenue auxiliary entrance of the Oak Park avenue station until permanent station and platform facilities at Austin station are completed. At that time, the Lombard avenue auxiliary entrance-exit for the Austin boulevard station will also serve the Ridgeland avenue area.

Preliminary work was started on the removal of temporary CTA facilities be-

THE LAST link in the permanent right-of-way for the West side Subway was completed on March 20 when the section of track between Lotus avenue and Desplaines avenue, Forest Park, was placed in service. Previously trains operated over temporary tracks through that area. The photo shows one of the first trains to use the new eastbound track entering at cut-over point at Congress and Desplaines avenue. The westbound track, shown at the left was completed shortly after this picture was taken.





TRAINS BEGAN operating over the permanent westbound track shortly after the eastbound track was placed in service. The first train to make the westbound trip after the cut-over from temporary to permanent right-of-way is pictured as it approaches Congress and Desplaines avenue intersection. During rush hours, on weekdays, six-car trains are operated at six-minute intervals on this route.



THIS PICTURE shows an eastbound train pulling into the Oak Park avenue-East avenue station over the new tracks. At the right are the tracks of the Baltimore and Ohio Chicago Terminal R.R. which is adjacent to the subway in this area. This is a permanent station platform, but temporary accessways have been installed because the permanent street overpasses at Oak Park and East avenues are still under construction.

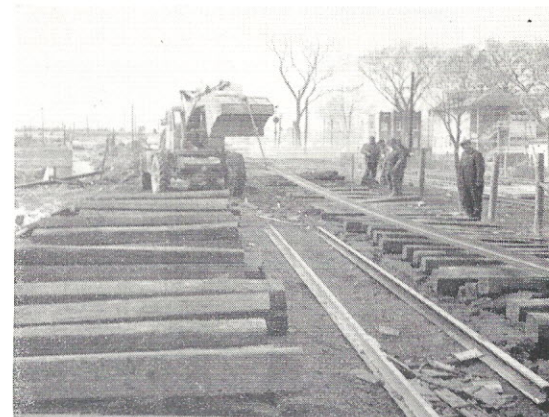
tween Central avenue and the Desplaines avenue terminal in Forest Park immediately following the changeover of train operations to the permanent right-of-way.

The work will proceed at various points in the west end section of the route as required by the State of Illinois Department of Highways in conjunction with Congress Expressway construction.

The first phase of the project was the

removal of temporary tracks at a point west of Central avenue and east of Desplaines avenue by CTA workmen following the abandonment of the temporary right-of-way. The remaining track work, power distribution and communications systems will be removed by sections in accordance with the needs of the Department of Highways to speed the completion of the expressway in that area.

THE WORK of removal of temporary tracks on the North-Northwest rapid transit route in the Congress Expressway started immediately following the changeover of train operations to the permanent right-of-way between Lotus avenue and Desplaines terminal. The work is proceeding at various points in the west end section of the route as required by the State of Illinois Department of Highways in conjunction with the Expressway construction project. In these pictures, taken between Desplaines and Circle avenues, CTA track workers are shown (below) using a hydraulically-operated power jack to lift track out of ballast; (lower right) loosening rail and tie-plates from ties with the aid of a spike-puller and (upper right) removing rail from ties with a high lift equipped with a hydraulically-operated hoist.



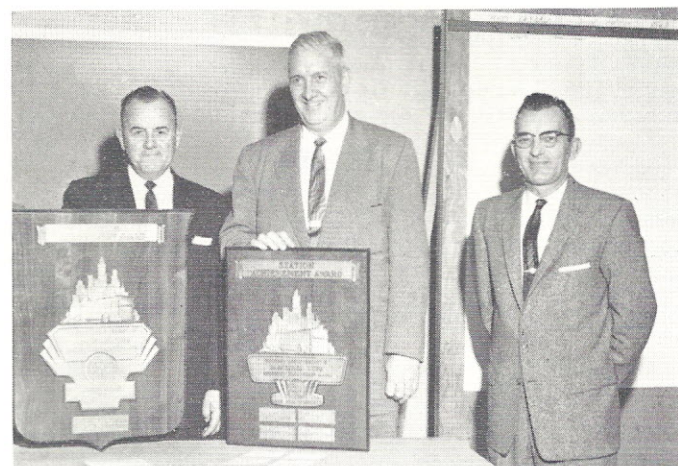
S.A.A. Plaques Presented to the Big

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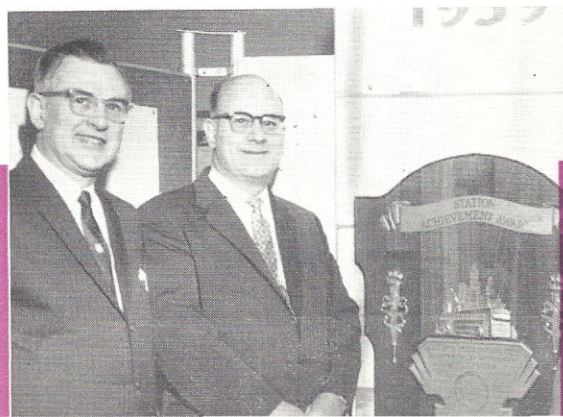
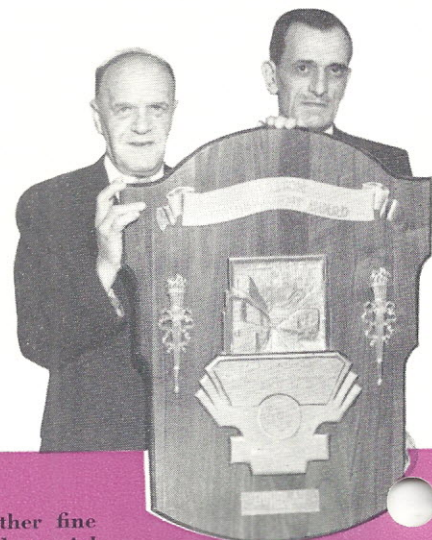
52ND STATION achieved the best record in reducing traffic accidents to win the 1959 award on the surface system. It also won the traffic type award for the last quarter of the year. Gathered around the plaques in this photo are, left to right: *Charles E. Keiser*, superintendent of transportation; *William B. Hornkohl*, day station superintendent, and *John S. Farris*, night station superintendent.

ON HAND for the presentation ceremonies at Kimball station was, left, *General Manager Walter J. McCarter*. Receiving the annual award plaque for employees at that location are, center, *Raymond M. Sanford*, assistant superintendent, and *Lester J. Hickey*, former station superintendent of the North Section, and now station superintendent, South Section, rapid transit system. This was a combined traffic-passenger award for improved safety operation on "L"-subway routes.



ANOTHER TWO-TIME winner in the Achievement Award competition was Limits station which took both the annual and quarterly trophies for reduction in passenger-type accidents on the surface system during the stated periods. Shown with the award plaques in this picture are, left to right, *Earl Peterson*, night station superintendent; *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and *Jack Morris*, instructor and acting night superintendent at the time the photo was taken.

WINNER OF a special annual award on the rapid transit division was Douglas station. These awards are given for an especially good overall safety record during the past three years and maintaining this record during 1959. Holding the plaque are, left, *S. R. Smith*, day superintendent, and *W. L. Murbach*, night superintendent.



NORTH AVENUE came up with another fine safety performance to win a second special annual award made at the presentations. *George T. May*, (left) night station superintendent, and *Frank J. Buetow*, day station superintendent, proudly display the newest addition to the station's safety honors in this picture.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Tour Of Duty Calls For Eighteen Months

ACCOUNTING—(Vouchers)—*James E. Touhy*, son of *Jim Touhy*, spent four months of basic training at Fort Leonard Wood, Missouri, and then was transferred to Heidelberg, Germany, where he will be stationed for the next 18 months.

John Geary became a proud grandfather when little *Kathleen* was born to his daughter, *Rosemary*, and her husband, *Lieutenant Charles Morris*, in Long Beach, California.

Frank Hodapp, who returned to work March 7, reports that he's feeling fine and is glad he's over his illness.

(Material and Supplies)—*Eleanor Browne* became a grandmother February 26 when *Mary Patricia* was born to her son and daughter-in-law. *Tom Browne*, Skokie Shops, is the proud grandpappy.

Harriett Kryzan and *Mae Kearns*, who recently were hospitalized, are back on the job.

(Payroll—rapid transit)—*John Pope's* brother, *Pat*, died March 2.

Vacationers

(Revenue)—*Sarah McDonnell* and her daughter flew to New Jersey to visit with friends and did some sightseeing, recently.

Josephine Augitto drove through ice and snow to get to Florida, where she enjoyed swimming in the ocean and sun bathing, during her recent vacation.

Esther Kauttel resigned from her duties March 4 to assume the role of a full-time homemaker.

Harold Donahi presently is confined to the hospital, but soon will be convalescing at home.

Chester Skora transferred from Revenue to the Stores department.

Rita Twohig's fiancé, *Policeman Thomas O'Malley*, recently was lauded by a Chicago newspaper for his act of heroism in helping to evacuate 45 persons from a burning hotel. Officer O'Malley, who has been on the Chicago Police



SKOKIE SHOPS PENSIONERS

TWO SKOKIE Shop electrical workers, *William Pfaender* and *Charles Rzepka*, retired on pension March 1 after 47 and 43 years of service, respectively. Prior to their retirement, a cake and coffee party was held at the shops, at which (from left to right) Electrical Foreman *Fred Feinendegen*, Mr. Pfaender, General Foreman *Earl K. Leaming*, Mr. Rzepka and Electrical Foreman *Lawrence King* posed for this picture. Incidentally, Electrical Worker *Frank J. Kramer* baked and decorated the cake.

Reported by *Everett E. England* and *Dave Gurwich*

force for a year, was recommended for a creditable mention for this deed and another mention for the part he recently played in the arrest of a San Quentin prison escapee.

(Budget)—*John Schwartz*, who enjoyed southern California's warm climate while we were fighting the snows, reported that his return trip, via jet, was most pleasant.

(General)—The Board of Directors of our Credit Union selected the following officers: *James E. Touhy*, president; *Harold Ebling*, vice-president; *John Ruberry*, treasurer; *Doris Stahl*, secretary, and *Clark Johnson*, publicity director.

—HELEN A. LOWE and MABLE I. POTTHAST

It Must Be A Good Institution

BEVERLY—Celebrating wedding anniversaries this month are: Operator *Marisus* and *Minnie Dykhuisen*, their 24th on April 9; Operator *Robert* and *Della Burns*, their 26th on April 16; Operator *Willard* and *Marguerite Beaman*, their 23rd on April 25; Operator *John* and *Marie Fitman*, their 32nd on April 26, and their 25th on April 27.

Operator *Mike Stenson* is back at work after a two-week illness. Mike was hospitalized during this time.

Operator *James Thomas* and his wife, *Barbara*, announced the birth of a son, *James Craig*, who was born March 9.

Edward O'Shaughnessey, son of Operator *Ed O'Shaughnessey*, is working in the repair department.

—LEONARD CANTWELL

Chief Operator's Son Is Elected Chairman

ELECTRICAL—Chief Operator *Carl Hoffman's* son, *Wayne M.*, recently was elected chairman of the New York Central Transport company, a wholly-owned subsidiary of the New York Central railroad.

Superintendent *John Michnick*, Power Distribution, recently welcomed his first grandson, *Theodore John*, who was born February 25 to Mr. and Mrs. *Dennis Michnick*.

William King, superintendent of building wiring, and his wife, *Minna*, recently vacationed in Miami, Florida.

Alfred Morf, chief estimator, is, at this writing, hospitalized due to a recent coronary attack . . . Also, *Alfred B. Heyes*, senior engineer, suffered a heart attack and presently is hospitalized.

Supervisor *Richard Dorgan's* son, *Richard F.*, recently became engaged to *Arlene Rodriguez*. A June wedding is planned in Mary Seat of Wisdom church, Park Ridge.

—GILBERT E. ANDREWS

Trailer Wins Over Apartment

GENERAL OFFICE—(Transportation)—When *Eddie Tobin*, student engineer, and his wife, *Diane*, returned from Munich, Germany, in the fall of '59, furnished apartments were a bit hard to find. So, the Tobins inspected the possibilities of a trailer in a camp of over 100 trailers in Niles, and immediately purchased one.

(Stenographic)—*Charlene Nelson* is bidding our department adieu to await the arrival of a bundle of joy.

Barbara Hefter Sheer recently was a bridesmaid in the wedding of *Rosalie Krulan* and *Sidney Sogolow*. Prior to the wedding, *Barbara* hosted a shower for the bride.

SAME WEDDING DAY—25 YEARS APART



A THREE-generation wedding anniversary date will be observed next year because **Kathleen Connery**, of Insurance, and **Peter Bolsoni** were married on the same day as Kathy's parents, **Catherine** and **John Connery**, and her grandparents, **CTA Retiree Peter** and **Ceil Soraghan**. On the day this photo was taken, the Connerys and Soraghans were celebrating their silver and golden wedding anniversaries, respectively.

Reported by **Julie Prinderville**

(Insurance)—**Mary Berry**, **Ann Farrell**, **Aileen Ward**, **Kay Corcoran**, **Mary Flanagan** and **Noreen Byrne** returned to work, bruised but happy, following their recent skiing trip to **Wilmot, Illinois**. After being on the slopes for an entire day, **Kay** drove the group to the **Wagon Wheel** in **Rockton** for a day on the ice.

Marguerite Kuper's husband, **Raymond**, who was stationed in **Korea** for the past 13 months, has finally returned to civilian life.

—**JULIE PRINDERVILLE**

Typist Will Soon Become A Bride

GENERAL OFFICE—(Employment)—Wedding bells will be chiming for **Kathleen Gibbons**, typist, and **Thomas Coleman**, former CTA employee, April 30, at **St. Mels church**. A breakfast will follow the ceremony and, later, a reception will be held at the **American Legion hall**, **Butterfield Road**, **Hillside**.

Wade Chamberlain, formerly of **Transportation**, recently became a temporary interviewer.

(Staff Engineering)—Things are really lively at **Kathy Garbutt's** home since the arrival of a **Doberman Pinscher** puppy. His rival for **Kathy's** affection is a two-month-old kitten named **Tom**. **Kathy's**

dad is **Wally Garbutt**, of **Training** and **Accident Prevention**.

Bob McNamara, transfer analyst, recently spent a vacation at **Coral Gables, Florida**, with his brother and his family.

(Building and Structures)—**Ann Farrell** recently returned from an enjoyable vacation in **Sun Valley, Idaho**. Accompanying **Ann** were **Dagmar McNamara**, **Ann Zahumensky** and **Mary Berry**, who returned with beautiful sun tans and no mishaps.

Dies Suddenly

Stanley M. Harwell, draftsman, died suddenly, due to a heart attack. He is survived by a wife and two children.

(Traffic Engineering)—**Edward Ahlbrand**, student engineer, was transferred here, recently.

Harold Burda is presently on the sick list, due to a sprained back.

Vince Donahue and his wife, **Irene**, are the proud parents of a new baby girl, **Carol Ann**, who was born **March 15** at **St. Anne's hospital**. The little queen was welcomed home by her three brothers, **David**, age 9, **Michael**, age 4, and **Robert**, age 2.

(Equipment Engineering)—**Dan Schleiter** was transferred to this department for three months, as part of his training program.

(Specifications)—**Dorothy Phelps** recently was a lucky ten-dollar winner in the **Social Security** contest in the **Sun-Times**.

George Ward recently died, after a brief illness.

General Superintendent Stanley Forsythe sent a crate of oranges to the office people in his department from **Florida**, where he recently vacationed.

MARY E. CLARKE

Bride-To-Be's Parents Announce Engagement

KEDZIE—Operator and **Mrs. James Scanlon** recently announced the engagement of their daughter, **Nancy**, to **Michael Joseph Burke**, a graduate of **Loyola university**. **Nancy**, presently, is attending **Mundelein college**. The couple plan to be married in **June**.

Instructor Edward Hawlicek and his wife, **Bessie**, celebrated their 35th wedding anniversary on **March 14**.

—**C. P. STARR**

Sunny New Mexico Has Warm Snow

NORTH PARK—Operator **Lloyd Templeton** sent us a card from sunny **Albuquerque, New Mexico**, where he enjoyed his recent vacation, and said the snow is warmer down there than it is here in **Chicago**.

More new babies recently were born during **February**. Operator and **Mrs. Bob Kube** welcomed their first son, **Tom**, who was born on **February 15**.

Operator and **Mrs. Ray Shelton** announced the birth of a son, who was born on **February 19**, and, a second daughter, **Yvonne Jeanine**, was born to Operator and **Mrs. Paul Kolsch** on **February 17**.

Operators **Pat O'Malley** and **Bill Carlander** recently retired on disability pensions.

Operator **Dan Seidel** transferred to the rapid transit division as a ticket agent . . . Operator **Harry Salitre** recently returned from the rapid transit division.

Supervisor **Adam Walker** died on **February 17**.

Operator **Paul Klug's** mother recently died.

—**EDWIN F. STENZEL** and **EARL W. McLAUGHLIN**

Operators Win Hams At S.A.A. Presentation

NORTH AVENUE—**March 8** was **S.A.A. Day** at our station. Refreshments and movies were part of the program and 24 lucky fellows won hams. They were: **H. O. Seltz**, **B. Mazalawski**, **E. B. Nieves**, **J. Frierson**, **F. Wisnewski**, **J. M. Bydon**, **M. Watson**, **E. H. Sturm**, **C. A. McWorter**, **J. Crews**, **D. Thime**, **F. H. Roach**, **W. Grezesinski**, **T. Grisch**, **J. Ruschel**, **W. Cichy**, **Wally Pamper**, **F. J. Czarnecki**, **A. Matulis**, **W. Lindsay**, **Ed Fischer**, **A. Hale**, **L. Hilliard** and **P. Davis**.

Hugh Garry won \$420 when he saw his drivers' license number in the **Tribune**. He was the winner of the **Saf-T-Bucks** award for that day.

Operator **R. W. Gave** announced the birth of a son, **Michael Ray**, on **March 11**.

R. R. Selvick and his wife became the parents of a little girl, who was born **March 7**.

W. E. Echols left **Hines hospital** and now is convalescing in his home at **Higbee, Missouri**.

Patsy Mullinax, daughter of **Bon Mullinax**, was married to **Thomas Lesnek** **February 27**. The couple honeymooned in **Arizona**.

DETERMINATION



ALTHOUGH IT will be some time before **Gregg Rodway**, three and one-half-month-old grandson of **Mike Verdonck**, **Accounts Receivable**, will grow into his grandfather's hat, he still looks determined enough to try.

Reported by **Helen Lowe** and **Mable Potthast**

DAUGHTER WEDS



FATHER OF the bride, **George Krause**, superintendent of Instruction, proudly poses with his daughter, **Jeanne**, who was married to **George Hart** on February 27. Several rapid transit employees were among the three hundred guests who attended the wedding reception at Gresham hall.

Reported by *Julie Prinderville*

Wedding bells rang out for *Antoni Arduini's* daughter, **Diana**, and **Vernon Molitore** April 23 at Our Lady of Hope church in Desplaines.

Operators **Joe Lynch** and **Al Barber** recently vacationed in sunny Florida, and returned to work looking like a couple of Indians.

You can add the name of **Jeff Mulvey** to the Grandpappy's club. He became a grandfather for the first time, last month.

Operator **Joe Litterski**, who recently was confined to Wesley Memorial hospital due to surgery, is recuperating at home.

—**JOE HIEBEL**

Sunshine States Lure Vacation-Bound Agents

Loop (Agents)—**Margie White** enjoyed her visit with her cousin in Tucson, Arizona, an ideal vacation spot, says Margie.

Ann Wastier was, at this writing, absorbing enough warmth and sunshine in Miami, Florida, to last through our cold spell.

Dorothy Parke and **Lucille Keeley** are convalescing at home, due to recent major surgeries.

Nonee Murray, who was involved in an accident, returned to work.

Margaret Arnold, **Julia Curry** and **Mary Walsh** are presently on the sick list.

—**EDITH EDBROOKE**

Snowfall Halts Long Weekend

LAW—**Val Nessinger**, his wife and their daughter took advantage of the long weekend in February and visited with friends in Beaver Dam, Wisconsin. Unfortunately, they encountered a lot of snow and had to return sooner than they had planned.

Mary Welsh vacationed at home for a week, redecorating her apartment and just plain taking it easy.

A newcomer, **James Hickey**, formerly of Claims, recently joined our department. **James** replaced **Dennis Cronin**, who transferred to South Shops.

We're expanding—one of our offices is being remodeled and three additional offices are being added to our quarters.

—**CEILE E. BAGGS**

Motorman Decides To Give Up Bachelorhood

NORTH SECTION—**Motorman Desmond O'Grady** was married February 6 in Our Lady of Mercy church.

Fred and **Louie Loebbaka's** father recently died.

The father of the **Mulvaney** brothers, **Arthur**, **Bernard**, **Edward**, **Joseph** and **Robert**, recently died.

Motorman Al Sikora spent part of his vacation visiting in New Orleans, Louisiana, fishing in Jacksonville and Largo, Florida, and meeting old friends, including **George Roesing**, retired assistant superintendent of operating stations, rapid transit division, when he attended a pensioners meeting in St. Petersburg, Florida.

The **Joseph Koral** family announced the birth of **Lawrence Christopher**, who was born February 15.

Kenneth L. Manaugh is our new station superintendent, who assumed the duties of **L. J. Hickey**, and **Richard W. Meisner** was appointed night station superintendent, Mr. Manaugh's former post.

—**ANGELO BIANCHINI**

RECENT DEATHS AMONG EMPLOYEES

VINCENT ANDREWS, 60, collector, Archer. Died 3-4-60. Employed 12-6-26.

C. W. BENNETT, 74, retired trainman, West Section. Died 2-12-60. Employed 7-9-14.

W. A. BURGER, 66, retired conductor, Archer. Died 2-8-60. Employed 4-26-17.

JAMES BUTLER, 75, retired flagman, Transportation. Died 2-13-60. Employed 4-13-26.

W. F. CARR, 65, retired motorman, 77th Street. Died 2-16-60. Employed 1-8-26.

MARIJAN CELICH, 72, retired laborer, Way and Structures. Died 1-30-60. Employed 6-16-27.

M. D. CREIGHTON, 74, retired agent, West Section. Died 2-25-60. Employed 6-27-21.

E. L. DEYMAN, 62, retired operator, Lawndale. Died 2-7-60. Employed 11-8-28.

BARTON O. EVERMAN, 62, tinner, Way and Structures. Died 3-6-60. Employed 11-3-13.

M. H. GAUGHAN, 83, retired agent, South Section. Died 3-12-60. Employed 7-8-03.

PATRICK GIBBONS, 70, retired motorman, Kedzie. Died 2-10-60. Employed 5-14-13.

R. J. GRANNAN, 66, retired laborer, Stores Department. Died 2-28-60. Employed 5-9-16.

THOMAS GREENSLADE, 73, retired supervisor, District "D." Died 3-12-60. Employed 8-27-07.

E. B. HAMMERGREN, 71, retired structural engineer, Engineering Department. Died 3-5-60. Employed 4-21-19.

W. H. HANSEN, 58, retired supervisor, District "C." Died 3-3-60. Employed 5-18-23.

STANLEY HARWELL, 29, apprentice, Engineering Department. Died 3-13-60. Employed 2-6-59.

WILLIE HOSKINS, 65, retired watchman, Way and Structures. Died 2-22-60. Employed 9-17-30.

P. J. HJORTH, 82, retired motorman, North Avenue. Died 2-22-60. Employed 10-13-15.

WILLIAM J. KUSCH, 58, operator, North Avenue. Died 2-11-60. Employed 9-20-27.

EMIL MAIBUECHER, 60, ticket agent, 61st Street. Died 3-9-60. Employed 12-4-24.

M. H. McFADDEN, 68, retired conductor, Devon. Died 2-16-60. Employed 4-12-18.

MICHAEL McGUINNESS, 87, retired conductor, Transportation. Died 2-14-60. Employed 10-21-20.

PATRICK McGUIRE, 53, switchman, South Shops. Died 3-8-60. Employed 10-1-45.

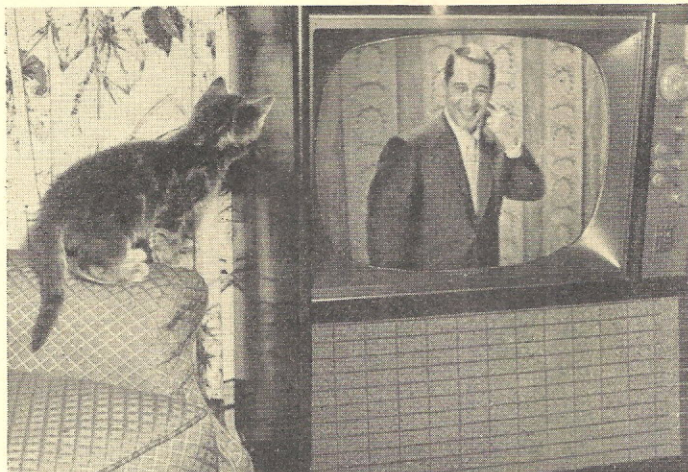
(Cont. on page 12)

NEW RETIREE



AFTER MORE than 35 years of transit service, **Joseph Weber**, repairman "A," Lamon bus garage, retired on pension March 1. Joe, seated at right, received a power saw and drill from his co-workers at a farewell dinner that was held in his honor.

PHOTO OF THE MONTH



PROVING THAT felines are a little more than just curious, *Equipment Engineer Charles E. Keevil*, Engineering, snapped this photo while his little kitten seemed completely entranced by the Perry Como Show on television. Looks like the Keevils have a real hip-cat in their home, like wow!

RECENT DEATHS AMONG EMPLOYEES

C. S. MOIZO, 68, retired motor-man, Devon. Died 3-5-60. Employed 9-26-23.

F. P. O'REILLY, 78, retired conductor, 69th Street. Died 3-13-60. Employed 10-9-20.

ROCCO PARRILLO, 76, retired platform man, West Section. Died 2-23-60. Employed 6-28-01.

W. C. REINKE, 76, retired conductor, North Avenue. Died 3-3-60. Employed 6-23-22.

ERNEST ROSENFELD, 53, operator, Forest Glen. Died 2-22-60. Employed 2-24-42.

DOMINICK RUSSO, 74, retired paver, Way and Structures. Died 3-3-60. Employed 7-7-19.

HARRY SCHNEIDER, 79, retired motorman, South Section. Died 2-15-60. Employed 1-20-03.

G. F. SUNDBERG, 66, retired conductor, South Section. Died 2-19-60. Employed 3-18-19.

CHRIST VUKOVICH, 74, retired paver, Way and Structures. Died 2-25-60. Employed 4-17-34.

A. M. WALKER, 59, retired supervisor, District "D." Died 2-17-60. Employed 6-21-33.

GEORGE W. WARD, 57, receptionist, Engineering Department. Died 3-11-60. Employed 1-17-24.

JOSEPH WEBER, 65, retired bus repairman, Lamon. Died 3-3-60. Employed 11-6-24.

O. E. WEGNER, 75, retired conductor, Elston. Died 2-25-60. Employed 7-30-18.

RALPH F. WENSTROM, 59, superintendent, 61st Street. Died 3-6-60. Employed 2-22-18.

GIUSEPPE ZICARI, 67, retired laborer, Way and Structures. Died 2-24-60. Employed 4-23-23.

Attends Bishop's Consecration Ceremony

SCHEDULE-TRAFFIC—*Ray Primeau* was privileged to attend all the ceremonies which took place at Holy Name Cathedral on February 25, when his cousin, *Monsignor Ernest Primeau*, was consecrated a bishop. The new bishop will head a diocese in Manchester, New Hampshire. A former rapid transit employe, *Bishop Hillinger*, Auxiliary to the Archdiocese of Chicago, acted as a consecrator in the ceremonies.

Sam DeSalvo vacationed in New Orleans, where he enjoyed the Mardi Gras.

Roy Williams, who has been in this department since April, 1950, transferred to Transportation as an information clerk.

Vane Hamilton, traffic checker, transferred from the Transportation department.

Ray Winkels presently is on the sick list.

Your reporter is enjoying the Florida sunshine, as you read this.
—**GERTRUDE F. ANDERSON**

Retirement Party Enjoyed By All

SOUTH SECTION—*Conductor Joseph Kordek* retired on pension March 1. To celebrate the occasion, Joe brought a large cake to 61st street, which was shared by everyone. He plans to spend some time in Mississippi and Texas.

Towerman Elmer Pipkorn, who traveled to North Carolina for his vacation, was involved in an auto accident on his return trip home. He was hospitalized due to the injuries he received, but hopes to be back on the job soon.

Electrician Jack Shea proudly announced the birth of *Mary Alice*, who was born February 18.

Supervisor Joseph Tvrdik celebrated his birthday February 14; *Conductor Ray Doughty* celebrated his birthday February 16, and *Clerk*

Alvin Lipke's birthday was celebrated March 6.

Station Superintendent Ralph F. Wentsrom died suddenly on March 6.

—**LEO J. BIEN**

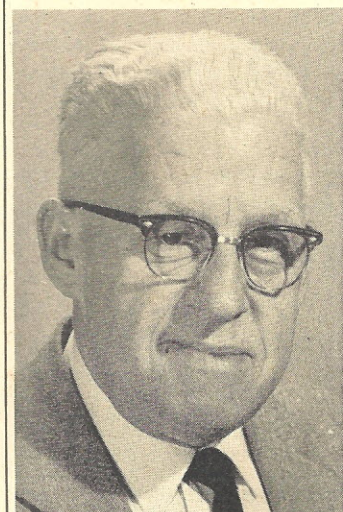
Superintendent Dies Suddenly

SERVICES WERE held March 9 for *Ralph F. Wentsrom*, 58, station superintendent, rapid transit south section, who died after a short illness at St. Bernard's hospital on March 6. Interment was at Mt. Olivet cemetery.

Mr. Wentsrom started with the former South Side Elevated railroad on February 22, 1918, as an extra guard. He advanced to the positions of motorman, service inspector, dispatcher and night trainmaster. On June 24, 1951, he became assistant superintendent of the rapid transit south section, and was promoted to station superintendent on May 1, 1952.

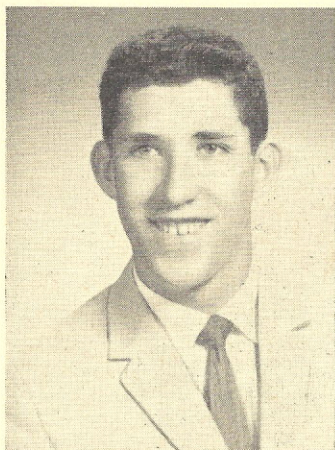
Surviving are his widow, *Margaret*; his father, *Fred*, and a sister, *Gladys*.

40 YEARS



AFTER MORE than 40 years of transit service, *Conductor Luke Walsh*, West Section, retired on pension April 1. Luke began his career as an extra guard at the Metropolitan West Side Elevated company's Laramie Avenue station. He worked on the Garfield rapid transit branch throughout his entire years of service.

SCHOLARLY SON



RECENTLY INDUCTED into the honor society of Holy Trinity high school was **Rodney Rusakiewicz**, son of "Rusty" Rusakiewicz, draftsman, **Way and Structures**. Rod, a senior, is a member of the school basketball and football teams. Also, his face is a familiar sight at the CTA General Office golf tournaments.

Reported by *Marlene Neher*

Nice Work If You Can Get It

69TH—Operator **Ray Stang** recently enjoyed a winter vacation in Miami, Florida. While there, he had the honor of being chosen a judge for a beauty contest.

Wedding bells will be ringing for **Receiver Larry Helinski**, when he and **Josephine Fasco** are married on April 23 at St. Sabina's church.

Operator **Frank Wasinski**, whose health has not been up to par, had to leave our station to assume other duties.

Loader **Richard Huizenga's** stepson, **Ronald Reno**, presently is confined in the Illinois Research hospital.

Operator **Harry Minoque** is recuperating at home, following his recent surgery.

Celebrating wedding anniversaries this month are: Operator and Mrs. **John Messinger**, their

23rd on April 3, and Operator and Mrs. **Sam Valloni**, their 31st on April 7.

Instructor **Joe Brady** said he appreciated the help he received from fellow-employees who instructed the new operators during the winter months.

—THOMAS S. ELPHICK

Electrical Worker Proves To Be Efficient Baker

SKOKIE SHOPS—Electrical Worker **Frank Kramer** baked and decorated a beautiful cake for the retirement party in honor of **William Pfaender** and **Charles Rzepka**, electrical workers.

Electrical Worker **Art Viane** announced the birth of a grandson, **Daniel James**, who was born March 11 to his son and daughter-in-law.

Frank Olszewski's daughters, **Esther** and **JoAnne**, both gave birth to babies within two weeks. This totals seven grandchildren for Frank.

Incidentally, Frank now is completely recovered from his recent illness and is back on the job.

Electrical Worker **Frank Dela-**

quila's father died recently.

Painter **Charles Payton's** son, **Kenneth Dean**, recently died.

Also, **Anthony Sokol's** mother died recently.

Painter **Reginald Hendricks** is recuperating at home following recent surgery.

Painter **Casimir Jozefiak** reports that his health is improving, and hopes it won't be long before he's back at work.

—DAVID GURWICH and
EVERETT E. ENGLAND

Ice Skating Winner Receives Silver Medal

SOUTH SHOPS—**Patricia Skerrett**, daughter of **Pat Skerrett**, general office, was presented with a silver medal as second place winner in the ice skating races, held at O'Hallaran park on the south side.

Car Wiring Foreman **Harvey Harders** and his wife, **Blanche**, cele-

brated their 39th wedding anniversary on March 30.

Paint Shop Foreman **Andy Draus** became the proud grandfather of his seventh grandchild, **Anna May**, who was born in Anchorage, Alaska.

Bill Donnelly, shop tractor operator, and his wife, **Mary**, are elated over the arrival of little **Mary Catherine**, who was born March 5.

Auto Mechanic Ronald Blair and his wife, **Patricia**, introduced their new son, **Douglas Scott**, to his big brother, **Jimmy**, 8, and sister, **Barbara**, 11. Douglas was born March 14.

On the sick list, at this writing, are: **Pat Nally**, radiator room, who underwent surgery recently; **Mechanists Mike Rubey**, **Al Engberg**, **Dennis O'Shea** and **George Vincolese**; **Auto Mechanics Pete Poska**, **Ray Kura**, and **Jim Walter**; **Carpenter Al Madden**; **Painter Ed Buza**; **Fred Mommsen**, of the print shop, and **Leroy Scholten**, sheet metal worker.

Recent retirees are **George Holmes**, Industrial Engineering, who retired after 12 years of serv-

Retired Engineer Dies In Hospital

FUNERAL SERVICES recently were held for **Ernest Hammergren**, 71, retired structural engineer, who died March 7 at Henrotin hospital.

Mr **Hammergren**, who began his transit career with the former Chicago Rapid Transit company, retired on pension October 1, 1957, after 45 years of service.

Survivors include his widow, **Lilly**, and four brothers.

ice, and Upholsterer **Joseph Durak**, who retired after 24 years of service.

Motorman **Pat McGuire** passed away suddenly on March 8.

Auto Specialist Peter Doot's wife recently died . . . Electrician **Clarence Penberthy's** father died recently, as did the father of **John Wisniewski**, upholsterer.

—EVELYN HOWE and
FRANCES LOUWARD

IF YOU KNOW a CTA employee 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)

GOING AWAY FROM IT ALL



SOUTH SHOPS' Machinist Foreman Ted Woss (sitting on chair) received a few exceptional going-away presents from his fellow-employees on the eve of his recent vacation. The unusual gifts included: a hand-made burlap sack bathing suit; a six-hole, multi-colored bowling ball; six can't lose golf balls, square cut; fishing pole with a three-foot hook; a slightly bent golf club; a matched set of luggage (two shopping bags), sun glasses with one lens missing and a sand bucket.

Reported by Evelyn Lowe and
Frances Louward

Anniversary Date Is Same As In-Laws

TERMINAL INSPECTION SHOPS — (West-Northwest)—Repairman Joe Serritella and his wife celebrated their 19th wedding anniversary on Valentine's day. Celebrating with them were Joe's mother and father-in-law, Mr. and Mrs. William Potuto, who also were married on Valentines day, 49 years ago.

Foreman Marty Shannon and his wife also celebrated a February 14 wedding anniversary—their 29th.

Repairman John Capaccio's daughter, Patricia Ann, recently was confirmed at St. Bartholomew's church.

Repairman Ray Catanese's son, John, recently entered kindergarten.

Cleaner Harry Lekas retired on pension March 1, after 33 years of service.

Presently, the wives of Cleaners Angelo Cosentino and Mario Lena are on the sick list.

Repairman Louis DeMarco presently is on the sick list.

A few new employees among us are: Cleaners Anthony Virgilio, Tony Bongiorno and Pat Soden.

(Lake)—Foreman Ralph Danielson and Repairman Charles Meyer, who were on the sick list, have returned to work.

Repairman Frank Chiapetta is still on the sick list, at this writing.

—JOE FEINENDEGEN



"Some people are so anxious to make a living that they've forgotten how to live!"

Retiring Laborers Total Sixty-eight Years' Service

WAY AND STRUCTURES—Marko Galich, laborer, Track, retired April 1, after 30 years of service.

Laborer Michel Bucaro, Track, retired April 1, after 23 years of service.

Laborer John Skalos, Building, retired April 1, after 15 years of service.

Frank Schindler, carpenter, rapid transit division, took an early retirement on April 1.

Bart Everman, tinner, rapid transit division, died March 7. Bart had more than 40 years of service. He began his career on November 3, 1919.

Dennis Cronin joined the Frog shop as a road clerk. He formerly worked in the Law department as a messenger.

Jim Joeffrey's daughter, Debbie, was privileged to be confirmed by Albert Cardinal Meyer at Immaculate Heart of Mary church on March 10.

—MARLENE NEHER

Soldier Returns To Open-House Party

WEST SECTION—Collector Spiro Lampros and his wife, Stella, recently held an open-house party for their son, Connie, who returned from military duty in Frankfurt, Germany. Connie, who was a former student ticket agent and DePaul university Law student, spent 16 months overseas.

(Desplaines)—Conductor Edward Adams and his wife, Catherine, recently celebrated their 25th wedding anniversary. The Adams' have

four children: James, Mary K., Michael and Susan.

Conductor Robert Gordon reports that he gathers magazines and other reading material for the veterans at Hines hospital. If anyone has any magazines that they would like to send to the vets, leave them at the Desplaines terminal and Gordon will deliver the material for you.

(Logan Square) — Motorman Thomas Sokol is confined to Mt. Sinai hospital, at this writing.

Conductor Harvey Jahns and his wife, Catherine, recently announced the birth of their seventh grandson, Kenneth, who was born to their son and daughter-in-law, Warren and Geraldine, on February 22.

(Douglas Park) — Conductor Joseph Fritz and his wife, Helen, recently surprised Helen's sister and brother-in-law, Mr. and Mrs. William Schuster, of Dallas, Texas, with a 25th wedding anniversary party in their home.

—JOHN M. HANNING

Agents Move Into New Apartment

WEST SECTION (Agents)—Agents Thomas and Ceil Devaney recently took up residence in their new apartment on West End avenue.

Agent Marion Kientzle, who has been off sick for several weeks, reported that she is recovering slowly and hopes to be back at work before too long.

Agent Frank Zima has recovered from his recent siege with the flu, and is back on the job.

Agent Mary Fleming recently returned from a two-week vacation.

William Shields, brother of Retired Agent Ann Dowling and Motorman Patrick Shields, and brother-in-law of Retired Agent Molly Shields, died recently.

Agent James George's mother, Mrs. Mae Howley, died March 14.

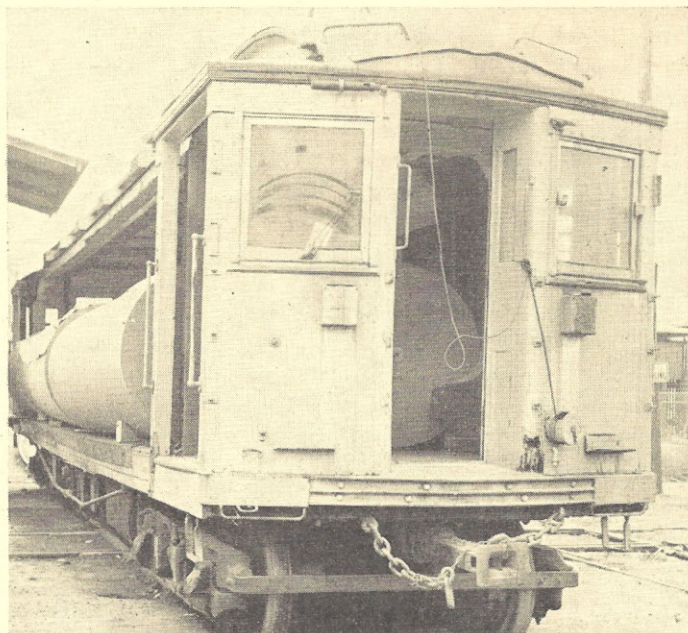
—GORDON KELLY

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, May 3, 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, May 19, 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.

WOODEN CAR STILL USEFUL



PROVING THAT retired "L" wooden car equipment may turn up in most unexpected places is this picture which shows what former CTA car No. 1796 is doing following its retirement several years ago. It is being used in, of all places, Bogalusa, Louisiana, by a container manufacturer to haul paper stock between plant buildings. Its route covers about one mile of electrified track. The car was last used in passenger service on the Evanston route and was surplused when all-steel cars replaced the wooden equipment. Apparently it's not ready for the graveyard yet!

Overweight Is A Health Hazard, Keeping Poundage Normal A Must

DOES OVERWEIGHT cause heart disease? A "yes" or "no" answer cannot be given to this question, says the Chicago Heart Association.

It is true, however, the Heart Association points out, that overweight adds to the work of the heart. This is why physicians insist that people with heart disease keep their weight down.

However, overweight cannot be called the cause of heart and blood vessel diseases. Nor, on the other hand, is the absence of excess pounds a guarantee that a person will not get heart trouble.

The one thing, though, that the doctors associated with the Chicago Heart Association are firm on is:

Overweight is a health hazard whether a person has heart disease or not.

Recently, the American Heart Association sponsored a special medical symposium on overweight. Speakers at this meeting were in general agreement that it was much easier to prevent overweight than

to try to cure it. They emphasized that prevention instead of dieting was the best approach to weight control. And the best way to prevent pounds from piling up, they pointed out, was to keep in balance the amount of energy taken in as food and the amount of energy used up in our everyday activities.

When the energy used up is equal to the energy in the food eaten, weight remains the same. Upset this balance and weight is either gained or lost.

One big factor that upsets the balance for many of us these days is the labor-saving device—the machines and appliances that make our lives more comfortable. Not too long ago the housewife spent 240 calories scrubbing the family wash and another 50 calories hauling it to the line. Today, dumping the clothes in the automatic washer and tapping a button takes no more than 15 calories. Walking, once a necessity as well as a healthful pastime, has given away to

(Cont. on page 16)

New Pensioners

- | | |
|---|---|
| A. H. Baxter , agent, West Section. Employed 9-28-26. | W. A. Siessmann , laborer, South Shops. Employed 8-24-16. |
| G. F. Biorn , porter, West Section. Employed 1-18-22. | John Skalos , laborer, Way and Structures. Employed 1-25-45. |
| Michael Bucaro , laborer, Way and Structures. Employed 7-10-36. | J. M. Walsh , instructor, Archer. Employed 9-8-25. |
| G. R. Chaney , conductor, North Section. Employed 6-12-45. | Luke Walsh , conductor, West Section. Employed 2-19-20. |
| Marko Galich , laborer, Way and Structures. Employed 8-26-29. | |
| F. J. Gessner , plant guard, CTA Department of Police. Employed 5-28-23. | |
| Bruno Papsis , blacksmith, South Shops. Employed 12-20-18. | |
| Giuseppe Patito , laborer, Stores Department. Employed 6-4-43. | |
| F. O. Regge , operator, Lawndale. Employed 11-25-29. | |
| Frank Schindler , carpenter, Way and Structures. Employed 7-18-35. | |

DISABILITY RETIREMENTS

- | |
|---|
| R. J. Johnston , switchman, 61st Street. Employed 2-19-24. |
| J. R. Lisanti , bus cleaner, Lawndale. Employed 1-18-38. |
| N. J. Newcomb , laborer, South Shops. Employed 9-16-27. |
| M. J. O'Reilly , agent, South Section. Employed 12-3-24. |
| A. J. Staniewicz , car cleaner, West Section. Employed 1-9-42. |

WAY BACK IN 1916



REMEMBER WAY back in 1916? Pensioner Bill McConnell, receiver, Beverly, was looking through his old albums when he came across this picture of old-timers. See how many faces look familiar to you. Unfortunately, Bill couldn't name all these young fellows.

Reported by Clifford L. Howard

Overweight Hazard

(Cont'd. from page 15)

another energy saving device—the automobile.

Moreover, as people grow older, bodily changes occur which reduce food requirements still more. Yet, because of habit, people continue to eat the same large amounts of food they may once have required.

You can help restore the balance between energy output and food intake by increasing the amount of moderate regular exercise. This need be no more strenuous than walking to the corner store instead of hopping into the car. As for food intake, the secret is to make a habit of eating a little bit less, not to go on a drastic diet all at once.

The Chicago Heart Association urges readers to keep these four points in mind:

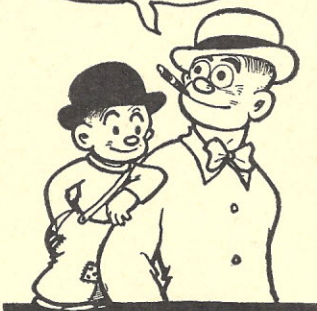
1. Good general nutrition is important to everyone. Eat a varied and well-balanced diet. Use "nutritional common sense." If you are in doubt about what to eat, ask your physician.

2. Keep your weight normal. Your doctor will tell you the ideal weight for you.

3. Don't put yourself on a special diet. In the first place, it may be harmful. Second, you may not need it.

4. If your doctor has put you on a special diet, follow it exactly. Don't make "just this once" exceptions.

BACK UP YER
UNCLE SAMBO,
AND YERSELF TOO,
WITH U.S. SAVINGS
BONDS!



Willard

For And About Our Pensioners

BIRD WATCHERS



THIS DOESN'T mean retirement is for the birds, say Pensioners John Deylock and Peter Soraghan, formerly of 77th, who were visiting the Budweiser Brewery in Tampa, Florida, recently. John makes his home in St. Petersburg, and Pete lives in Clearwater, Florida.

Reported by Julie Prinderville

ELECTRICAL—Postal cards were recently received from the following pensioners: George W. Nelson, who is basking under the Miami, Florida, sun; John Woods, who is enjoying the scenery in the vicinity of Cypress Gardens, Florida, and Walter Collins, who is living in St. Petersburg, Florida.

Leo Davis and his wife are touring the west coast, and sent a card from San Francisco, California.

—GILBERT E. ANDREWS

KEDZIE—Retired Conductor Charles Nails' wife died March 12, after a long illness.

—C. P. STARR

LOOP (Agents)—Irene Cullen is convalescing at home, after spending 12 days in the hospital due to a home accident. Irene nearly severed a big toe, while doing some housework.

—EDITH EDBROOKE

NORTH PARK—Retired Supervisor Tom Greenslade died in Vero Beach, Florida, on March 12.

—EDWIN F. STENZEL and
EARL W. McLAUGHLIN

69TH—Retired Motorman William Carr, formerly of 77th, died suddenly on February 16.

—THOMAS S. ELPHICK

SKOKIE SHOPS—Pensioner Henry Altschuler, who now lives in Los Angeles, California, wrote that although their temperature was in the 60's, it was still better than the snow and ice that was freezing Chicago.

Pensioner Gus Hyde, who is enjoying the Florida sunshine, sent us a card to say hello.

Pensioner August Feinendegen is a regular visitor to our shops.

Retired Carpenter Frank Tallon is enjoying the nice weather down in Miami, Florida.

—DAVID GURWICH and
EVERETT E. ENGLAND

SOUTH SHOPS—Martin Byrne, retired laborer, dropped in for a visit and told us that he and his wife contemplate moving to Hot Springs, Arkansas, in the fall. They just returned from a visit, and spent most of their time with Jack Sargent, retired upholsterer, and his wife. Martin tells us that Jack, who is in his seventies, still bowls with a league every week and holds an average of 170.

—EVELYN HOWE and
FRANCES LOUWARD

SOUTH SECTION—Retired Board Member, Charles Burns, observed his birthday February 17, and received many best wishes from all his old friends.

—LEO J. BIEN

DEVON—Former Motorman Patrick James Cassidy, who worked out of Lawndale and Devon stations, passed away on March 11. He was born July 4, 1874, in County Mayo, Ireland.

WEST SECTION (Agents)—Retired Agent Mae Creighton died February 25.

—GORDON KELLY



The
Old
TIMER

"When you keep in step with yourself, you don't have to worry about the rest of the parade."

WAY AND STRUCTURES—Willie Hoskins, watchman, Track, who retired August 1, 1959, died suddenly on February 22.

—MARLENE NEHER

WEST SECTION—(Douglas Park)—Clerk Robert Browne and Conductor Frank Bartusiak recently vacationed in Coral Manor, Deerfield, Florida, where they visited at the homes of Retired Motorman Anthony Bidus and Retired Conductor William Bargholt. The pensioners sent word that they are enjoying good health and wish to be remembered by all their old friends.

—JOHN M. HANNING

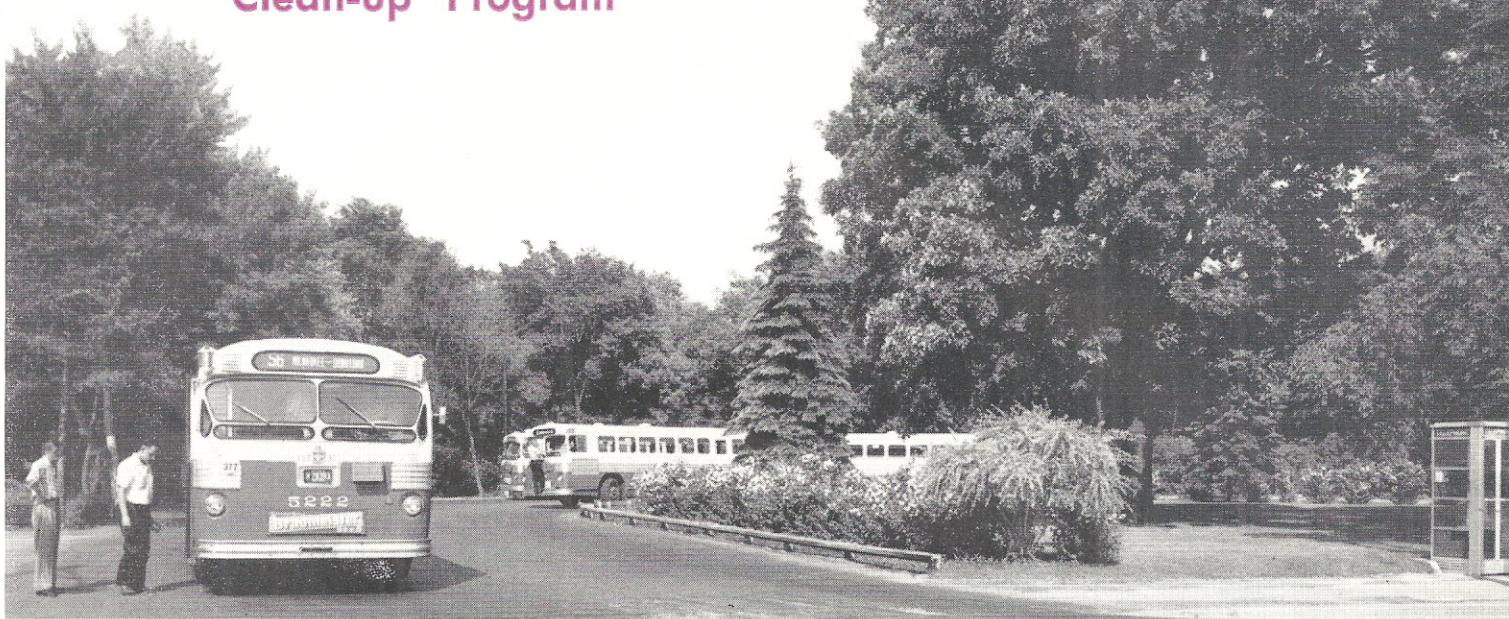
NEW PENSIONER



BEGINNING HIS transit career with Chicago Motor Coach company on December 3, 1923, Walter B. Taylor, automotive specialist, West Shops, retired on pension February 1, after 37 years of service. Walter, seated, proudly displays the fishing equipment his co-workers presented to him as a farewell gift.

Reported by John Burke

CTA Launches Annual Clean-up Program



SPRING CLEANING time is here and CTA's annual program to clean-up and refurbish its operating properties and facilities is swinging into action.

An estimated \$591,000 is to be spent on the various projects planned for this year's program. These include cleaning and painting buildings of all types on both the surface and rapid transit systems, painting of "L" structure steel and columns, landscaping of off-street terminals and station grounds, and other miscellaneous activities.

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

Some of the work slated for the 1960 program has been completed, some is in progress and the remainder has been scheduled for completion during the year.

A total of \$405,000 of the overall cost of \$591,000 will be spent on rapid transit projects. These include cleaning, painting and washing of "L" and subway stations; redecorating and improving miscellaneous buildings; removing dirt, brake dust and refuse from subway tracks; washing down subway walls

LANDSCAPING AND maintenance of such attractive off-street terminals as this at Milwaukee and Lmly avenues is part of CTA's program of improving the appearance of operating properties. CTA maintains over 100 of these off-street terminals on surface routes throughout the city, but available space does not always permit beautifying these areas with trees and flowers.

through station platform areas, spraying weed-killer solution in sections where trains operate on fill or at grade level and repairing and painting the Jackson Park "L" structure along 63rd street.

Included in the rapid transit amount also are allotments for scavenger service at stations and for right-of-way inspections to insure that understructure areas are cleared of litter and debris, such as abandoned automobiles and trucks which are removed with the cooperation of the Chicago Police Department.

A total of \$186,000 has been set aside for surface system clean-up purposes. This is for such projects as painting and

cleaning of bus garages, repair shops and other buildings and structures, as well as cleaning and landscape maintenance at terminals and spraying of weed-killer solution.

CTA also is helping the city-wide clean-up effort by calling public attention through car cards in all CTA vehicles and posting signs on various CTA properties, requesting cooperation with the citizens committee. CTA will participate in the annual city clean-up parade on April 30, entering the specially-painted "clean-up" bus and several other vehicles from its passenger-carrying and snow-fighting fleet.

Mr. McCarter Heads Transit Research Group

CTA GENERAL Manager Walter J. McCarter was elected president of Transit Research Corporation, with headquarters in New York City, at a meeting of the corporation's board of directors on March 9. He will serve Transit Research Corporation without pay.

Mr. McCarter has been a director of Transit Research Corporation since he

was appointed general manager of CTA in 1940. He also was named to serve on the executive committee of the organization.

CTA owns the majority of stock in the Transit Research Corporation which it acquired with the purchase of the Chicago Surface Lines.

OUR PUBLIC SPEAKS

MANY CTA employees constantly strive to make our service as attractive and helpful as possible by a good performance of their duties. A friendly smile, a courteous reply or a tactful way of handling a situation promotes better understanding between employees and those who use our service.

Courtesy isn't a wasted action in the mass transit business. While many acts of courtesy and good will performed by our operators do not always result in letters of commendation, this does not mean that these actions are not appreciated. Many of our riders are grateful, but do not let us know. The letters printed below show how most of our riders react to courteous and thoughtful treatment.

"Good-Humored"

Operator Marvin W. Robertson,
Limits: "No doubt you receive a lot of letters of complaint, but I would like



Marvin W. Robertson

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for March, 1960; February, 1960, and March, 1959:

	Mar. 1960	Feb. 1960	Mar. 1959
Complaints	1063	1162	809
Commendations	131	109	88

to write one of praise. Recently, I had the pleasure of riding with Operator Number 455 on the Halsted Street line. He was most courteous and good-humored and announced each stop clearly. He drove his bus smoothly and cautioned each passenger to get on or off carefully. I would like the driver and CTA to know that it was a pleasure to ride on his bus."

"Word Of Praise"

Operator William Harvey, Limits:
"I want to give a word of praise for bus driver number 12558. I have noticed he



William Harvey

is very courteous and a careful driver at all times. He is efficient in answering his riders' questions and is very helpful in explaining directions. I have ridden on the Wilson avenue route since it was first established and I must say that this operator is certainly one of the finest."

EXAMPLES OF another type of letter received in the Service Section of the Public Information department are not complimentary and express the attitudes of patrons who do not receive the kind of service they feel they are entitled to.

"Surely, there are times when I can understand why operators have to pass up riders, especially when their buses are filled to capacity. However, I have

recently been subject to an operator who literally seems pleased whenever he passes a patron. For more than a week, I have stood at my usual corner, which is a stop-light intersection, and this one driver consistently passes me up when he has the green light and refuses to open the door when he is stopped for the red light. When he does this, he always looks out and smiles."

COMMENT: Passing up patrons is passing up fares. Whenever an operator refuses to allow patrons to board or alight at designated bus stops, he not only performs a disservice to CTA but to himself as well. It is through our patrons' fares that our wages are paid and our service continues to operate.

"Recently I boarded a bus and handed the driver my transfer. He refused to accept it and told me I would have to pay another fare or get off the bus. When I questioned why the transfer was invalid, he smiled and said I knew perfectly well that the transfer was late. After explaining that I had just alighted from another bus, which was still at the corner waiting for the light to change, he looked over toward that direction and said I certainly knew how to make up a story. Rather than hold up the other people who were waiting to get on, I paid another fare and walked toward a seat. Naturally, I was very much embarrassed over this incident, but at least I was courteous to the other riders."

COMMENT: If the operator who originally issued the transfer had been a little more conscientious in the performance of his duties, this letter may have been avoided. However, the second operator should have handled the situation courteously and instructed the patron to write to the Service Section of the Public Information department, enclosing the transfer, and if warranted, a refund of the second fare would have been made.

INQUIRING REPORTERS: Helen A. Lowe and Mable I. Potthast

LOCATION: Accounting Department

What do you remember about your first day or early years as a transit employee?



JOHN SCHWARTZ, Budget Clerk, (with *Inquiring Reporter Helen A. Lowe*): "After working a short time in a modern office before starting to work for the Chicago Surface Lines at the West Shops, my first impression was not very favorable. The red brick building, complete with towers and barred windows, drab colors and feeble lighting, was not inviting. However, during the next 16 years at West Shops, I saw the office change into a softly-decorated, well-lighted, air-conditioned department."



JOHN RUBERRY, Statistician, General (with *Inquiring Reporter Mable I. Potthast*): "During the early years of my employment with the Surface Lines, I remember that the company changed the color scheme of the streetcars, from a dark green to red. The public wasn't too enthusiastic about it at first, but gradually accepted it. Also, they were experimenting with trailer cars in those days, and I was assigned to make a daily report showing various statistics pertaining to the operation of the 'two-car train.'"



LILLIAN OESTERREICH, Comptometer Operator, Material and Supplies: "When I first started working for the Chicago Surface Lines, our working hours were from 8:25 a.m. to 5:25 p.m., with an hour for lunch, and from 8:25 a.m. to 12:55 p.m. on Saturdays. In those days, we were given a two-week vacation after one year of service, and a three-week vacation after 20 years of service."



MARGE ORGAN, Payroll Clerk, Surface: "My first day of work for the Rapid Transit lines was counting 'blue' transfers, which wasn't to my liking. I was young and needed money, so I decided I had better stay until payday and then quit. But now it looks like the final payday will probably be my retirement day."



LOIS JAHNKE, Trip Sheet Analysis Clerk, Revenue: "I was so nervous about starting my first job and meeting so many new people that I decided to start on a Friday, so I could have the weekend to think about it. I met many friends that day and realized that the work was interesting. Of course, the riding pass also was a very welcome friend."

Plan Modernization of Speed Ramp

PLANS TO modernize the experimental speed ramp at the 63rd-Loomis west terminal station of the Englewood "L" branch to incorporate the latest safety features was announced recently.

The work is to be performed by the Stephens-Adamson company of Aurora at a cost of \$9,500. The Stephens-Adamson company installed the present speed ramp which was placed in operation in February, 1957, at a total cost approximating \$35,000.

Remodeling will include installation of a new and improved grooved belt, and new and improved transition platforms and plates between the moving belt and the fixed platforms at the lower and upper terminals of the moving belt, respectively.

Other work will include elimination of the sharp transition in grade between the moving belt and the fixed platform at the top by extending the belt so that the transition between the moving belt and the fixed platform will occur at a level grade.

The new construction will make it possible to ride off the moving belt to either fixed platform, depending upon the direction the belt is moving, without taking a step, the same as is done when using an escalator.

South Kedzie Route Extension Authorized

AUTHORIZATION WAS given recently for extension of the South Kedzie bus route (No. 52A) from the western terminal at 115th street and Central Park avenue to an off-street terminal at Pulaski road.

The new off-street terminal will be located at the southeast corner of 115th and Pulaski where additional space has been leased for the facility. With the new service extension, the wyeing operation in the street at Central Park avenue will be discontinued.

The new extension is for a distance of one-half mile. It will become effective when a driveway connection between 115th and the off-street turn-around area is constructed, and a flood light is installed on a utility pole near the driveway to provide the necessary illumination.



AS PART of a driving program designed to reduce accidents during hazardous weather, approximately 200 surface system supervisors took part in special training programs held recently. The sessions were held over a three-day period at 77th station, Archer station and the CTA Training Center at Limits station. District Superintendent Thomas Shanahan conducted the meetings and outlined specific actions which supervisors should take when driving conditions are hazardous. The photo shows one of the classes in progress at the Training Center with Mr. Shanahan (center) explaining the program to the group.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1960 AND 1959, TWO MONTHS ENDED FEBRUARY 29, 1960 AND 1959 AND
TWELVE MONTHS ENDED FEBRUARY 29, 1960

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

	Month of February		Two Months Ended February 29,		Twelve Months Ended Feb. 29, 1960
	1960	1959	1960	1959	
Revenues	\$10,997,655	\$10,329,298	\$21,631,755	\$21,010,991	\$130,501,639
Operation and Maintenance Expenses	9,625,546	9,000,234	18,844,872	19,342,100	110,647,761
Available for Debt Service	1,372,109	1,329,064	2,786,883	1,668,891	\$19,853,878
Debt Service Requirements:					
Interest Charges	366,011	377,118	733,096	754,642	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	333,333	333,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	115,007	105,213	230,013	210,427	
Series of 1952 (2)	28,750	-	57,500	-	
Series of 1953 (3)	-	-	8,750	-	
	676,435	648,998	1,362,692	1,298,402	
Balance Available for Depreciation	695,674	680,066	1,424,191	370,489	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	-	-	-	309,577	
Balance Available for Depreciation	695,674	680,066	1,424,191	680,066	
Provision for Depreciation	879,812	826,344	1,730,540	1,680,879	
Deficit in Depreciation Provision (5)	184,138 ^r	146,278 ^r	306,349 ^r	1,000,813 ^r	
Accumulated Deficit:					
To End of Previous Period	122,211 ^r	1,455,166 ^r	-	600,631 ^r	
At Close of Period	\$306,349 ^r	\$1,601,444 ^r	\$306,349 ^r	\$1,601,444 ^r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	44,885,715	43,641,451	88,429,930	89,176,078	545,269,175
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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 currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- (3) Equal monthly installments to currently retire Series of 1953 Revenue Bonds by purchase in the open market or after invitation for tenders. Deposits to Series of 1953 Sinking Fund prior to July 1, 1961 shall be deferrable, if and so long as during said period prior to July 1, 1961 a deficiency exists, or as a result of making any of said prescribed payments would exist in the amount available to meet the required deposit in the Depreciation Reserve Fund. Such payments into said Series of 1953 Sinking Fund so deferred shall be cumulative, and shall thereafter be made at the earliest date or dates when the prescribed payments into the Depreciation Reserve Fund are current.
- (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 was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

Dizzy Spells

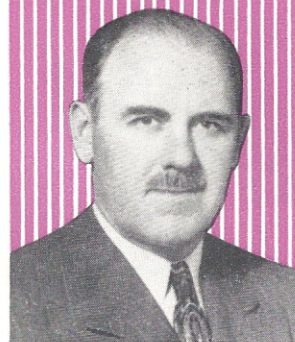
ONE OF the most common disorders associated with everyday living is the occurrence of dizzy spells, or vertigo. In this article dizziness and vertigo will be considered in the same category. In all dizzy persons, a sense of false motion, either objective or subjective, is noted. Some sufferers feel like their head is swimming or reeling, while others say they have a feeling of faintness, nausea or giddiness.

Perhaps a brief explanation about the mechanics of the internal ear will be helpful in understanding this subject. Basically, disorders of this organ cause dizziness. The inner ear or labyrinth is a complicated organ consisting in part of bony cavities, semi-circular canals, a lymph fluid and the acoustic nerve, the nerve of hearing, and the blood vessels which supply this organ. The labyrinth is to the human body what the balance wheel is to the watch. The principal function of the labyrinth is to register changes in the rate of motion. It is an extremely highly specialized and delicate mechanism. When the internal ear is in good working order and air wave vibrations are normal our equilibrium is perfect.

The causes of dizziness are numerous and often times very obscure. Any condition which upsets the normal mechanism may be the cause of dizziness. For clarity and brevity let us classify all causes into a local group and a general or systemic group.

In the local group we can include all inflammations of the ear or surrounding tissues. A few of these are infections of the ear, mastoid, eustachian tubes, sinuses, teeth and tonsils. Simple conditions such as wax in the ears also may be responsible. However, though rarely, tumors of the brain or adjacent ear structures must be considered. If the arteries supplying the labyrinth are affected by arteriosclerosis dizziness may occur.

In the general group of causes we should consider all conditions, toxic or infectious, which originate some distance from the ear. Any disorder which changes the composition of the blood or the lymph in the labyrinth may cause vertigo.



By Dr. George H. Irwin
CTA Medical Director

A simple example of this is found in the individual who takes a few too many drinks and starts swaying. The alcohol in the blood acts as a toxic agent which alters the physiology in the middle ear. Any toxic or infectious process is capable of producing dizziness. For example, drugs such as quinine, salicylates, tobacco and certain vitamins can be responsible. High blood pressure, anemia, allergy and some metabolic disturbances also may be the cause. Many people know the dizziness which come from boat and airplane rides. The latter illustrates how vertigo arises from changes in the rate of motion. Meniere's disease, named after a doctor, is an example of dizziness due to retention of fluid in the labyrinth.

The symptoms of dizziness often associated with headache are nausea, vomiting and blurred vision. In mild cases

the vertigo may be only transient. In other more severe types this miserable feeling may last months. Sometimes the individual is unable to lift his head off the pillow without severe dizziness.

Successful treatment of dizziness or vertigo depends on determining the cause whenever possible. Naturally, a careful history and physical examination are very important in this respect. All local and systemic factors must be considered in the solution of the problem. For example, if high blood pressure is found, treatment should be directed to reduce the blood pressure and in that way the dizziness will be eliminated. Dramamine is one of the drugs which frequently gives relief. In persistent cases, which are not relieved by simple treatment, the services of a physician should be sought.

IN A WHIRL—He steps off the curb and suddenly feels as if he's walking blindfolded off a cliff. Cars, buildings, people whirl as he stumbles and falls. That's the terror a man suffering from objective vertigo feels when an attack hits. These attacks come frequently and are violent and disabling. Only a complete physical and mental check-up will provide the answer to underlying cause and possible treatment.

Photo courtesy Chas. Pfizer & Co., Inc.





CROCHET ONE of these fashionable, draw-string bags in the color of your choice to compliment your spring outfit. A square, plastic food dish serves as the base around which are made rounds of single crochet. The upper part of the bag is open net work. Twisted strands of cotton form the cord closing. For added elegance, you can trim the bag with glittering sequins.



MODERN CROCHET STEPS OUT

SOMETHING NEW under the sun . . . and it's news that has revolutionized the field of crochet. Today we have a new type of crochet . . . crochet that's alive . . . crochet with a feeling . . . crochet that's definitely modern in mood.

This completely new look has been brought about after much research and experimentation on a startlingly different type of crochet thread. It's the only double-thick mercerized crochet thread on the market today. This means you can crochet in less than half the time and this double-thickness makes the thread so easy to handle that even beginners experience amazing results. In

fact, this new thread can be crocheted almost automatically.

With this wonder thread you can acquire texture that looks modern—even feels modern. Texture and gleam are the key words of fashion today and you get both when you work with this product. Now you can crochet table mats that require no starching, hats and bags that need no stiffening or wire—even crochet your own upholstery material for modern chairs. This thread wears well because of its exclusive 8-cord cable-twist. It's the latest thing in home decorating.

The colors are luscious—true decorator and fashion colors. This thread is available in twelve sparkling colors, and more colors are being added continuously.

If you're a crochet fan who has been looking for something attractive and different, or a beginner who would like to learn the art—here's your opportunity. This new thread is now available in art needle work stores and departments.

COMFORT BY THE YARD

THERE'S A new angle to the "do-it-yourself" trend and that is to do it yourself so that it looks and acts as if you didn't.

What we mean is that home built furniture and accessories give the most satisfaction if they can embody the special features found in their store-bought counterparts. Features, for instance, like one of the most modern of all cushioning materials—foam rubber.

Sometimes, along with the usual spring-cleaning weather, a change in the appearance of your home adds to the new season, too!

Just think of the places in your house, such as deep window sills or window seats, that can be made useable by making them comfortable. And how about storage chests, toy chests, or low tables?

All these can double as chairs when their tops are covered with resilient foam rubber. For such purposes, make a pattern and decide how much foam padding you will need to buy. It is best to allow a little more on all sides than the final measurements should be. Sales

clerks will tell you just how much should be allowed. Then decide how thick you want it to be. If you are not sure about this, just buy enough of the one-inch thickness for one covering, as a second one can always be added later. The foam rubber should then be applied directly on the surface, either with cement or by securing it with tacking tape around the edges. Detailed instructions for applying the tape are usually available at the store where you buy your foam rubber. Covers can be made of most any fabric and should be cut to fit neatly but not too tightly. The padding never packs down in the way of conventional upholstery materials, so no allowance need be made for that.

Foam rubber can be used as crib bumpers, mattresses for cribs and bassinets, bath pads, play pen pads, or to line playroom walls at vulnerable spots.

Lesser thicknesses, such as one-half or one-quarter inch, are fine to absorb vibration or to provide cushiony surface to such things as ironing boards, dining

and card tables, or as a carpet underlay. The one-eighth-inch thickness is good for wearing apparel, for such purposes as lining skirt bands to keep blouses from slipping, as shoe insoles, or to make foundation garments more comfortable.

Foam rubber is cool, buoyant, and comfortable. It is completely hygienic and proofed against moths, vermin and mildew.

There are trillions of ideas for re-decorating your home and giving it a fresh spring-like appearance through the use of foam rubber and a good do-it-yourself initiative.

OLD CHAIRS can be made to look like new when refurbished with brightly covered cushions and backs of foam rubber. Here one-inch thickness of padding is used for both the back and seat cushions, and the fabric covering is carefully measured before sewing.



Spring Preparations for Your Garden

THIS IS the time for the home gardener to begin his preparations for the summer's activities. Now you can actually accomplish the things you have been planning for all winter.

It is time to get all your gardening tools in order. The heavy snows of the past few months have probably caused debris to collect in the flower beds and around the shrubbery. The lawn will need a good raking to rid it of dead grass blades and other deterrents to proper growth. You'll want to look over the seed catalogs to determine what flowers and shrubs you'll need to beautify your grounds. Make your decisions early, while the dealers' stocks are fully available.

In pruning small trees and shrubs, be sure to cut off the dead wood that now shows since the live wood is carrying leaves. Prune out thick parts of summer blooming shrubs and prune off branches that are interfering with others or those that are growing out of bounds.

Soon May, a glorious and satisfying month for the gardener, will be here. Then you'll be wanting to spend more

and more time in getting your garden ready for the blossoming fullness of summer.

May is the month when earlier garden efforts begin to show up. Freshly grown green foliage of perennials, trees and shrubs give promise of lovely flowers later on. Spring flowering bulbs may already have passed their prime but late tulips contribute their colorful beauty to the scene. But all of this will soon deteriorate if the gardener does not take steps to assure healthy plants and profuse bloom as the season progresses.

May is agreed by all authorities as the best month of the year to plant evergreens. For sunny locations, you have the choice of a large variety of junipers. Some grow very low and spreading; still others grow as high as 12 to 15 feet and even bigger. For shady places where the sun strikes only a part of the day, yews are recommended. Dwarf yews and other varieties of various shapes can be used. Your nurseryman has samples growing in his nursery so that you can make your choice safely.

Spring flowering bulbs include hyacinth, crocus, tulips, daffodils and others with which you are probably familiar. These should not have their green leaves nor flower stalks cut off until they begin to wilt and become brown. After the flowers are gone the leaves continue to function, feeding the bulb to strengthen it for blossoming next season.

May is the time we must begin to spray for certain diseases that attack garden plants. For example, roses should be sprayed or dusted with a combination rose spray to destroy the insects which attack the plant or to prevent diseases caused by fungus, especially that known as black spot. Dusting the flowers with sulphur will destroy or prevent the black spot. Black spot is especially difficult to take care of if it becomes established in your rose bushes. Iris and peonies are other plants that often suffer from fungus diseases that start when the plant is very young.

There are many fine sprays on the market now that will do an efficient job for you. Find out about them and follow the directions given on the package. And good gardening to you this summer!

Simple-to-Make Home Decoration

FOR THE man of the house who is handy with workshop projects, here's a charming decorating accessory that will fit nicely in a bedroom, study, or living room. It is a reproduction of an early American courting mirror which can be made with fir plywood and standard wood moldings in an afternoon.

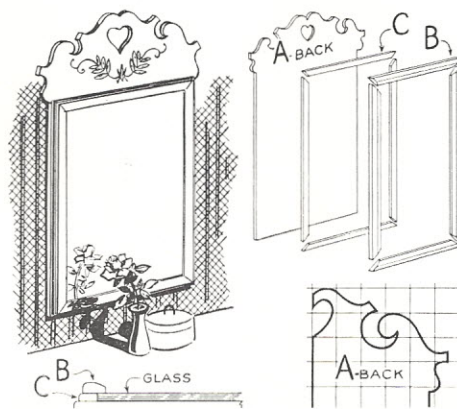
You can make a courting mirror from the illustration shown here. It requires a piece of fir plywood $\frac{3}{8}$ " thick. Lumber dealers stock small panels of fir plywood and a piece as small as 12" by 16" will do. Here's a list of the materials you'll need:

- 1 pc. fir plywood $\frac{3}{8}$ " thick,
12" by 16" Back (A)
- 1 pc. standard molding 4' long
by $\frac{3}{4}$ " wide (B)
- 1 pc. 4' long, $\frac{1}{4}$ " by $\frac{1}{2}$ " (C)
- 1 mirror 8" by 11"

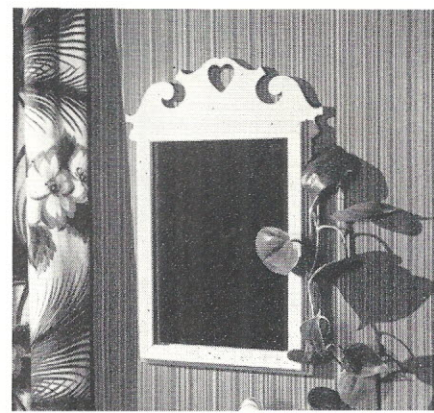
To assemble start by cutting out the back from the plywood. First, draw a penciled grid on a piece of paper, spac-

ing lines 1" apart. The pattern shows just half the piece. You can get the full size pattern by reversing the part shown. Then cut the molding and facing strips as shown in the pattern. Be sure to cut the angles for mitered corners carefully.

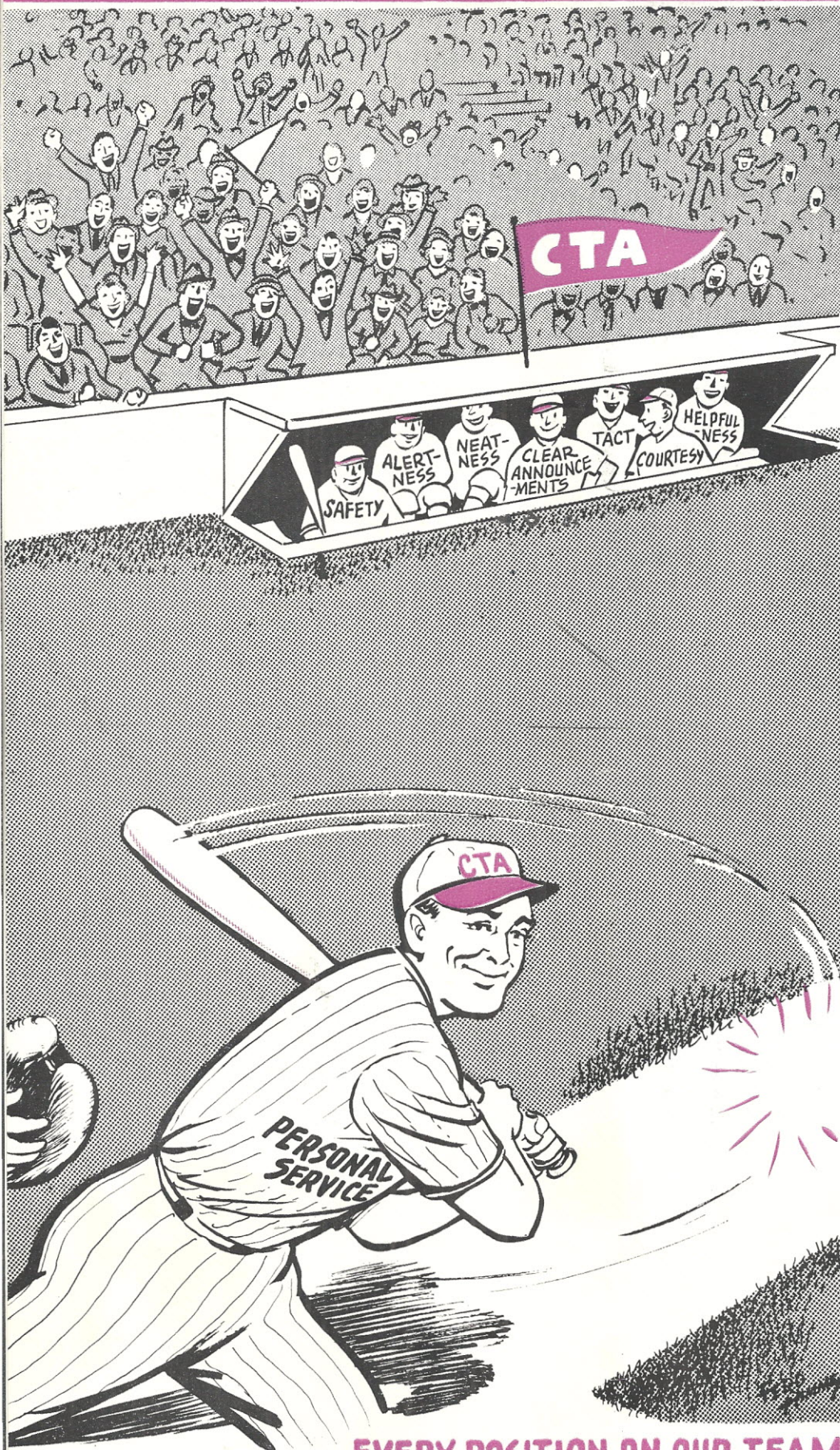
Then glue and nail the frame for the glass onto the back and set in glass. Next, lay the moldings over the frame so that the inside edge overlaps over the glass as shown in detail. Glue the molding into place, nailing from the back.



Finish the mirror frame natural or paint it to harmonize with the decor of the room where it will be used. One good finish is an antique ivory finish. To apply it, paint the frame ivory. When this has dried, rub into the finish a touch of raw turkey umber in paste form. Before finishing, be sure to sand the item carefully, first, with 0 sandpaper. Then dampen the plywood frame with a wet rag and let stand for 12 hours. Then sand again with 00 sandpaper or rub down with fine steel wool.



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