

MAY, 1960

TRANSIT NEWS

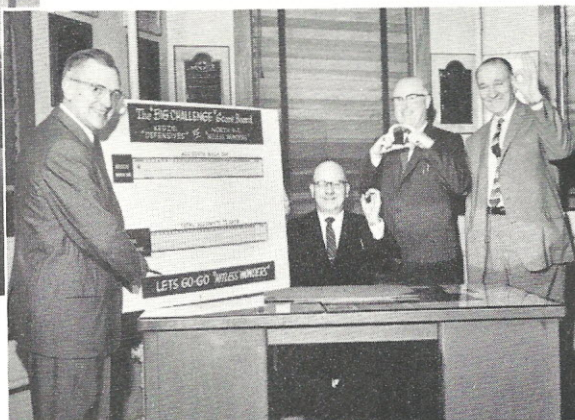
METROPOLITAN

TRANSIT



The "Big Challenge"

CONFIDENCE SEEMS to exude from the faces of both Superintendent John Frugo (left) of Kedzie station and Superintendent Frank J. Buetow of North Avenue as they display the "Big Challenge" in the big contest to reduce public accidents charged to their respective stations.



OPERATORS AT the two contending stations will be able to watch the day-to-day progress of the "Big Challenge" contest on this score board which is posted at both stations. The rival teams are represented here by (left to right) George T. May, night superintendent, and Frank J. Buetow, day superintendent, both of North Avenue, and Myles Harrington, night superintendent, and John Frugo, day superintendent, who are running the Kedzie "team." Both teams seem sure of victories if the hand signs the latter three are making have any significance. Harrington apparently is hoping for a big zero for his team, the Kedzie "Defensives."

IT ALL started following a discussion of safe driving by station superintendents at a meeting. It was highlighted by the fact that CTA operating personnel for the fifth consecutive year had established a new public safety record. How to continue and further improve this fine performance during 1960 was a moot question.

In the ensuing conversation, the superintendents of two stations, Kedzie and North Avenue, decided to stage a separate contest between themselves dur-

ing the month of May. The purpose: To enlist the operators of the two stations in a special effort to cut down public accidents and focus additional attention on the system-wide, year-round competition for Station Achievement Awards.

Thus came "The Big Challenge." Addressed to Frank J. Buetow, day superintendent, and George T. May, night superintendent, respectively, of North Avenue, and signed by John Frugo, day superintendent, and Myles Harrington,

night superintendent, respectively, of Kedzie, the challenge follows:

"We, the undersigned, challenge North Avenue station to a Defensive Driving contest for the month of May.

"We confidently believe that Kedzie can operate during that month with fewer traffic and passenger accidents than North Avenue station.

"Because you are a larger station, operate more miles and carry more passengers, we will spot you a handicap of six accidents.

"We hope you will accept our challenge."

So, the "big challenge" contest is on between the North Avenue "Hitless Wonders" and the Kedzie "Defensives." The former station has 740 operators and the latter, 625 operators.

A day-to-day tally is being kept on scoreboards posted at each station so that all the operators will know how the contest is going. In baseball parlance, this is a contest in which the "players" will strive to avoid "hits" and the team with the lowest "score" will be the winner.

Manager Buetow and Coach May of the "Hitless Wonders" and Manager Frugo and Coach Harrington of the "Defensives," when interviewed by this reporter, refused to reveal their pre-contest strategy except that both predicted victory for their teams. What would happen if the contest should end in a tie? It could lead to further interesting developments.

OUR COVER: Chicago, as will the whole nation, will commemorate Memorial Day on May 30, and thousands of spectators will line the streets to view the colorful annual parade in the downtown area. Traditionally, no such event would be complete without a color guard unit which will have a place of honor among the marchers. The cover picture was posed especially for CTA TRANSIT NEWS by a color guard unit from the Marine Corps Recruiting Station in Chicago pictured against a backdrop of the city's famous Michigan avenue skyline.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Clarence Buthman—Accounting Department

RECENTLY RETURNED

Wilks Battles — Transportation (West Section)

Donald M. Clancy—Job Classification

VOLUME XIII

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EMPLOYEE SUGGESTION

Awards Spurred by Liberalized Plan

MORE EMPLOYEES are submitting more and better ideas and collecting bigger cash awards since the liberalization of the Employees Suggestion Plan announced earlier this year.

This was reflected in the substantial increase in suggestions submitted following the general mailing to employees made in January.

In the nine-week period immediately after the mailing the average number of suggestions received rose to 45.2 per week as compared with the average for the previous year of 15.6 per week—an increase of approximately 200 per cent.

So far this year, from January 1 through April 15, the committee already had received a total of 775 employee suggestions as against 832 for the entire year of 1959. Of the number received this year, 358 were considered acceptable and worthy of consideration. A bonus award of a Paper Mate pen was presented to each of these 358 participants. This was an acceptance rate of 46 per cent.

The accepted suggestions now are being studied and screened by the committee to determine if they qualify for cash awards.

In the meantime, a number of cash awards have been made to employees for suggestions of merit. Four of the winners are pictured here.



HARRY HAMILTON, electrician maintenance "A," West Shops, felt that there was too much waste involved whenever cable was being repaired or replaced. He suggested that the cable trolley bus poles be spliced by a method of over-lap vulcanizing. The idea was investigated and found to be worthy of a \$210 award. He also becomes eligible for a possible supplemental award at a later date.

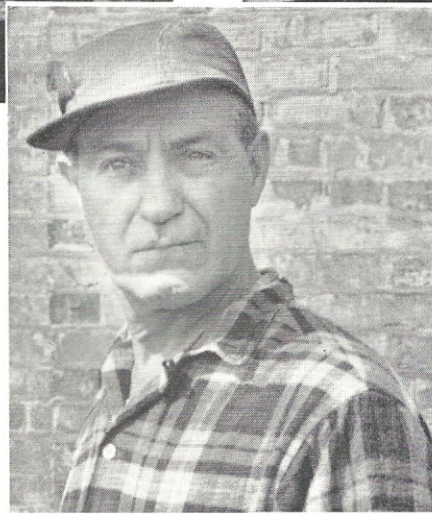
PETER DOMSKI, painter, Skokie Shops, received a \$50 award for his suggestion to use a certain type of "paint stripper" which would do the work faster and not evaporate as quickly as that used formerly. Domski, who has scored two winners in five tries, won both an award and a supplementary award previously.



HARRY R. DENZ, sheet metal worker, South Shops, won an award for \$115 for his suggestion on an attachment on a drill press that would space, drill and counter sink holes in metal. It eliminates marking, spacing and center punching each individual strip, thus reducing the cost and speeding up this operation. This was the first suggestion Harry ever submitted and makes him eligible for a possible supplemental award next year.

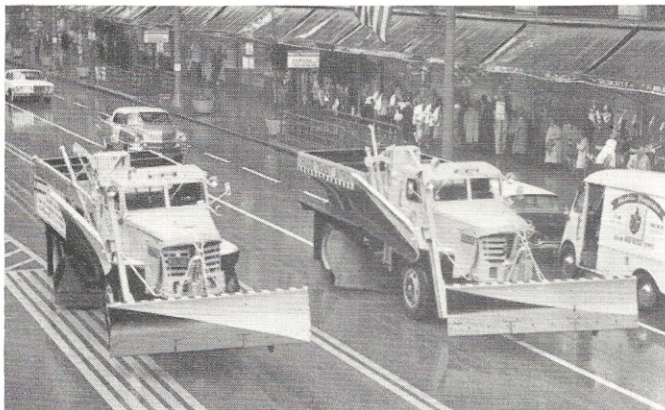


JAMES EGAN, carpenter, Skokie Shops, received a \$100 reward for suggesting a faster, better, cheaper method of reinforcing 5000 series bus roofs when repairs are needed. He won another award of \$35 in 1958, plus a \$35 supplemental award in 1959. Egan, with a total of six suggestions to his credit to date, has found active participation through the Employees Suggestion Plan a profitable way to extra earnings.



Loop Parade Marks "Clean-up" Week

IT WASN'T weather for snow-fighting equipment, but these CTA utility trucks with plows attached reminded Chicagoans of winter storms when equipment such as this was on the streets, clearing the way and keeping traffic lanes open. The signs on the side of the trucks point out that CTA shares with the city the job of keeping 1,800 miles of transit route cleared of snow and ice and that last winter CTA had as many as 245 snow-fighting units on the streets at one time. The cost to CTA and the city was \$2,100,000 of which \$900,000 was borne by CTA.



CTA'S MODERNIZATION program has brought many changes for the better in the metropolitan area's local transportation system. The side banner cites the fact that in the 13 years since CTA took over the operation of transit properties a total of \$140,000,000 has been spent for new equipment and facilities, a record for the industry in Chicago.

STATE STREET was a gray street for the annual clean-up parade sponsored by Mayor Daley's Citizens Committee for a Cleaner Chicago on April 30.

There were gray skies overhead and a super-abundance of April showers. But, despite the lack of cooperation by the weatherman, the parade went on anyway. Spectators and marchers alike were drenched. The splash of rain on the street could even be heard while watching the parade on the TV set at home.

However, the adverse weather notwithstanding, it was the biggest and longest clean-up parade in the annual series to date, taking over an hour to pass the reviewing stand at State-Madison streets.

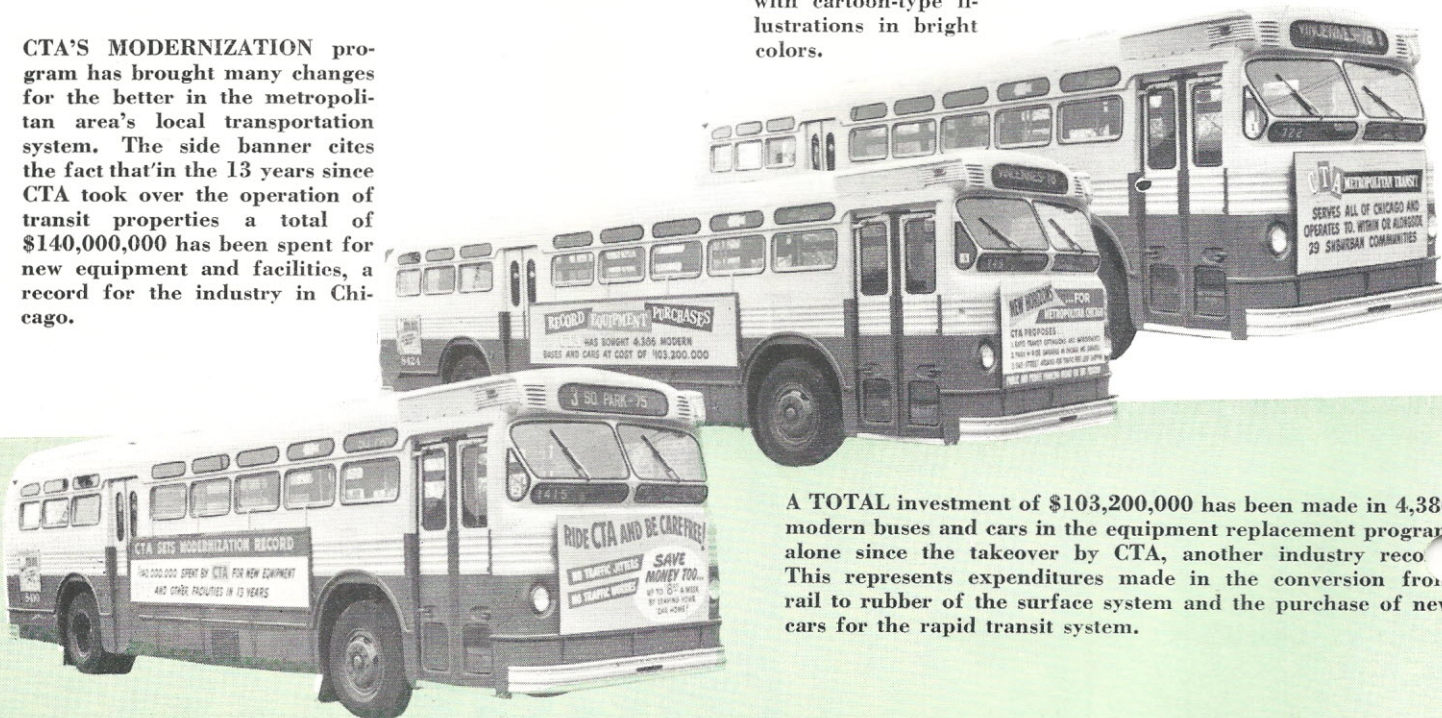
The early part of the parade escaped the downpour, but by the time the CTA units moved into line on State street, umbrellas, ponchos, rubber boots and almost any other protective garb against the water released by the rain clouds were in demand.

CTA had an impressive role in the parade with its entry of the specially-painted "clean-up" bus, an ancient horse-drawn vehicle, several of the newest-type buses and two plows from its snow-fighting fleet.

Accompanying is a picture sequence of CTA's participating units as spectators who braved the elements saw them.

CTA'S CLEAN-UP campaign bus, now in service on regular routes, occupied a prominent place in the parade. It carries the message of the Cleaner Chicago drive to millions of people annually. The bus is painted white, with cartoon-type illustrations in bright colors.

CTA'S EQUIPMENT modernization program includes plans to purchase 300 more new buses this year by cash purchase. One of the signs carried on this bus pointed up the fact that each weekday CTA vehicles operate 488,000 miles, equal to 20 times around the world!



A TOTAL investment of \$103,200,000 has been made in 4,386 modern buses and cars in the equipment replacement program alone since the takeover by CTA, another industry record. This represents expenditures made in the conversion from rail to rubber of the surface system and the purchase of new cars for the rapid transit system.

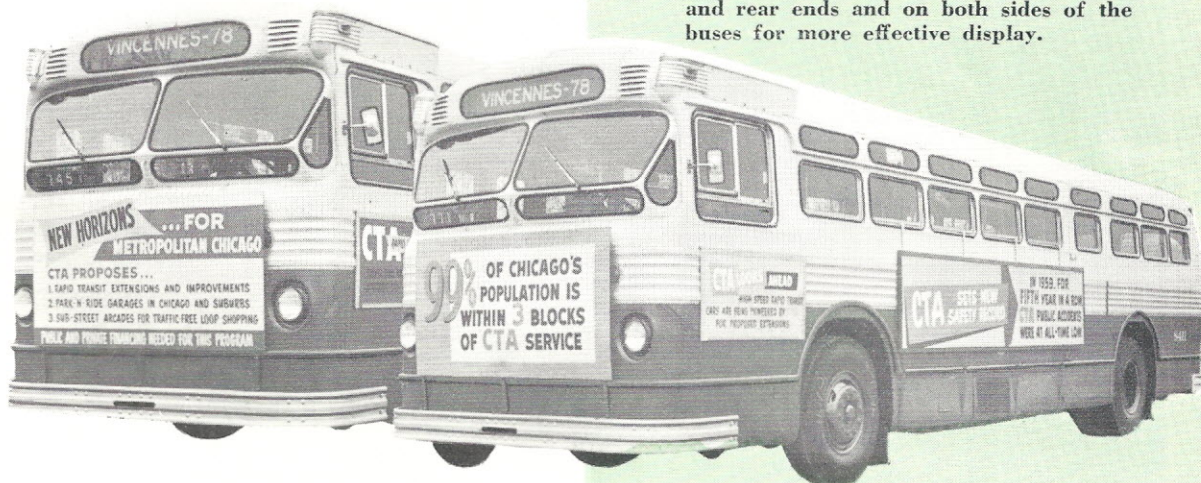


LEADING OFF the parade was this group of city and public officials headed by Mayor Richard J. Daley (fourth from right, first row) who set the pace for the following marchers and floats. Chairman V. E. Gunlock of Chicago Transit Board (right, second from last row) is striding along with the others as the parade passes Randolph Street.



APPLAUSE GREETED the appearance of this old omnibus, reminiscent of city transit facilities of nearly a century ago. As this two-horse-power, ornately-decorated car trundled down the street there was almost no one among the on-lookers who could recall this relic of grandfather's day. It was brought out of retirement at South Shops for the occasion. The sign in the window identifies it as an "early Milwaukee avenue bus, 1875. At least it resurrected the days of glory for the fast-vanishing horse-teams seldom, if ever, seen in downtown traffic anymore.

FOUR OF the latest-type propane buses were exhibited in the parade. Each of them carried banner signs telling of CTA's present service facilities and plans for the future. These include extension of rapid transit service to outlying areas, Park-'N'-Ride garages, and sub-street arcades, connecting large office buildings and department stores with subway stations in the Loop district.



PROMOTIONAL COPY on this bus emphasized the extensive area covered by CTA routes, a convenience factor which puts any part of the city within easy reach. Signs were carried on the front and rear ends and on both sides of the buses for more effective display.

CTA BEGINS WORK ON LOGAN SQUARE SIGNAL SYSTEM

CTA ELECTRICAL Department workers recently began the installation of block signal and automatic train trips on the Logan Square branch of the West-Northwest "L"-subway route between Evergreen avenue, where the subway connects with the "L" structure, and Milwaukee avenue, the terminal at Logan Square.

Working northwest from Evergreen towards Logan station, a CTA line construction crew is busy installing cable facilities, while the block signal equipment is being installed by a signal construction crew.

In the meantime, bids have been asked on the installation of similar facilities in the presently unsignaled section of the West Side subway, from Laramie avenue, Chicago, to Desplaines avenue, Forest Park.

Approval to proceed on this project was given recently by the U. S. Bureau of Public Roads and the State of Illinois Highway Department. These two agencies are paying the cost of new subway facilities in this area, having become obligated to do so when construction of the Congress Expressway required relocation of CTA's rapid transit route, formerly the Garfield route, but now the West-Northwest route.

Block signal and track trip equipment for both these installations is being manufactured by the General Railway Signal company of Rochester, N.Y., at a cost of \$507,590.

In the section of the West Side subway in the Congress Expressway financed by the City of Chicago — between Laramie avenue and the Loop—signal and track trip facilities have been operating since October, 1958, shortly after the new subway went into service.

Thus, when installation of block signal and automatic track trips is completed between Laramie avenue and the Desplaines terminal, all of the new West Side subway and the route into Logan Square will be protected for its entire length by the operational safety system.

Add More Information Signs On Bus Routes

AN ADDITIONAL 324 passenger information signs have recently been installed at bus stops along CTA's Harrison (No. 7) surface route, the Archer (No. 62) and Archer Express (No. 62A) routes, and along Van Buren from Wabash avenue to Aberdeen street.

Since CTA inaugurated the program of posting information signs in January of 1955, for the convenience of passengers, about 2,600 signs have been installed.

At westbound stops, the signs have been posted along Harrison from Dearborn to Kedzie, in Kedzie to Congress parkway, in Congress to Harrison and then along Harrison to Central.

Eastbound, the signs have been installed along Harrison from Central to Kostner, in Kostner to Fifth avenue, in Fifth avenue to Harrison and then along Harrison to Dearborn.

At four locations, Clinton and Harrison, Canal and Harrison, Halsted and Harrison and 358 W. Harrison, signs have not been erected due to construction work. As soon as the construction work is completed, the signs will be installed.

The double-faced, weather-proof, metal signs in CTA colors give complete information on service provided by CTA surface routes at the particular locations where the signs are erected. The information includes the listing of routes, terminal destination and principal streets over which the lines operate. Also shown are the periods of the day during which bus service is provided.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1960 AND 1959, THREE MONTHS ENDED MARCH 31, 1960 AND 1959 AND
TWELVE MONTHS ENDED MARCH 31, 1960

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

	Month of March		Three Months Ended March 31,		Twelve Months Ended Mar. 31, 1960
	1960	1959	1960	1959	
Revenues	\$11,846,264	\$11,080,988	\$33,478,020	\$32,091,979	\$131,266,916
Operation and Maintenance Expenses	10,230,848	9,566,842	29,095,720	28,908,942	111,331,767
Available for Debt Service	1,595,416	1,514,146	4,382,300	3,183,037	\$19,935,149
Debt Service Requirements:					
Interest Charges	363,484	376,730	1,096,579	1,131,372	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	500,000	500,000	
Deposits to Sinking Funds -					
Series of 1947 (2)	115,006	105,213	345,020	315,640	
Series of 1952 (2)	28,750	-	86,250	-	
Series of 1953 (3)	-	-	8,750	-	
	673,907	648,610	2,036,599	1,947,012	
Balance Available for Depreciation	921,509	865,536	2,345,701	1,236,025	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	921,509	865,536	2,345,701	1,545,602	
Provision for Depreciation	947,701	886,479	2,678,242	2,567,358	
Deficit in Depreciation Provision (5)	26,192r	20,943r	332,541r	1,021,756r	
Accumulated Deficit:					
To End of Previous Period	306,349r	1,601,444r	-	600,631r	
At Close of Period	\$332,541r	\$1,622,387r	\$332,541r	\$1,622,387r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	48,729,007	47,187,696	137,158,937	136,363,774	546,810,486
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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 \$300,000 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.



WORLD'S LARGEST sign will spell out "International Fair" in 100,000 brilliant pink and orange pennants, welcoming visitors to the 1960 Chicago International Trade Fair, June 20 - July 5. The dazzling facade, completely transforming the entrance of Navy Pier into a glittering landmark visible for many miles along the lake front, will measure 107' high and 350' wide, and will be covered completely by the luminescent orange and pink pennants.

Cut Rate Tickets for International Trade Fair Available to Employees

REMEMBER THE spectacular success of the 1959 International Trade Fair at Navy Pier?

Well, this year's repeat performance of this colorful and unique event will be an even greater attraction.

That is the promise made by the sponsor, the Chicago Association of Commerce and Industry, for the 1960 Fair to be held June 20 to July 5 at Navy Pier Exposition Hall. Eleven of these days — June 25 through July 5 — have been set aside for attendance by the general public.

Under a similar arrangement as in effect last year, CTA employees will be able to purchase advance tickets to the Fair at a savings in admission prices. The advance tickets will sell for \$1.25 for adults, 50 cents less than regular admission cost, and 50 cents for children, a saving of one-third on the regular price of 75 cents. Advance tickets will be honored any day the exposition is open for admission of the general public.

Notice of the date advance sale to employees will be sent to all department heads in May, with specific information of the procedure to follow in ordering the tickets. Bulletins also will be posted in offices, shop, operating stations and other locations.

Many new features, as well as the ones which attracted wide attention last year, will be part of this year's show. Governments of many nations will display products of their national economy in gaily-decorated pavilions. These will truly be a panoramic view of merchandise from all over the world.

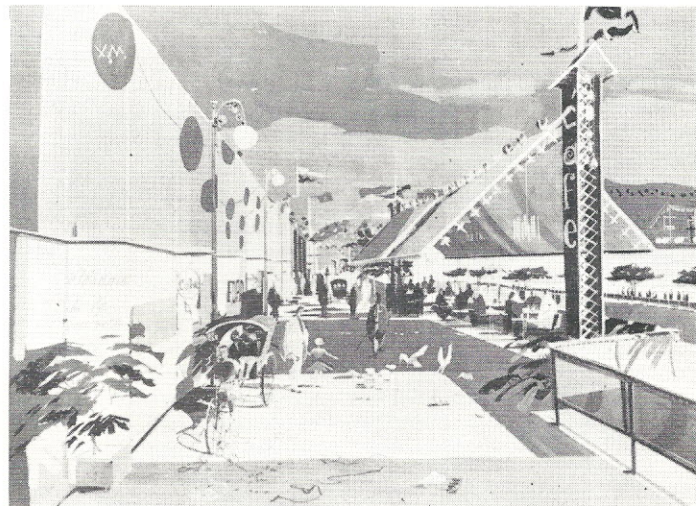
But strictly from the entertainment and sightseeing point-of-view, the Fair will offer much that is spectacular and dramatic. An International Promenade, with eight exotic international cafes, erected at a cost of \$100,000, located on a colorful mile-long esplanade on the

NEW \$100,000 mile-long International Promenade planned for the 1960 Chicago International Trade Fair will convert the outdoor upper level of Navy Pier into a colorful avenue for strolling visitors. The International Promenade will be enlivened by decorative walls, colorful posters, flower arrangements and over 250 tree plantings. Eight international cafes will serve national delicacies from many lands as well as American favorites.

upper broadwalk of Navy Pier, is one of the new features.

A Festival of International Entertainment will be presented on a floating stage anchored at the East End of Navy Pier in a setting reminiscent of an old world village square. Entertainment new and fresh to Chicago, encompassing folklore, pagentry, ancient customs, music, dancing and song of the nations participating will enlighten the proceedings.

Last year, the Fair smashed all attendance records and this year the number of visitors is expected to equal or better the 1959 total. With direct service to and from Navy Pier via the Grand Avenue route, CTA will play an important part in the transportation of fair-goers. Connecting "L"-subway and surface routes provide convenient transfer arrangements from all parts of the city and heavy use of transit facilities is anticipated.



OUR PUBLIC SPEAKS



Operator Robert Kessler

EVERYONE, WE suppose, is entitled to "air" his pet peeve occasionally. Sometimes it is justified; other times it may be just a harmless venting of opinion which is not meant to be malicious, but simply offers a chance for someone to "blow off steam" and get a gripe out of his system. It's human nature's safety valve.

Considering the number of riders CTA carried day in and day out, the number of complaints received from customers is relatively small, indicating that, by and large, the service rendered is satisfactory. Those who register their complaints with CTA by letter or telephone undoubtedly feel that it is a matter of personal privilege to do so.

However, often a simple explanation of the operating rules involved as applied to the circumstances reported in the complaint clears up the situation and brings a better understanding of how and why such things can happen. Where no infraction of the rules takes place, the explanation is usually accepted and the complaining customer is satisfied.

That the kind of personal service given by our employees leaves an impression, good or bad, with our riders is reflected in the following letters:

Operator Alfred Schwegler, North Park:

"Recently, I had the pleasure of riding with Bus Operator Number 14606. It was a miserable morning and after a long wait, I was thoroughly discouraged when I finally managed my way onto a southbound bus.

"Your driver's courtesy and pleasant manner, under extremely trying circumstances, created an atmosphere of harmony and good will among the passengers. I believe enthusiasm and endeavor of this type should be acknowledged."

Operator Robert Kessler, North Park:

"This letter is being written to express our sincere thanks to Bus Driver Number 7040. This morning, two Brownie troops from Our Lady of Lourdes, consisting of some 30 girls and seven adults, boarded this operator's bus. Our destination was the Chicago Historical Society.

"The driver was beyond all doubt the most courteous and helpful man we have ever encountered. From the time we boarded the bus until the ordeal of alighting, this man remained pleasant. His directions were clear, and his disposition never changed. In our opinion he is a great asset to CTA. We were all very happy that we took the CTA instead of our own cars."

* * *

"Recently, the operator of the bus on which I was riding was extremely discourteous. He would not open the doors to permit a passenger to alight at a designated stop-zone. As a result, the passenger pulled the emergency switch and got off. The operator then delayed the bus load of passengers for seven minutes because he would not go back and close the door. He called out to the passengers in the rear of the bus to close it themselves if they wanted to get anywhere because he wasn't about to do it."



Operator Alfred Schwegler

COMMENT: Whenever an operator refuses to allow a patron to board or alight at a designated bus stop, he not only performs a disservice to CTA but to himself as well. It should be remembered that the driver of a vehicle is, at all times, responsible for his bus and its facilities while operating a vehicle.

"I am not too familiar with CTA routes, so I was much taken back, recently, when I questioned an operator who was driving the bus I was on, whether or not I could alight at Jefferson. Instead of explaining, as I found out later, that Jefferson is not a stop and that operators may no longer make courtesy stops there, he told me, in a nasty manner, that I couldn't get off at Jefferson on his bus."

COMMENT: All operators are issued employee street guides, directories and route maps which they are required to use to familiarize themselves with the route on which they are working.

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

	Apr. 1960	Mar. 1960	Apr. 1959
Complaints	785	1063	849
Commendations ..	74	131	85

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Pre-Nuptial Luncheon Honors Bride-To-Be

ACCOUNTING—(Revenue) — Nancy Pearson was feted with a pre-nuptial luncheon by the girls in her department on April 20. Nancy was married May 7.

Opal Yant made two moves within the week when she transferred from rapid comptometer division to balance clerk, and also moved into a new apartment.

Rita Deakin was transferred from balance clerk to the ledger division replacing Chester Skora.

Harold Donahi returned to work after an extended illness.

Mary Sullivan, mother of Betty Sullivan, passed away March 20 after a long illness.

Marie Havlik and her family drove to Indian Head, Maryland, near Washington, D.C. A card from Marie stated that they visited the Gardens of the Governor's Palace, called the Holy Maze, and also the reconstructed Palace, which, she said, was very beautiful. They also toured through Williamsburg, Virginia, Newport, Washington, D. C. and other points of interest in the east.

Marie's sister, Ruth, Training and Accident Prevention, helped out with the driving.

Attends Conference

(Payroll)—Olive Battersby enjoyed a week vacation staying with friends in Independence, Missouri. While there, she attended a Church Conference. Their spring is at least a month earlier than ours, as all the spring flowers were in full bloom and the weather was warm and balmy.

Agnes Coman presently is recuperating nicely from surgery in Columbus hospital.

Mae Bujnowski enjoyed a motor trip to Washington, D.C. and other points of interest in the east during her vacation.



SOUTH SHOPS NEW RETIREES

A COMBINED total of more than 82 years of transit service was chalked up by two South Shops employees, (left) Walter Siemann, miscellaneous, and (right) Bruno Papsis, blacksmith, who retired April 1, after each completed a little more than 41 years of service.

Reported by Evelyn Howe and Frances Louward

(General) — Rose Pellicore, mother of George Pellicore, chief accountant, passed away March 19. Mrs. Pellicore had been ill for some time.

(Payroll Distribution)—Two carloads of the Koch and Samek clans drove south and had a fine time touring Florida. Claire Koch, her husband (the only masculine member), Pensioner Agnes Samek, revenue accounting, and other members of their families comprised the group.

Violet Holt spent her vacation at home getting a head start on her spring cleaning.

Martha Navarro recently was transferred from revenue to this department as a payroll distribution clerk.

(Budget)—Don and Donna Comstock presented W. S. Comstock, supervisor, with his 10th grandchild, Scott Granger, who was born March 29. Scottie was welcomed

home by his brother, Don Jr., and his two sisters, Cheryl and Virginia.

(Material and Supplies)—Sarah O'Rourke and her husband traveled to Florida, where they spent their vacation in the land of sunshine.

Lillian Oesterreich and Josephine Tollar utilized their vacation by doing some spring cleaning.

(Voucher) — Martha Neffas recently was assigned to the position of voucher audit clerk, replacing Doris Stahl, who retired. Incidentally, Doris embarked on an extended tour of Europe the day after she went on pension.

Ann Sloan was transferred from Material and Supplies to the Voucher department.

Joan Georgeson accompanied friends to the east during her spring vacation. She also visited her sister, who lives in New York.

—HELEN A. LOWE and MABLE I. POTTHAST

This Won't Happen Again For A While

BEVERLY—Janitor Rudy Krapawirtz really believes in getting a flat tire the hard way. Some time back, when the weather was at its coldest, Rudy drove over an icicle while he was on his way to work and fixed the tire, but good.

Operator Glendel Wells and his wife, Leona, recently announced the birth of a son, Dale Alan, who was born March 11.

Clerk Tom McGuire, who was injured in an accident at home, is back on the job again.

John Ponseigo, sanitary engineer, who recently underwent surgery in Woodlawn hospital, is recuperating at home.

Andy Karkawski, of the repair department, is, at this writing, confined to Mercy hospital in Dyer, Indiana.

Operator John Ardema presently is on the sick list.

Mountain Dweller

Operator Melvin Stoltz spent two weeks of his vacation at his mountainside home in Jasper, Arkansas.

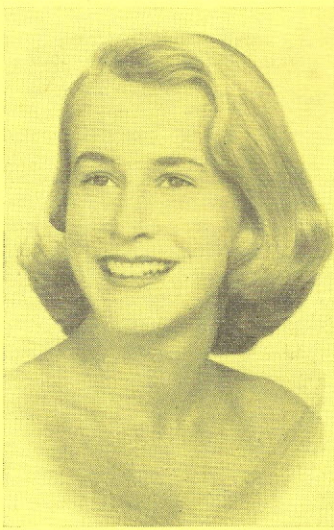
Operator Vic Paciski and his wife, Pearl, recently announced the birth of a daughter, Mary Ellen, who was born March 23. The Paciskis now have two boys and one girl.

Operator Bernie Zesch's wife, Frances, recently was hospitalized after she fell and broke two ribs.

Anniversaries being celebrated this month are: Operator Dick and Rose Dop, their 39th on May 4; Operator Melvin and Ruth Stoldt, their 26th on May 10; Operator George and Agnes Ephgrave, their 20th on May 18, and Operator Charles and LaVerne Yost, their 24th on May 23.

Operator George Goerner and his son, Howard, of 69th, were both confirmed on March 20 at St. Thomas Moore church, Munster, Indiana.

QUEEN'S AIDE



ONE OF the finalists for queen of the spring dance at Centenary college, Hackettstown, New Jersey, was **Sally Ann Ricker**, 19-year-old daughter of **C. W. Ricker**, specifications engineer. Although Sally did not win the crown, she was chosen as her majesty's first attendant.

Reported by **Mary E. Clarke**

Operator **John Mathey's** children, **Jerry** and **LaVerne**, were confirmed May 11 at St. Dorothy's church.

Operator **Karl Schwartz** is, at this writing, confined to the Roseland Community hospital.

Beverly Ann Niehoff, daughter of Operator **Edwin W. Lagerstrom**, recently announced the birth of a son, **Conrad Edwin Niehoff**, who was born on April 7.

Mrs. Catherine Kiley, mother-in-law of Operator **William Radloff**, died recently.

Della Benline, wife of Operator **Claude J. Benline**, recently died.

Operator **Hugo Rohlen** became a grandfather for the second time when **Karen Jo** was born to his daughter, **Jo Ann Casper**.

—LEONARD CANTWELL

Future Miss America Leads Fashion Parade

GENERAL OFFICE—(Transportation) **Mary** and **Bill Rooney's** five-year-old daughter, **Mary Janet**, was selected to model Easter clothes. Her photograph appeared in a recent issue of the Rolling Meadows Herald.

Fred N. Limmel, 18-year-old son of Radio Dispatcher **Fred Limmel**, has joined the Marine Corps for a four-year stretch.

Ferrol Talbot, wife of Radio Dispatcher **Robert Talbot**, entertains their friends with renditions of her favorite music which she plays on a spinet organ . . . The **Elmer Milz** family also enjoys their spinet organ, while the **Fred Limmels** boast a chord organ.

Jim Miller, information operator, recently returned from a month's stay on the sunny shores of Palm Beach, Florida, where he obtained a deep, bronze suntan.

Coincidentally, while **Jim** was wandering through a drug store in Palm Beach, he met **Les Reichard**, Skokie Shops, who was headed for a fishing expedition.

A new face among the information operators is **Roy Williams**, who transferred from the Schedule department, where he was a traffic checker.

James M. Walsh, instructor, retired on pension April 1, after nearly 35 years of service. He was appointed a supervisor in 1942, and later became an instructor assigned to the south unit. A farewell party was held in his honor in the home of **John H. Lynch**, relief night station superintendent, south unit, at which time Mr. Walsh was presented with a transistor radio from his fellow-workers.

New Instructors

A new instructor appointed to the north unit is Supervisor **Louis Mueller**. Three additional supervisors recently appointed as instructors to the north unit are: **Sam Genender** and **John McCrea**, District A, and **Frank Wsol** from District B.

(Insurance)—**Marguerite Kuper** and her husband, **Ray**, who recently was honorably discharged from a long stretch in Uncle Sam's services, have moved into their new ranch home in Addison township.

Joanne Wendell resigned from her CTA position to await the arrival of a bundle of joy. **Joanne's** co-workers presented her with an electric sterilizer.

Jeri Falcone recently was surprised with a bridal shower. She received so many gifts from the 100 or more guests who attended the affair, that she's all set to take on the duties of a housewife. **Jeri** and **Mel Kamm** will be married in the near future.

Ann Golding presided as chairman of a Shamrock dance which recently was sponsored by the V.F.W. auxiliary at their headquarters in Elmhurst. Many of **Ann's** co-workers attended the affair, which featured a fashion show of women's wear, deftly modeled by men manikins.

(Stenographic)—**Joan Fitzgerald** railroaded to Mount Vernon, Illinois, to spend the Easter holidays with relatives.

(Public Information) — **Carol Wallace**, Service Section, recently resigned from CTA to await the arrival of an heir. Prior to **Carol's** leaving, she was gifted with a bassinet and little things from the department and was guest of honor at a luncheon at Allgauer's Heidelberg restaurant.

Replacing **Carol** is **Denise Benishish**, who transferred from the Stores department.

—JULIE PRINDERVILLE

Special Menu Includes Mountain Trout

ELECTRICAL — **Charles Stahle**, lineman, traveled, via the railroad, to the playground of the west, beautiful Colorado. He visited Mount Evans, Pikes Peak and the Rocky Mountain National park. Also, **Charlie** sent back a box of mountain trout for the boys at Blue Island.

Ralph Jossi, lineman, is on the road to recovery from an injury he received recently.

Paul Vachette, operator, Broadway substation, recently underwent surgery and is presently recuperating at home.

—GILBERT E. ANDREWS

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

Sleigh Riding Isn't Always Fun

GENERAL OFFICE—(Staff Engineering)—**John P. O'Connor's** wife, **Lorraine**, recently broke two bones in her wrist, while sleigh-riding with the family. The sled, failing to make a turn, struck a tree and caused the injury.

Another grandchild is added to **Anne Schleiter's** family list. Her son, **Edward**, and his wife, **Deloras**, are the proud parents of a little girl, **Barbara Ann**, who was born April 7 at Resurrection hospital.

(Specifications) — **Lee DeSutter** anxiously is awaiting the arrival of her first grandchild, who is due to be born to her daughter, **Deanne Boring**, Property Accounting, sometime in August. **Lee** has been purchasing little things for quite some time now.

(Training and Accident Prevention)—**Michael McCarthy**, accident record clerk, was the best man for the wedding of **Kathleen Gibbons**, typist, Employment, and **Tom Coleman**, a former CTAer who resigned. **Kay** and **Tom** were married on April 30 at St. Mel's Catholic church.

Clarence Crawley, typist, transferred to the Claims department as an assistant chief night clerk. **Clarence** has also signed up to manage one of **Beverly's** Little League baseball teams.

—MARY E. CLARKE

NEWLYWEDS



VALENTINE'S DAY newlyweds are Operator **Les Luttrell**, Limits, and his bride, the former **Marian Glebe**. **Les**, who has been a transit employee for over 37 years, and his wife moved into their new apartment on the north side shortly after the wedding.

BON VOYAGE



DURING THEIR recent vacation, **James F. Anderson**, chief adjuster, Claims, and his wife, **Gertrude**, Schedule-Traffic, sailed from Miami, Florida, to Nassau, where they viewed the historic sights of the 'old world' city while riding through the streets in a surrey.

Operator Wins Money Plus A Bonus

KEDZIE—Operator **John Hoffman** recently was awarded \$10.00 in the drivers' license contest sponsored by a daily newspaper. He received an additional \$2.00 for being a safe driver.

Our new transfer clerk is **Manley Henry**. He replaced **Charles Winfree**, who resigned from CTA.

Again we remind you of the CTA groups' Big Retreat at Notre Dame university in South Bend, Indiana, on August 11, 12, 13 and 14. Those interested in attending the retreat, please contact your reporter.

The 1960-61 vacations will begin on May 22. Interesting stories and pictures of your vacation will be appreciated for publication in our column.

—C. P. STARR

He's A Happy Grandpappy

LIMITS—Operator **Clarence Buthman**, who also is treasurer of our Credit Union, has been wearing a big smile, one of pride, no doubt. Clarence recently became a grandfather for the first time.

Motorman John Leahy, who recently retired on pension, was honored with a party given by his family to celebrate the happy occasion. Among the many gifts that he received was a switch iron. It made him think of the days gone by.

Operator **Andrew K. Grabowski** received a \$10.00 award for his suggestion that a sign, "Please board

buses here," be placed on the southwest corner of Irving Park and Lake Shore drive. This is Andrew's second award from the Employee Suggestion committee.

Now that we've picked our vacations, how about keeping it in mind to send in some news and pictures about where you've been or what and how you spent your vacation.

Let's try to make this column grow!

—IRVING J. METZGER

Vacations Are Fun And They Are News

NORTH AVENUE — News is rather scarce this month, so what do you say we join forces in scouting around for news to put in our column. Vacation time is here once more and we hope to hear from you about your experiences. Also, we'd like to see any photographs you may take while vacationing. All photos will be returned to you in good shape.

Operator **Andrew Quigley** recently was presented with a baby daughter, **Patricia**.

Wedding anniversaries being celebrated this month are: the **Ray Zielinskis**, their 18th on May 2; the **Gerald O'Connors**, their 25th on May 11; the **Alfred Hales**, their 40th on May 19, and the **Eddie Schneiders**, their 25th on May 30.

Operator **Mike Lucas** now is a member of the Grandpappy's Club. He was presented with a grandson last month.

Barney Callahan could be a good candidate for the presidency of the Grandpappy's Club because he recently announced the birth of his 19th grandchild, **James**.

We would like to start a "What ever became of" department, because so many of our ex or retired employees are asked about. Many have wondered what ever became of—

Operator **Tom Nolan** . . . Tom is now a ticket agent on the rapid transit system.

Operator **Jim Straka** also is a ticket agent.

Operator **Joe Czarneiki** also can be seen smiling through a ticket agent's window.

Louie Chappette moved to San Jose, California.

Operator **Sam Carlino** now is a ticket agent.

Bill Echols is back in Higbee, Missouri.

—JOE HIEBEL

Cupid's Arrows Hit Their Mark

NORTH SECTION (Agents) — **Dan Cupid** has captured the hearts of three of our fair maids—**Helen Barton**, **Nora King** and **Kathleen Murphy**—who recently became engaged.

Deepest sympathy to **Nancy Coleman**, whose brother recently died, and to **Stella Gibes**, whose sister-in-law recently died.

Anna Bartelt is beaming with joy over the birth of a great-grandson, who was born recently to her granddaughter.

On the sick list, at this writing, are **Ellen Sullivan** and **Catherine Lynch**.

Helen Mackaski is back on the job after spending some time on the sick list.

Now that we have our own column, how about helping to fill it up with news and photos, especially since it's vacation time again.

Please send all news items to me, in care of the clerk at Howard street.

—ELIZABETH HAWKINS

Porter's Hobby Will Occupy His Time

Loop (Agents)—Porter **Ira Lee** retired on pension May 1 after 17 years of service. Ira now can devote full time to his favorite hobby, farming.

Sylvia Welter's sister, **Olive**, and **Katherine Leahy's** sister, **Margaret**, both recently passed away.

Emily Dillon is vacationing in Chicago, at this writing.

Julia Curry is back at work after having been on the sick list for a long time.

Since **Mary Murphy** had flown to Ireland a short time ago to visit her family, she was unable to attend her father's funeral with her sister, **Kathleen**, who immediately flew to Ireland to attend the services.

—EDITH EDBROOKE

Baby's Arrival Makes Family Three

SCHEDULE-TRAFFIC—Student Engineer **Tom Boyle** and his wife have recently joined the proud parent ranks. An eight-pound baby girl, **Margaret Mary**, was born to them on April 2 at Grant hospital.

M. B. O'Neill became a five-star member of the Grandfathers Club when his fifth grandchild was born March 18.

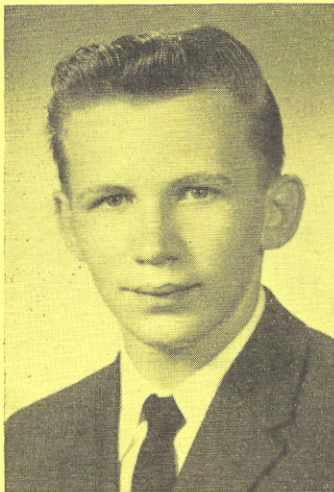
Arvin Kreutzer, who was married on April 9, honeymooned in Tennessee and Kentucky.

—GERTRUDE F. ANDERSON



"A sense of humor is what makes you laugh at something which would make you mad if it happened to you."

HONOR GRADUATE



AN HONOR graduate from Holy Trinity high school is **Theodore Mittskus**, 17-year-old son of **Porter Albert Mittskus** and his wife, **Irene**, who won a four-year scholarship, valued at \$3,000, to Loyola university. Ted hopes to major in chemistry and minor in mathematics.

Reported by *Gordon Kelly*

A Flashing Time Yields Nine

NORTH PARK — Operator **Ed McDonald**, excited over the birth of his new grandson, used 26 flash bulbs to get nine pictures of the child.

Wedding bells rang out on March 25 for Operator **Bill Anderson** and **Mary Jane Rudreck**.

Night Clerk and Mrs. **John Davis** celebrated their 13th wedding anniversary on March 21.

Operator **Harold Vangen** and his family vacationed in Florida.

Operator and Mrs. **Louis Walker's** family now consists of four boys and three girls with the arrival of a girl who was born April 5.

Stephen Elliott Stern was born to Operator and Mrs. **Leo Stern** on April 8.

Operator **Bill Madsen's** mother died recently.

The fathers of **Tony Bruno** and **Roy Huston** recently died.

Operator **Ed Weston** recently joined the supervisors' ranks.

Operator **Bennie Watts**, who had been off sick for quite a while, has transferred to the rapid transit system as a ticket agent.

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

New Pensioners

Joseph Bellavia, trackman, Way and Structures. Employed 5-14-29.

Giuseppe Belmonte, watchman, Way and Structures. Employed 11-11-23.

J. L. Butler, operator, Limits. Employed 4-21-24.

Eucarpio Campione, laborer, Way and Structures. Employed 5-7-23.

F. O. Eckwall, operator, 77th Street. Employed 3-13-23.

L. B. Ellis, conductor, Desplaines Avenue. Employed 8-8-18.

W. R. Fulljames, operator, 69th Street. Employed 6-15-21.

Thomas Geary, bus cleaner, Beverly. Employed 5-5-31.

Ira Lee, porter, West Section. Employed 4-27-44.

R. R. Litvan, investigator, CTA Department of Police. Employed 11-1-33.

I. M. Ludwig, agent, North Section. Employed 7-25-45.

B. J. Mitchell, bus repairman, Shops and Equipment. Employed 4-8-24.

G. J. Moran, agent, West Section. Employed 9-26-28.

E. S. Munro, supervisor, North and South Sections. Employed 9-9-20.

T. A. Rhind, operator, North Park. Employed 12-2-26.

L. J. Setter, operator, Lawndale. Employed 6-2-26.

John Sisul, truck repairman, Way and Structures. Employed 7-12-27.

D. J. Stahl, voucher clerk, Accounting Department. Employed 10-10-24.

H. M. Sundquist, operator, North Avenue. Employed 2-12-24.

Samuel Wilson, welder, South Shops. Employed 7-2-28.

SCIENCE AND HEALTH SHORTS

THREE CENTENARIANS have proved that you can live to past a hundred and still take knocks and bruises in your stride. A report in the "New York State Journal of Medicine" tells of three patients—two women of 105 and 101, and a man of 100—who have recovered after serious hip fractures that would have taxed the endurance of a youngster. On the basis of this and other studies, the report notes that many very old persons may be better surgical risks than others with similar injuries ten to 20 years younger. What helped these persons reach an exceptional age and bear prolonged medical treatment, the report surmises, is mental and physical relaxation, combined with an easy acceptance of a changing physical world.

WORKERS LOOK for different conditions on a job than foremen do, judging from a survey conducted by the Labor Relations Institute of New York. Foremen consider good wages and job security as the two top work factors, while workers list these conditions as numbers four and five in importance. For the workers, appreciation for good work, feeling "in" on things and help with personal problems are one through three respectively in importance.

A NEW explanation of the cause of eye cataracts—a condition which leads to blindness—has been developed by a professor from the University of Oregon Medical school. He suggested that defects in a "pumping" mechanism located in the eye lens are to blame. When working properly, the mechanism maintains an intricate balance of two elements, sodium and potassium. But, when the pump breaks down, sodium and water accumulate in the lens, forming a salt solution. This solution is the "clouding" seen in cataract cases, which reflects the light rays, rather than letting them pass—thereby preventing vision.

FAREWELL GIFTS INCLUDE LITTLE ITEMS



GIFTS, GALORE, filled the Steno-Duplicating department recently when **Charlene Nelson** resigned from CTA to await a bundle of joy. Standing behind the many gifts, which included a baby buggy, stroller, a large sized bunny, farewell cake and several smaller items, are Charlene's co-workers: (left to right) **Kittie Kudelka**, **Margie Arnold**, **Barbara Sheer**, **Dorothy Wilhelm**, **Marge Schintz**, **Joan Fitzgerald**, **Charlene** and **Adele Munson**.

Reported by *Julie Prinderville*

DISABILITY RETIREMENTS

J. D. Buckley, agent, South Section. Employed 8-20-41.

F. J. Czarnecki, operator, North Avenue. Employed 6-23-43.

M. H. Everett, operator, 69th Street. Employed 3-6-34.

F. W. Helm, janitor, Kedzie. Employed 9-10-29.

H. G. Koehler, motorman, North Section. Employed 6-15-17.

F. S. Lorbach, temporary collector, 77th Street. Employed 1-24-29.

Thomas McCrea, bus cleaner, Archer. Employed 10-12-22.

W. L. Mikos, operator, Archer. Employed 1-9-20.

Andrew Wendt, operator, Limits. Employed 12-14-36.

BUDDING ORATOR



SECOND PLACE winner in a state-wide speech contest in oratorical declamation was **Sheila Sundquist**, 17-year-old daughter of **Electrician Walter Sundquist**, South Shops. Sheila, a senior at Carl Sandburg high school, recently wrote the continuity and directed a program entitled, "A Journey With Sandburg." She played one of the leading roles in her school play, participated with two other girls in a trombone trio for state honors at Rock Island, received a state scholarship award and has a full-tuition scholarship to the University of Illinois.

Reported by **Evelyn Howe** and **Frances Louward**.

Five Good Ideas Net Five Pens

SOUTH SECTION—To prove that it pays to send in suggestions to the **Employee Suggestion Committee**, **Motorman Lauren Gunn** has, to date, received five ballpoint pens for sending in ideas that were considered worthwhile.

Motorman Charles Loughran went abroad to Ireland, where he said the weather was beautiful. He had a wonderful time visiting with old friends and going to places he had not seen since boyhood days.

Clerk Roland Hartney is entitled to a four-week-vacation because he rounded out 20 years of service on March 28.

Towerman Leonard Degroot informed us that his bowling team is again in first place. As you all know, Leonard is a good bowler and no doubt is somewhat responsible for his team's position.

The **South Side Pension Club** held its last meeting and observed its anniversary with an attendance of 43 pensioners.

Motorman Harry Eitel received a reward and letter of thanks for his cooperation in helping to return a lost article to its rightful owner.

Our new boss, **Lester J. Hickey**, station superintendent, has returned to the South Section, where he originally started his transit career, way back when. He says that it seems as though he never left.

Clerk John Moran, who rounded-out 35 years of service on March 5, says he's looking forward to a few more years to add on to that.

Instructor Don Murphy recently celebrated his birthday.

—**LEO J. BIEN**

Daughter Wins Speaking Honors

69TH — **Operator Joe Dennisaites'** daughter recently won an oratorical contest among the Chicago Catholic high schools.

Operator Nick Meyers recently vacationed in Hot Springs, Arkansas.

Operator and Mrs. Martin Flanagan spent their recent vacation in Hollywood, Florida.

The mother of **Operator Cal Claussen**, of 69th, and **Operator Bill Claussen**, of Archer, recently passed away.

Operator A. G. Norris' mother also died recently.

Operator Charles Thoma's daughter, **Marilyn**, died recently.

Operator A. W. Thorne's baby daughter, **Stacy**, died . . . **Chief Clerk Joseph O'Connor's** brother, **Martin**, also died recently.

Operator William R. Fulljames retired on pension May 1, after more than 38 years of service.

—**THOMAS S. ELPHICK**

My Neighbors



"So, after paying my income tax, I didn't have enough left to buy a swimming suit!"

TIRE MAINTENANCE CONTEST CLOSE

KEELER STATION, with a near perfect score of 299.1 of a possible 300.0, for the second consecutive year won the annual certificate presented by the **Goodyear Tire and Rubber Company** to the CTA bus garage which sets the best record for proper tire maintenance throughout each year.

The award is based on the percentage of tires with correct inflation, percentage of non-leaking valve cores and percentage of proper wheel alignment reported following **Goodyear Company** inspections made from February 1, 1959, through January 31, 1960.

Scores recorded by the 12 garages in the competition follow:

STATION	INFLATION	VALVE CORES	WHEEL ALIGNMENT	TOTAL POINTS
Keeler	99.4	99.7	100.0	299.1
Limits	99.3	99.6	100.0	298.9
Beverly	98.6	99.3	98.8	296.7
69th	98.4	98.9	99.2	296.5
Lawndale	98.1	99.9	99.1	296.3
Forest Glen	98.6	98.7	98.9	296.2
52nd	98.5	99.6	97.6	295.7
77th	97.6	98.4	99.3	295.3
Archer	97.7	98.9	98.2	294.8
North Ave.	95.8	98.7	98.4	292.9
North Park	96.3	97.9	97.6	291.8
Kedzie	95.6	97.9	95.3	288.8

The closeness of the scores from top to bottom of the ratings highlights the high standards of tire maintenance at all CTA bus garages. It is worthy of note that only two-tenths of a point separated the two top stations, certainly to the credit of **Donald Wilson**, foreman at Keeler, and **Timothy Riordan**, foreman at Limits. In the picture below **Thomas B. O'Connor**, (left) general superintendent of transportation and shops and equipment, and **General Manager Walter J. McCarter**, (right) are presenting the award to **Foreman Donald Wilson** of Keeler.



RECENT DEATHS AMONG EMPLOYEES

H. F. ANDERSON, 65, retired conductor, North Avenue. Died 3-16-60. Employed 9-4-27.

STANLEY BOHAT, 43, switchman, North Section. Died 4-15-60. Employed 2-1-49.

LOUIS BRUNO, 66, retired bus repairman, Keeler. Died 3-16-60. Employed 10-30-28.

P. J. CASSIDY, 83, retired conductor, Devon. Died 3-11-60. Employed 12-9-18.

S. V. COZZO, 88, retired car cleaner, Elston. Died 3-19-60. Employed 9-16-22.

DANIEL DALY, 90, retired motorman, North Avenue. Died 3-19-60. Employed 12-11-96.

J. E. DALY, 66, retired temporary collector, 77th Street. Died 4-3-60. Employed 10-14-19.

R. A. DEVOGELAERE, 75, retired wreck truck helper, Way and Structures. Died 3-30-60. Employed 8-15-13.

A. L. FRANK, 75, retired extra trainman, South Section. Died 3-22-60. Employed 3-11-07.

RICHARD GILPIN, 80, retired motorman, Kedzie. Died 3-27-60. Employed 5-21-14.

J. J. HICKEY, 70, retired foreman, West Shops. Died 3-30-60. Employed 11-19-15.

H. T. HOOPER, 68, retired supervisor, District "B." Died 4-10-60. Employed 5-11-12.

ANTON HRUBY, 72, retired gateman, Douglas Park. Died 3-28-60. Employed 10-31-44.

ANTON JURICH, 85, retired paver, Way and Structures. Died 3-28-60. Employed 10-20-19.

LEO A. KOSEBA, 60, porter, West Section. Died 4-1-60. Employed 2-28-26.

PETER LAZZARO, 78, retired watchman, Way and Structures. Died 3-28-60. Employed 4-5-19.

JOHN McMANUS, 75, retired motorman, Limits. Died 3-31-60. Employed 10-16-07.

CLYDE MONNIER, 58, trainman, 61st Street. Died 4-9-60. Employed 9-24-46.

NONIE MORRIS, 71, retired token counter, Treasury Department. Died 3-21-60. Employed 11-8-43.

PATRICK NAGLE, 74, retired motorman, 69th Street. Died 3-27-60. Employed 7-13-12.

EDWARD O'HARA, 57, Pres. Div. 308. Died 3-25-60. Employed 5-11-24.

ERIC OSTLING, 54, mechanic, South Shops. Died 3-22-60. Employed 10-7-26.

WILLIAM PITTMAN, 58, night clerk, Claim Department. Died 3-21-60. Employed 6-19-42.

FRED REINHARDT, 73, retired blacksmith, West Shops. Died 3-31-60. Employed 9-2-23.

J. F. REZNICK, 70, retired operator, Archer. Died 3-27-60. Employed 10-2-20.

JOSEPH RUFFOLO, 77, retired laborer, Way and Structures. Died 3-21-60. Employed 9-10-29.

THOMAS T. SATTTLER, 60, machinist, Way and Structures. Died 4-4-60. Employed 2-3-18.

PETER SCHOUTEN, 62, welder, South Shops. Died 4-11-60. Employed 10-3-27.

PROSPER H. STANDAERT, 53, guard, South Section. Died 3-21-60. Employed 6-2-42.

MICHAEL URBANIAK, 65, retired car cleaner, 77th Street. Died 3-25-60. Employed 2-5-20.

S. J. WAICEKAUSKIS, 81, retired car and bus cleaner, Lawndale. Died 2-11-60. Employed 3-15-06.

A. F. WINDELBORN, 65, retired motorman, Devon. Died 4-9-60. Employed 9-29-20.

Dies Suddenly

A REQUIEM Mass was held April 30 at St. Bernadette church for *Gladys (Shustitowski) Somers*, stenographer, Claims, who died suddenly on April 26. She was the wife of *Assistant Chief Investigator Edward C. Somers*, also of the Claims department.

A Little Relaxation, Southern Style

WAY AND STRUCTURES—*Jerry Weiler*, assistant superintendent of maintenance, rapid transit, and his wife, *Dorothy*, spent a month's vacation in New Port Richey, Florida, relaxing in the sunshine.

John Retzler, assistant to the superintendent of buildings and structures, and his family spent a week of their vacation in Biloxi, Mississippi, soaking up the sun and doing some fishing.

Don Hess, son of Senior Clerk *Ed Hess*, was confirmed on April 10, at Nazareth E & R church.

John Barrett, night man, utility and emergency service, Blue Island, and his wife celebrated their 40th wedding anniversary on April 22.

Jack O'Reilly, office engineer, suffered back injuries as a result of a recent auto accident.

Tobias (Tom) Sattler, machinist, frog shop, died April 4, after a brief illness. Tom began his transit career on February 3, 1918.

Eucarpio Campione, laborer, Track, retired May 1, after 37 years of service.

John Sisul, truck repairman, frog shop, retired May 1, after 32 years of service.

—MARLENE NEHER

Sunshine State Suits Him Fine

SOUTH SHOPS — *Andy Ziegelmeier*, machine shop, dodged the last Chicago cold spell by spending several weeks in Florida. Andy chooses the state of Florida for his vacation spot every year.

Helen Doherty, technical service, and *Dorothy Moran*, office, were late vacationers, so they spent their leisure hours right here in our windy city.

John Jankus is our new material co-ordinator in Industrial Engineering, replacing *George Holmes*, who recently retired on pension.

Bill Kosek, Industrial Engineering, is back at work after being on the sick list for about six weeks.

Clarence Randall, blacksmith shop, who recently underwent surgery. (Con't on page 15)

REAL PALS



PROVING THAT cats and dogs aren't necessarily bitter enemies is *Kathy Garbutt*, Staff Engineering, who sits calmly and peaceably with her new Doberman Pincher puppy and her three-month-old kitten, *Tom*.

Reported by *Mary E. Clarke*

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

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

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

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

(Con't from page 14)

gery, is convalescing in St. Anthony's hospital.

Best wishes and luck to our retired men: *Bruno Papsis*, blacksmith shop, who retired after 41 years of service; *Walter Siessmann*, miscellaneous, who retired after 41 years of service, and *Norman Newcomb*, miscellaneous, who retired on disability pension after 32 years of service.

Pete Schouten, welder, blacksmith shop, passed away on April 11. Funeral services were held on April 13, with interment at Oak Ridge Cemetery in Thornton, Illinois.

—EVELYN HOWE and
FRANCES LOUWARD

This Time It's A Real Plug

WEST SECTION (Agents)—Recently, *Agent Frank Zima* and his wife were sailing briskly along the Congress Expressway when Frank sud-

denly looked at the gas gauge and discovered that it was hovering too close to the empty mark to suit him. Pulling to the side of the road, he lifted the hood and found that gas was spouting from the fuel pump. He plugged the hole up with some of his chewing tobacco and made a beeline for the nearest outlet. Frank got to a service station in time but it cost him the price of a new fuel pump, full tank of gas and more chewing tobacco.

Extra Agent Steve Gecan enjoyed his vacation by doing some odd jobs around his home.

Agent Marie McNichols was happily surprised recently when her social security number netted her \$50 in the contest sponsored by a daily newspaper.

Agent Marion Kientzle, who was on the sick list for several weeks due to an injury, is back at work and says she's feeling fine.

Agent Alice Murphy is confined to the hospital, at this writing.

Agent Bea Kain has been on the sick list and presently is in the hospital for observation.

Agent Kitty Conroy is still confined to her home due to a broken arm.

Agent Grace LeBel is back at work after having been on the sick list for several weeks.

Mae Pechos, wife of *Agent George Pechos*, recently suffered a slight stroke.

Agent Molly Shields and her husband flew, via jet, to California, where they enjoyed a few weeks vacation.

Porter Gabriel Biorn retired on pension April 1, after nearly 38 years of transit service. *Gabe* started his career at the old Division street car barn in 1922, and joined the porter staff early in 1958.

—GORDON KELLY

Long-Time Surface Men Transfer To Rapid System

WEST SECTION — Clerks *Leonard Kukowski*, *Edward Pfannkuche* and *Dan Doyle*, who all began their careers with the surface division a number of years ago, recently transferred to the rapid transit division. Then, following the same pattern, *Ray Gerhke*, *Eugene Schaeffer* and *Ernest Duffy*, who also worked on the surface division, and *Peter Lemperis* from the Shops department, also transferred to rapid transit. All are satisfied and doing good work in their new field.

(Logan Square) — *Extra Guard Thorton Cherry* and his wife recently returned from a vacation in New Orleans, Louisiana.

My Neighbors



"Clarence is a 'do-it-yourself' fan in everything but picking up a check!"

PHOTO OF MONTH



GETTING INTO the swing of things is *Bonnie Heffernan*, daughter of *Payroll Clerk Rodney Heffernan*, who, by 1980, may be taking over her daddy's job in the Accounting department.

Reported by *Helen A. Lowe* and
Mable I. Potthast

(Loop)—*Towerman Joseph Vargo* recently underwent surgery and now is home convalescing.

(Lake Street) — *Motorman Jerome Robinson's* wife, *Victoria*, gave birth to a baby girl, *Kim Angelia*, on March 30.

Motorman James Eugene Neely's wife, *Eva*, gave birth to a baby boy, *James Eugene Jr.*, on March 30.

(Douglas Park) — *Extra Guard John Domikaitis* has enlisted in Uncle Sam's services.

Conductor James Whitlock received a \$5.00 reward for finding a lady's purse.

Conductor Joseph Fritz received a letter of commendation for finding a purse.

Motorman August Russo has recently entered the Garfield Park hospital.

Recent newcomers to the Transportation department are: *Delbert Martz*, extra guard assigned to the Logan Square branch, and *George Matejovsky*, who is assigned to the Douglas Park branch.

—JOHN M. HANNING

SPORTS NOTE—*Former Operator Bill Fischer*, Forest Glen, is, at this time, pitching for the Washington Senators. He was among the players present when *President Eisenhower* threw-in the first baseball to get the season rolling.

For And About Our Pensioners

ELECTRICAL — *George Nelson* and his wife, *Clara*, just returned home to Chicago after spending some time in Florida with relatives and friends.

John Woods, former chief operator, Broadway substation, has returned home from Florida, where he spent the winter months.

—GILBERT E. ANDREWS

GENERAL OFFICE—*George and Rose Roesing* have moved into their new home in Clearwater, Florida. Just a short while ago, while George and Rose were shopping at a department store in St. Petersburg, they met *Instructor Walter Pyper* and his wife, who were on vacation.

—JULIE PRINDERVILLE

WEST SECTION (Agents) — *Retired Agent Catherine Mahoney* sustained an injury and is confined to Loretto hospital, at this writing.

35 YEARS



THE GRAND ballroom of the Illinois Club for Catholic Women was the scene for a gala farewell party for *Doris Stahl*, voucher audit clerk, who retired on pension May 1, after more than 35 years of service. About 140 friends and co-workers were on hand to bid her goodbye. Presenting Doris with a farewell cash gift on behalf of her friends is *Comptroller Peter J. Meinardi*. The General Office Credit Union gave Doris a U. S. Bond as a token of appreciation for the several years she served as secretary.



REPAIRMEN RETIRE

THREE LAWDALE bus repair employees, (from left to right) *George Casensky*, *Anthony Ponzio* and *Maurice Feldner*, retired on pension March 1 after 41, 16 and 16 years of service, respectively. Standing at the far left is *Foreman John W. Muellner*, who presented the new pensioners with gifts on behalf of their fellow workers.

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, June 7, 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, June 16, 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.

H. E. TANNHAUSER, retired revenue accountant, has arranged monthly luncheon meetings for all retired employees of Revenue Accounting. All retired members of that department are welcome. Please contact *R. L. Hill*, revenue accountant, extension 2331, for information concerning the next luncheon meeting.

Retired Agent Catherine Dee is confined to her home because of illness.

—GORDON KELLY

GENERAL OFFICE—*Bill Goodall*, retired transportation safety supervisor, paid a visit to the Mart office recently. Bill and his wife, *Ella*, who now reside in Fort Lauderdale, Florida, were stopping off in Chicago before continuing on their way to Sturgeon Bay, Wisconsin, to visit with relatives.

—MARY E. CLARKE

NORTH SECTION (Agents)—*Mathilda Lindquist* wishes to thank all the girls who were so thoughtful while she was in the hospital. Mathilda is, at this writing, recuperating at home.

Word was received that *Ann Scholz's* sister, *Esther McGill*, a former agent, recently passed away in Florida.

Mary Rohr and *Gertrude Evans* are back home, after spending the winter in California.

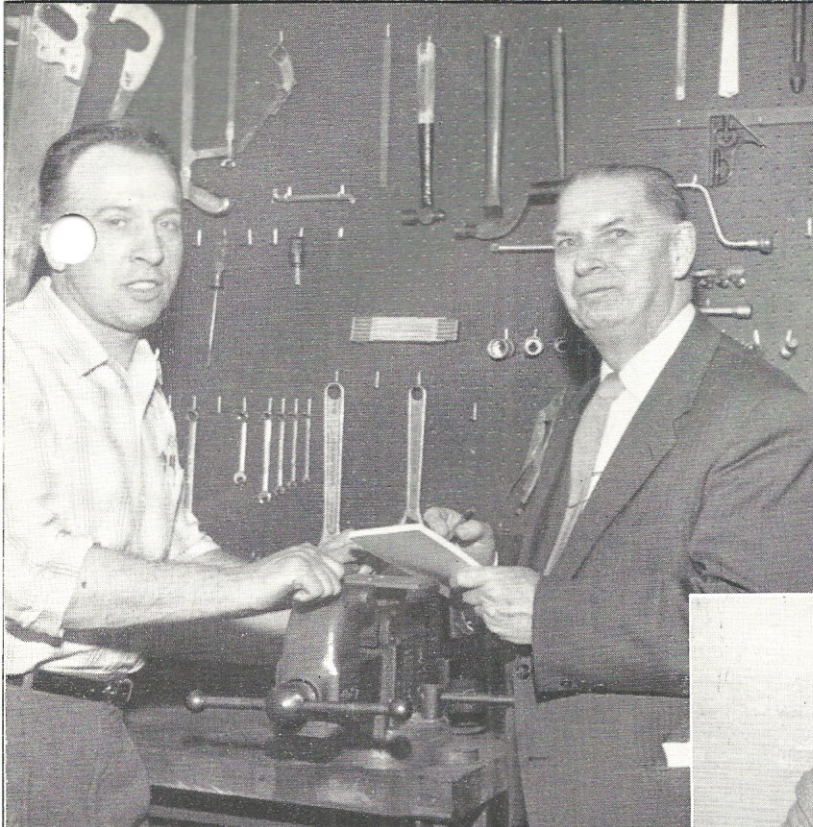
Lydia Stone recently visited with her brother in Florida.

—ELIZABETH HAWKINS

41 YEARS



AFTER MORE than 41 years of transit service, *Leslie B. Ellis*, conductor, West Section, retired on pension May 1. Les began his career as an extra trainman on the Garfield Park route on August 8, 1918.

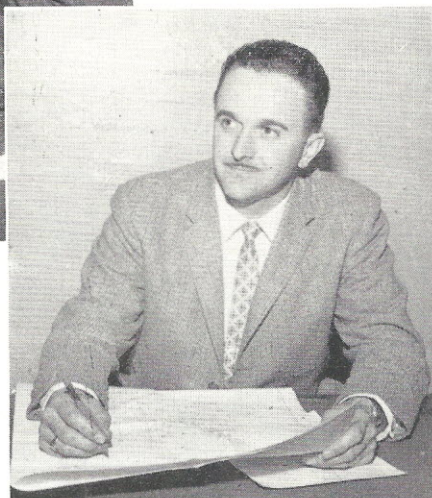


INQUIRING REPORTER: Gilbert E. Andrews

LOCATION: Electrical Department

In what way do you and
your family celebrate
Fathers' Day?

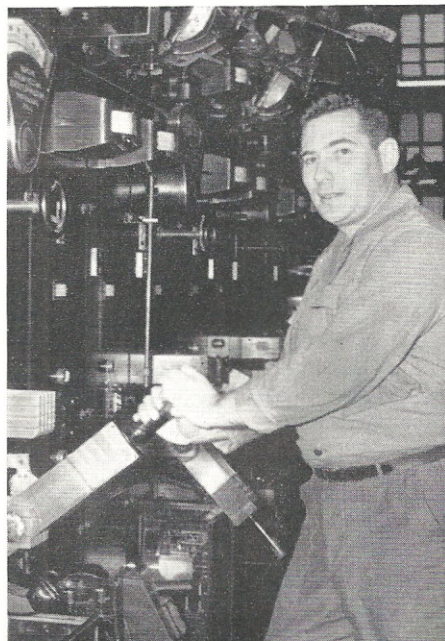
MAX MUCHA, "B" Electrician, Automatic Substations (with Inquiring Reporter *Gil Andrews*): "After attending Mass, an extra-special breakfast is served. During the rest of the day I usually laze around and maybe watch a ballgame on TV. This may not sound very exciting, but I'm not allowed for one moment to forget it's Fathers' Day."



KENNETH MIKOTA, Testing Engineer: "On Fathers' Day, my two daughters, *Karen*, 8, and *Deborah*, 5, present me with gifts that they have made by themselves. My wife, *Fran*, gives me preferential treatment. Then, after we have dined out, we usually spend the rest of the day visiting with our parents."



WILLIAM BECKMANN, Maintenance Electrician: "We spend a quiet day at home and count our blessings, thinking about how wonderful it is to live in this great country of ours."



SAM CHARLETON, Acting Chief Operator, Substation: "This year we plan to celebrate the 'day' by attending church together and then taking my parents out for dinner. My dad, *Henry Charleton*, is a CTA pensioner."



RICHARD DORGAN, Supervisor, Operating Personnel, Substations: "Fathers' Day begins with our family attending church together. Then, after a hearty breakfast, I open my gifts, wondering what it's going to cost me at the first of the month. My favorite foods are served for dinner, and I usually am excused from helping with the dishes because it's 'my day.'"



FOR ALMOST a half-century, Hyde Park high school has occupied this building at 62nd and Stony Island avenue. Completed in 1913, the building was originally designed to accommodate 2,000 students, but the increasing attendance has made it necessary to add several branches. The present building is the third since Hyde Park high school was established. Former locations were at 57th and Kenwood avenue and at 57th and Kimbark avenue.



ONE OF the most unique cooperative projects of its kind is the Illinois Central hospital at 58th and Stony Island avenue. Built, owned and maintained by employees of the Illinois Central Railroad it was opened in 1916. New wings were added in 1923 and 1938 to increase it to its present 322-bed capacity. It is one of the most modern hospitals in Chicago and serves the community as well as employees of the railroad.

to serve our riders better . . .



KNOW YOUR CTA ROUTES

THE NAME Stony Island avenue has long been synonymous with Chicago's great south side, and despite the change in character of the neighborhoods through which it passes, it has over the years maintained major prominence in the business and community life of the city.

It was a forerunner among transit streets when in 1887 the first cars began operating from 55th to Cagle court—now Lake Park avenue. Then, with the impetus given the city's growth by the World's Columbian Exposition in 1893, it began to assume new importance as a thoroughfare which centered in a booming area.

Today, the street is served by CTA's Stony Island route (No. 28) which operates between the 47th street station of the North-South "L"-subway and 93rd street and Stony Island avenue, a measured round trip distance of 15.56 miles. This route follows Lake Park avenue from 47th street to 56th street and Stony Island avenue from 56th street to 93rd street.

Schedules on the route are patterned to meet the riding demand. Weekdays, buses operate on five-minute intervals during the a.m. and p.m. rush periods. The midday and evening schedules call for 10-minute intervals. On Saturdays, 10-minute headways prevail throughout the day. These lengthen to 12 minutes during the evening. On Sundays and holidays, the intervals are 15 minutes during the morning,

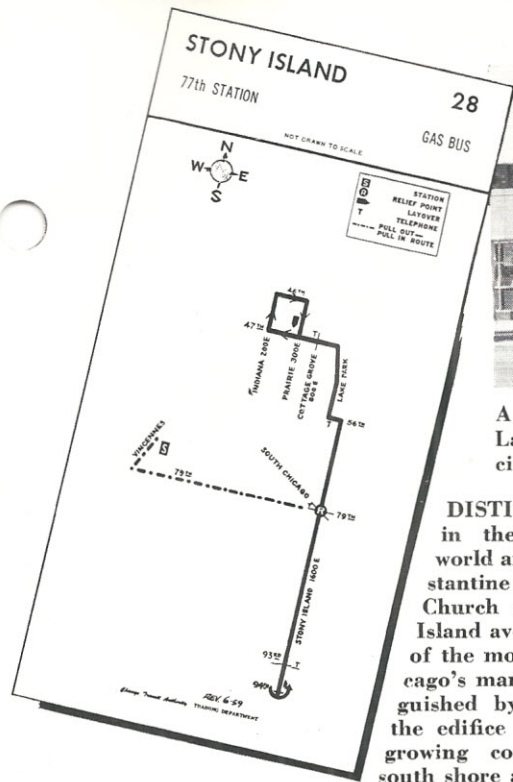
and 10 minutes the remainder of the day. "Owl" service, with buses spaced 30 minutes apart, is operated from 12:45 a.m. to 5:30 a.m.

The running time between outer terminals under these schedules is 40 to 50 minutes, street traffic conditions being the factor in the operating time for the trips. Nineteen propane buses, based at 77th station, are assigned to this service.

In addition to providing direct connections with the rapid transit system at 47th street station, riders also may transfer at the 63rd and Stony Island station of the Jackson Park branch of the North-South "L"-subway route.

The 63rd and Stony Island area was one of the first in the city to benefit from direct rapid transit service to the Loop. The first elevated railroad in Chicago began operation from Congress to 39th street on June 6, 1892. It was extended south by stages to 47th, to 51st, to 55th, to 63rd and finally to its present Jackson Park terminus, on May 1, 1893. In its early days the South Side elevated operated out of a stub terminal at Congress street. It was connected with the Union Loop on October 18, 1897.

Stony Island avenue at 64th street was the main entrance to Chicago's World's Fair of 1893. The old exposition grounds consisted of all the territory now comprising Jackson Park and the land lying between Cottage Grove avenue on the west, Stony Island on the east, 59th street on the



A RECENT addition to the Hyde Park neighborhood is the new shopping center at 55th and Lake Park avenue. Centers such as this have changed the emphasis on retailing in many city and community areas.

DISTINCTIVE IN design in the tradition of old world architecture, St. Constantine Greek Orthodox Church at 74th and Stony Island avenue is rated as one of the most beautiful of Chicago's many churches. Distinguished by a massive dome, the edifice serves a large and growing congregation in the south shore area.



north and 60th street on the south. This strip of a mile in length is known as the Midway Plaisance and connects Jackson and Washington parks.

Serving one of the city's most popular lake front recreation areas—Jackson Park, the Stony Island route also is convenient to many of the Midway attractions centering around the University of Chicago. The changing face of the area is evidenced by the Hyde Park re-development project around 51st street and motel construction activity on the far south end of the route.

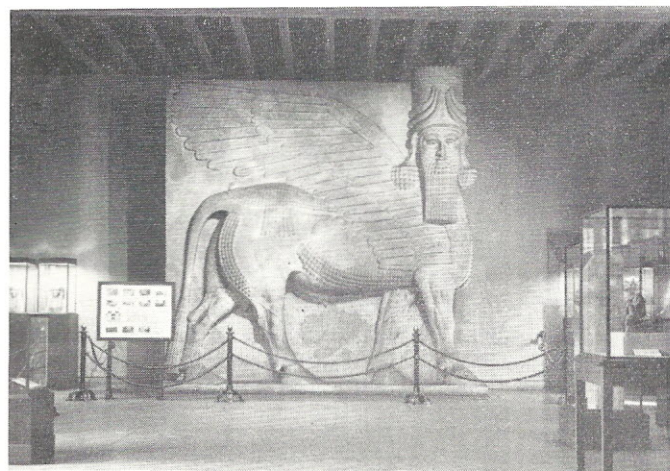
COLLECTIONS of original monuments and antiques dating back to the days of the Pharaohs are assembled in the Oriental Institute at 58th and University avenue, on the Midway. Art objects uncovered by expeditions to the Near East, sponsored by the University of Chicago, are among the many interesting exhibits to be seen at this unique museum. This lifesize bas relief statue representing a bull dominates one of the exhibition halls.

MAY, 1960

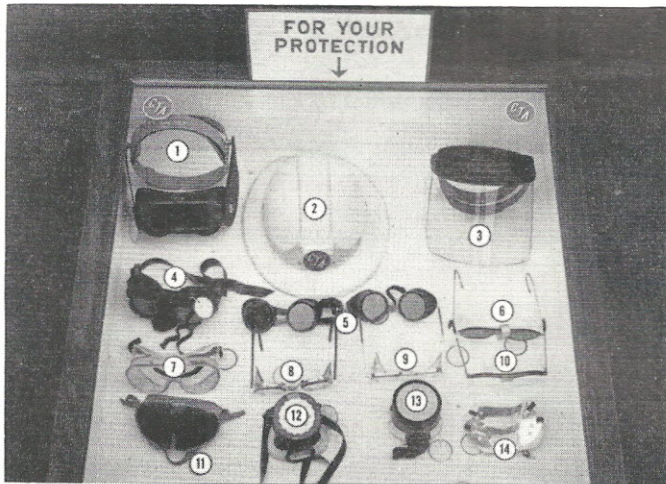


THIS VIEW looking south from near 76th and Stony Island avenue shows the entrance to the Calumet Skyway. On this, and connecting expressways and toll roads, motorists drive to New York City without getting a red light.

A BUSY transfer point from surface routes to the "L"-subway system is the 63rd-Stony Island terminal station of the Jackson Park branch. The station was placed in service on May 1, 1893, and became the principal transportation outlet for the World's Columbian Exposition.



"SAFETY SHOWCASE" on Display in Shops



TO ACQUAINT employes with standard safety equipment available free upon request by workers in Shops and Equipment Department installations where protective devices are essential, a "Safety Showcase" has been assembled and is being displayed at various locations on the system.

It is being exhibited on a rotating schedule at all garages, rapid transit terminals and shops for varying periods of time so that all employes may see the various items which have been stocked for their protection against on-the-job hazards.

A lot number tag is attached to each item for the purpose of identification and any item shown is obtainable for use by employes by notifying the shop foreman.

While the "showcase" displays a selected sampling of protective devices carried in the Material and Supplies De-

partment, it is in no sense a complete collection of safety equipment of this type which is available. However, it does contain the essential items recommended by safety authorities.

In this close-up photo of the "showcase," numbers identify the various protective devices and suggested use on the job.

(1) Box-type welder's shield (2) Lightweight brush-type safety hat (3) Plastic face shield with head band—for use at grinding wheels and detergent tanks. (4) Chip weld flip-front welders goggles with dark outer lens and clear lens underside (5) Welder's goggles in two dark shades (6) dark lens, fiber frame spectacles—for use in area where welding is being done.

(7) Coverall plastic goggles to wear over regular glasses—used under vehicles and at grinding wheels (8) Metal frame, high-impact resistance safety spectacles with clear plastic side shield (9) same as previous item but with vented plastic side shield—both used at heavy grinding and in areas where shatter-proof lens are required (10) Lightweight plastic spectacles used where high-impact resistance is not necessary.

(11) Green plastic coverall for protection against flashes (12) Chemical respirator for protection against low concentrations of organic gas and vapors, benzines, gasolines, naphthas, and other combustibles (13) respirator for use in extremely dusty areas (14) Mask for use in light paint spraying and dust protection.

Urging the use of such protective devices should not be necessary. It's just good common sense if serious eye injuries or other accidents are to be avoided.

Exhibits Biology Project at Science Fair

A FRESHMAN at Kelly high school, *Dolores Ruzicka*, 14-year-old daughter of *Operator Milos Ruzicka*, Archer, and his wife, *Ann*, was one of the 305 elementary and high school exhibitors at the recent public school students Science Fair at the Museum of Science and Industry.

Dolores competed with students from nearly 20 other high schools to win first place in the District 12 Biology

POSING WITH her display at the Students Science Fair at the Museum of Science and Industry is *Dolores Ruzicka*, whose experiments with Hyperthyroidism in Rats merited her a first place award in her district's Biology class.



class. Over 2,309 high school students entered projects in the preliminary competition.

Miss Ruzicka's project, "Hyperthyroidism in Rats," consists of a two-month experimentation period during which she administered an overdose of thyroxine to normal rats to determine what effect it had on the metabolism of the rodents. Dolores found that the hyperthyroid rats breath more rapidly, have faster heart beats, and, although they were more active at intervals, the normal rats were more active over a long period of time than were the hyperthyroid rats. Also, the hyperthyroid group, which were marked with dabs of blue coloring for identification purposes, gained weight faster in the beginning of the experiment, but some eventually began to lose weight. Incidentally, Dolores computed her own metabolism rates.

Miss Ruzicka's display included two large cages, about a dozen white rats, a large glass jar which was used to test the animals' consumption of oxygen, thus enabling Dolores to measure the metabolic rate, an activity cage and charts which illustrated the comparison of the normal and hyperthyroid rats' respiratory systems, weight control and activity.



PRACTICE MAKES PERFECT

WHEN IT comes to music lessons most youngsters get off to a roaring start. Their enthusiasm inflates like bubble gum, and parents believe having a Van Cliburn in the house is only a matter of time.

But, sometimes, this boiling enthusiasm turns to simmering reluctance, and mothers and fathers start to wonder how to cope with "lackapraciticitis."

Most children have an instinctive love for music and rhythm. Today, almost all children are introduced to music as early as kindergarten.

In most cases it is the parents who determine the child's attitude toward at-home practice sessions. If the child's zest for music-making starts to wane, parents must re-ignite the spark.

The most important key to interesting children in playing is the family's regard for music. Children pattern themselves after their elders and will often sneak over to the piano or other instrument when no one is looking to imitate the family's "musical hero." The parents' love of music is very important.

Music should never be considered a substitute for other forms of enjoyment, but rather an addition to all pleasant things. If outdoor play or favorite indoor activities are important to a child and afternoon hours are scheduled for music practice, everyone suffers from the conflict. This may mean a slight change from usual practice times.

CHILDREN TAKE their music seriously and are anxious to tackle the "toughies." They don't mind showing off their accomplishments either, to someone who is attentive and appreciative.



Pride begins at an early age. Compliment the young musician's work on a difficult piece.

Don't be hesitant to give up some of your spare time—and to listen to progress and finished pieces. Your child is asking for an audience and, since you are his first, be a good one.

A youngster's span of attention is

How To Sew For Style

YOU CAN be a style pacesetter yet not spend a lot on clothing—if you do your own sewing. And easy-to-sew cotton fabrics make the project a pleasure. Sturdy, moderately-priced cottons, such as denim and ticking, are definitely in the fashion spotlight this spring. These fabrics are available with new finishes that make them more wrinkle resistant and prettier. In these and other cottons, stripes are plentiful as are neutral and pastel colors.

Denim and ticking offer certain sewing advantages. These firm, closely-woven fabrics are easy to handle and cut. They need little seam finishing since they don't ravel. Pinked edges on seams will be most satisfactory, although stay stitching one-fourth-inch from the pinked edges will help seams lie flat. Straight seams may be finger pressed, saving some trips to the ironing board during sewing.

Challenging the ingenuity of the woman who sews will be the striped cottons. Don't shy away from these fabrics because you think sewing with them is difficult. It's necessary, of course, to match the stripes at all joinings if a garment is to look well made. This is easier to do with a one-color stripe than with the multi-colored variety, but here are tips to help you with either:

1. Striped cottons may be cut on the straight grain, across the width of the fabric or on the true bias. When laying out pattern pieces on the fabric, plan for the center of the stripe to fall exactly

shorter than an adult's. Sitting in front of a music stand for 60 minutes at one time may result in restlessness and loss of attention. With the very young beginners, two 10-minute sessions a day can be the right prescription for maintaining interest and developing optimum skill. As progress is made, lessons can be gradually lengthened.

Beware of bogging down on one piece or the other extreme of rushing without correcting mistakes.

The practice instrument must be adequate. A poorly tuned piano, for instance, can be detrimental. Good lighting and proper musical accessories are musts, too.

down the center front or center back of the garment. Stripes will match if notches of corresponding pattern pieces are placed exactly on the same colors and stripes of the fabrics.

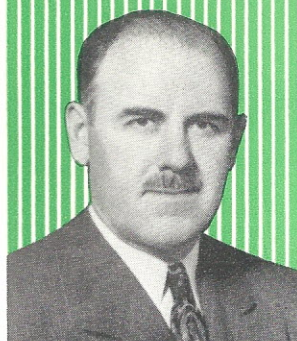
2. Sections such as pockets, collars, and cuffs are difficult to match. These may be cut on the bias to add interest to the garment.

3. Additional fabric should be bought for matching stripes. This allowance usually is not listed on the pattern envelope even if stripes are suggested. Your saleslady should be able to tell you the added amount you will need.

Knowing how to choose both the pattern and fabric for your figure type is important if you are to be well dressed. If you're in the small category, your best silhouette is in a slim skirt, fitted sleeve, small collar, and coats and suits with straight, easy lines. A sharp contrast in a blouse or skirt can cut your silhouette in half and make you appear shorter.

Flattering to the tall person are silhouettes with details that break the straight up and down lines. Full skirts, tunic-coats, tunic dresses, extra long suit jackets, cape collars, and important sleeves seem to take off inches. Bold prints, heavy textures, and contrasting fabrics belong to the tall.

Sewing for style is a matter of knowing your fabrics, patterns, and figure type. Take care, and be sure you choose the right pattern plus the right fabric for you.



By Dr. George H. Irwin

CTA Medical Director

VARICOSE VEINS

VARICOSE VEINS are tortuous, dilated veins most commonly affecting the lower extremities. In addition to the weakened walls of the veins, there are incompetent valves within.

Varicose veins when complicated by ulcers or other causes produce disability and a surprising loss in the number of working days in industry. More important, however, is the medical problem of relieving the pain and discomfort of the vein sufferer and restoring his economic loss.

A few words about the anatomy and action of the veins in the legs may be helpful. The veins of the lower limb are divided into two main groups: (A) the deep veins and (B) the superficial veins.

The main function of the veins of the leg is to return the blood to the heart.

The deep veins carry about ten times more blood than the superficial veins. Another difference is that the deep set is not affected by varicose disease the way the outer system

is. There are communicating branches between the deep and superficial sets. Valves are also present within the veins. Many of the veins, particularly the deep ones, lie within muscle and connective layers.

Strong muscles and good working valves are necessary if the blood is going to be pumped and squeezed upward through the veins of the leg efficiently. This muscle pump action is very important.

The early symptoms of varicose veins, or venous insufficiency, are tired, heavy sensation in the legs, cramps in the calves or feet and also swelling of the legs. The next symptoms as the disease progresses are browning pigmentation of the skin and the formation of spider web veins. As the venous congestion increases complications develop of which the most common are varicose ulcers, phlebitis and eczema.

The basic principle in the treatment of varicose veins is to restore the normal flow of blood from the lower extremities to the heart. If this is done, swelling of the limb will be eliminated and thereby venous congestion will be decreased. Strengthening the muscle pump is also very important and in some cases good comes from elevation of the leg, bandage, massage, exercise and support with Unnas paste boot. Surgery in varicose veins is frequently necessary to affect the best results.

Various surgical procedures include excision, high and low ligation, vein stripping and skin grafts. Careful individual evaluation of your general health by your doctor is also very important. If diabetes, heart trouble or some other systemic disease is found, steps to correct this must be taken in order to have good healing powers of the tissues. Only your family physician can determine this, so visit him early if you have varicose veins.

THOUGHTS OF A TEENAGER

(Editorial inspired by an unknown

CTA bus operator)

IT WAS a frigid evening when I encountered my light of inspiration in the person of a man in blue, who most diligently braves all forms of weather so that we poor mortals may know the pleasure of a joggling, bumping C.T.A. bus. On this occasion, in order to still the quiet of this empty conveyance, I began spouting the tidbits of what I thought were women-of-the-world subjects—the upcoming primaries, the recent police scandals, and prospects for a future career. It was about then I hit on college.

“There’s so much of a carefree attitude in higher education,” said I. “No rules; you can do whatever you please.” Then from the wrinkled lips of one wisened by the beauty of experience and age, fell the bomb that came crashing into my own little smug world of self-importance, with the sting of a poison-tipped dart. “And just where, young lady, do you think this world would be without laws? Crime and moral deterioration would be the universal code,” declared the bus driver. “Young people don’t like advice, but I’m taking a chance and giving it to you anyway. You’ll never get anywhere in this world, or the next, without learning how to obey.”

Suddenly, keen memories stirred within me, while I realized that these words rang strangely familiar! When I was three years old, they leaped from my mother’s eyes, although the only ones she uttered were “Don’t touch.” They sprang from the pages of a prayer book, in later years, under the heading of the Ten Commandments; visibly were they displayed as I walked quietly down a corridor wearing round-toed shoes, although I thought needle-point ones were fabulous.

One never knows to what extent a trivial act of obedience can reach, or the major role it can play in the drama of one’s life, or in your life! By a voluntary submission of the will, kings may be throned; nations, uplifted to majesty; rains, ceased to dampen human hearts; souls, preserved from eternal damnation; and Almighty God, glorified. Like a long-distance telephone call, it takes so little, yet means everything.

There is a true sort of beauty in saying, “I will.” There is a resplendent loveliness in listening to an authority who knows better, and yet one doesn’t; there is the grace of the Lover in all who know how to submit. “You’ll never get anywhere in this world, or the next, without learning how to obey.” How little one realizes this truth; how one never knows!

Variety in Lunch-Box Meals

LOOKING FOR a little more variety in lunch-box meals for the wage-earner of the family?

One of the most effective ways to make lunch-box meals more attractive often is overlooked. Whoever packs the lunch may do a fine job of varying the types of sandwiches, but not be equally imaginative in providing a variety of beverages from day to day.

Suit the beverage in the vacuum bottle to the type of sandwiches you make, if lunch packing is your responsibility. Alternate hot and cold beverages.

Your kitchen calendar can be a lunch drink check-list for the whole week. A suggested schedule would be: Monday, coffee; Tuesday, chilled V-8; Wednesday, hot tea; Thursday, cold chocolate milk; and Friday, milk.



Since most people who take their lunch to work are constant users of the lunch box, anything that can be done to break the monotony of plain and zestless sandwiches will add to their interest and enjoyment of the meal.

Something out of the ordinary, such as figs or dates, makes a delicious dessert. And the anticipation of such sur-

prises adds to mealtime pleasure.

Try varying the wrapping material for the sandwiches and dessert. One day use wax paper, the next day aluminum foil and the third day plastic wrapping material.

If it is near a holiday, wrap the sandwiches and dessert in holiday paper napkins.

LATE SPRING PLANTING TIPS

EVEN THOUGH it takes lots of spade work to grow it, men like to plant the dahlia. It's a tough flower that thrives on sun and heat, grows six feet tall, and has as many flowers as a dandelion. Here's how to grow dahlias:

New roots bought from dahlia growers will already be trimmed, ready for planting when you get them. If you're starting with undivided roots from your own garden, cut them apart, leaving a piece of stem on each root division. Roots without parts of the stem will not grow.

Choose a location where plants will get at least six hours of sun daily. Drive a 5 to 7 foot stake by each hole before you set out the roots. Space large dahlias three feet apart, and smaller kinds two feet apart. Make the planting holes four to six inches deep and set the tuber on its side and cover it with soil. Water liberally through summer.

* * *

YOU CAN have very lovely tuberous begonias in your garden this year even though you do not purchase plants until late April. In fact, it is somewhat better to purchase them late because actually

til the end of May when all possibility of even mild frost has passed.

It is recommended that you plant your tuberous begonias outdoors about the last week of May. Place them in a shady location where they will get filtered sunlight, like under a row of shrubs whose branches lean over them somewhat, or in the outer circle under the foliage of trees, but far enough away from the trunk that they are not robbed of their food by the tree roots. They can be procured in pots of compressed peat moss or similar material.

After your plants have been set outdoors give them a feeding of some one of the fish emulsion plant foods diluted according to the directions on the container. These feedings should not be given more often than about once every two weeks. Some gardeners prefer to feed only the soil even with liquid fertilizer and avoid sprinkling it over the leaves. Others have found it quite safe to sprinkle the solution of a soluble plant food over all of the leaves as well as the soil surrounding the plant.

You will have to protect your plants they should not be planted outdoors un-

from the attack of mites like red spider, and slugs and other insects. A good all-purpose spray or dust is often effective, but dusts are not as safe to use as a soluble insecticide or fungicide because the dust remaining on the leaves may cause damage if the weather is hot and sunshine strikes them.

Many beginners with tuberous begonias have lovely plants and flowers until the heat of summer. Then all of a sudden their plants seem to go "hay-wire" and are practically destroyed. We consulted on old-time grower as to how to prevent that and he said the cause is fungus and it strikes usually on a very hot night when the atmosphere is humid and the temperature high with very little breeze. No fungicide will then help because by that time the plants are damaged and there is no cure. However, when you have a warm humid night, the best way to prevent damage is to place an electric fan on the ground so that it will cause a gentle breeze to continue all night, creating circulation. Many old-time growers have saved their tuberous begonias from fungus damage in this way.

May-time is OPPORTUNITY-time for CTA !



To WORK

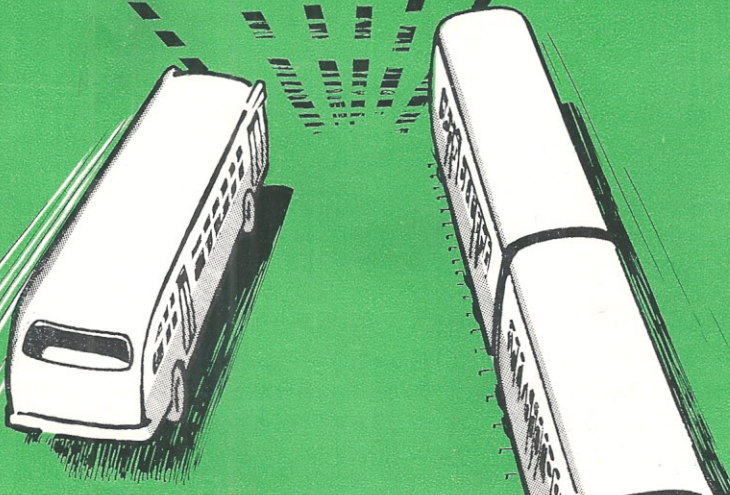
To SHOPPING

To SPORTS

To MUSEUMS

To PARKS

To FOREST PRESERVES



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