

JULY, 1960

# TRANSIT NEWS

METROPOLITAN



TRANSIT





## A \$500 Idea... Substation Operator Collects Record Suggestion Award

**PRESENTATION OF a check for \$500.00 is made to I. P. O'Shaughnessy, (right) chief operator, 63rd and Wentworth substation, suggestion award winner, by Carl W. Wolf, superintendent of the Electrical Department. In the foreground of the picture is a temporary cylinder with an open window which O'Shaughnessy devised to simplify the process of aligning switch rods in high-tension switches.**

THE HIGHEST individual cash award paid since the inception of CTA's Employees Suggestion Plan was approved recently when a check for \$500.00 was presented to *I. P. O'Shaughnessy*, chief operator, 63rd and Wentworth substation, who submitted an idea for an improved maintenance procedure which resulted in a considerable saving to CTA.

The Electrical Department employee, who twice before has submitted award-winning suggestions, applied his working experience to a particular problem connected with the maintenance of substation equipment which he operates. He developed a new idea which simplified the method then being used and, at the same time, reduced the labor costs.

O'Shaughnessy's idea came to the attention of the Suggestion Committee for consideration, and after a thorough study and practical demonstration of its merits, he was voted the \$500.00 award.

The suggestion, in effect, detailed a more accurate and less costly method of aligning and adjusting high-tension switches, or "pots" as they are called. The primary function of these units is to switch high-voltage alternating current, as it is received from the lines of the utility company. The high-voltage alternating current is then converted into 600-volt direct current in the substation, which current in turn is fed into the CTA power distribution system for use in "L"-subway and trolley bus operations and in shops and garages.

Normal maintenance procedures for these units require that the alignment of switch rods be checked periodically

because of possible burning or misalignment and that the oil in the cylinders be changed when contaminated.

In the past, when the switches had to be reassembled after being disassembled, a difficulty often developed in the alignment of the rods due to the fact that the "pots," with their solid cylinders, did not permit the maintenance workers to see if the rods were properly seated. It had to be done entirely by "feel." Complicating this was the fact that improperly aligned rods caused excessive arcing and malfunction of the switches.

O'Shaughnessy corrected this by suggesting that greater accuracy could be achieved if two temporary cylinders with window-like openings could be substituted during the alignment procedure. Such cylinders enable the maintenance personnel to see that the rods are in proper alignment and accurately placed. The Electrical Department has been using the method suggested since January 1 of this year and reports highly satisfactory results.

O'Shaughnessy started in the transit field on March 18, 1918, with the former Chicago Surface Lines as an electrolysis man. He transferred to substation work in 1928 and has served in substations ever since.

His two previous suggestion awards were \$20.00 in the Bus of Tomorrow contest, and \$25.00 which he collected for another idea which he submitted, making his total winnings to date \$545.

The number of employee suggestions received by the committee has materially increased since the first of the year, so much so that the initial supply of Paper Mate pens, which are given as a bonus award to all employees who send in an acceptable suggestion, has been exhausted. However, another supply has been ordered. Any ideas from employees for improving any phase of operational procedures are assured proper consideration and will be welcomed.

**OUR COVER:** The forest preserves have a particular appeal at this time of year when trees, shrubbery and flowers are in full growth and patterns of sunlight filter through the overhanging greenery. This walk in Dan Ryan Woods at 87th and Western avenue, directly served by the 87th street route, invites visitors to a pleasant stroll through a woodsy scene more reminiscent of a country retreat than a carefully-developed city recreation area.

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### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Cornelius Burney*—Transportation (69th)

*Donald Butler*—Transportation (Lawndale)

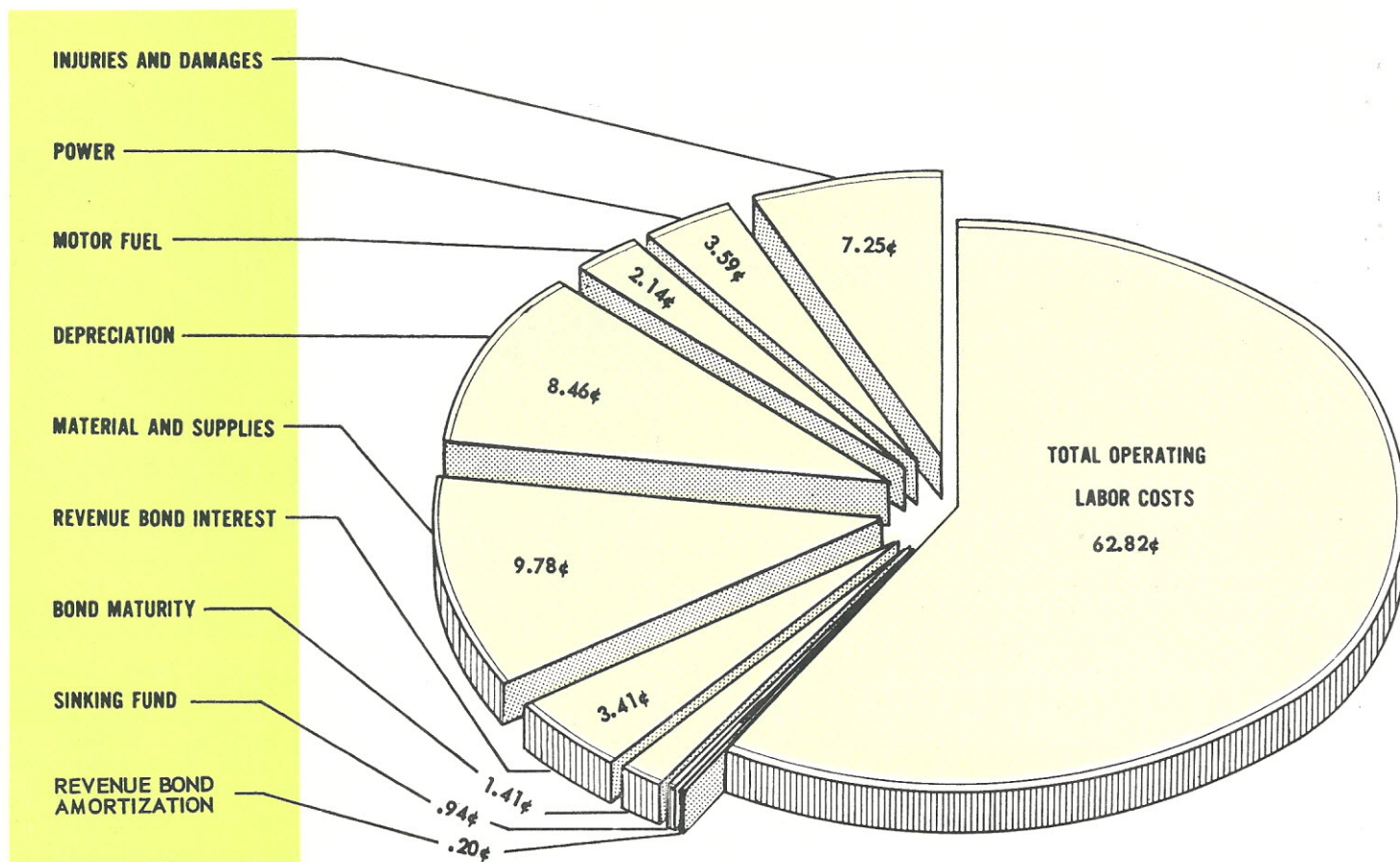
### RECENTLY RETURNED

*Charles S. King*—Transportation (Forest Glen)

A lot of people already are working a four-day week, though it takes them five or six days to do it.

# 1959 ANNUAL REPORT

## Reviews Highlights of CTA Year



CTA'S GROSS operating revenues totaled \$129,880,875 for the year 1959; operation and maintenance costs were \$111,114,989; debt service obligations were \$7,789,956, and depreciation requirements were \$10,390,470, wiping out a deficiency of \$600,631 carried over from 1958 and leaving a balance at the end of the year of \$264,407 available for the revenue bond amortization fund.

These are among salient facts contained in the 15th annual report issued recently by Chicago Transit Board, which also highlights other important data about service and operations during the year and gives a comprehensive review of CTA's modernization and improvement program, the most extensive in the history of local transit in Chicago.

Revenue passengers for 1959 totaled 546,015,323, up 12,721,280 from the total of 533,294,043 in 1958, an increase of 2.39 per cent. Rapid transit system revenue riders totaled 130,330,994, an increase of 5.85 per cent from the previous year. Surface system revenue passengers totaled 432,684,329, an increase of 1.52 per cent.

Total expenditures and commitments under the modernization and replacement program since the CTA took over

the management of transit properties in 1947 aggregated approximately \$146,721,000 through the end of 1959, the report points out. Of this amount, \$69,004,000 was for 3,612 surface system streetcars and buses and \$42,518,000 for 774 rapid transit cars. The cash cost for modern rolling stock was about \$103,542,000 after allowing \$7,980,000 salvage value realized on PCC streetcar components used in the construction of 570 new "L"-subway cars.

In addition to the expenditures for new passenger carrying equipment, the aggregate figure of \$146,721,000 includes \$35,199,000 for construction of three new operating garages and modernization of other facilities such as shops, garages, machinery and fixed transportation equipment.

During the year, CTA's fleets of modern revenue vehicles were increased by delivery of 96 all-metal, light-weight, high-performance rapid transit cars and 130 odorless propane-fueled (LP-gas) motor buses costing a total of \$8,590,000.

The report notes that in order to maintain a modern fleet of 2,800 motor buses and 570 trolley buses having efficient

(Continued on Page 4)

(Continued from Page 3)

life expectancies of 12 years and 18 years respectively, it is necessary to schedule a replacement program for providing for the acquisition and retirement of 265 buses per year.

The increase in revenues for the year, the report states, reflected the improvement in the local economy, and the continued benefits derived from operating efficiencies.

It was pointed out that the overall 2.96 per cent increase was primarily due to an upswing in riding and to a lesser degree to fare adjustments which became effective September 7 and December 1. Improvements of two per cent in metropolitan employment, one and one-half per cent in the State street stores sales index and of five and one-half per cent in the sales index for other Chicago stores were cited as contributing factors to increased passenger riding.

### Highlights of Year Noted

Other highlights of the year noted by the annual report were:

- (1) The completion of the first stage of the program to improve train operations through the Wilson avenue station area, where a new third track went into service on November 30. A contract to complete the second phase of the \$1,800,000 program also was awarded during the year. This calls for the erection of new steel structure and the reconstruction of a part of the present steel structure across Broadway in the vicinity of Leland avenue and the construction of a new steel structure in the train yards south of Wilson avenue. When the steel construction is completed and tracks are laid, there will be four tracks, instead of two tracks through the station area. This will eliminate the former bottleneck caused by the merging of four-track rights-of-way on each side of this station into a two-track right-of-way for a distance of about 1,500 feet through the station area, and will greatly improve the speed and safety of operation.
- (2) Completion of final arrangements to start the \$4,000,000 cooperative project providing for the relocation of two and one-half miles of CTA's rapid transit tracks from ground level to an adjacent elevated embankment owned by the Chicago and North Western Railroad on the Lake street branch. Initial construction work got under way January 13, 1960.

### Plan New Shops and Yards

- (3) The continued progress made in construction of the Congress Street Expressway in 1959, which made it possible, on March 20, 1960, for CTA to commence operation over its permanent right-of-way in the Congress Expressway west of Lotus avenue (5432 West) to the Desplaines terminal in Forest Park. Coincidental with this, plans were advanced during the year on the \$1,300,000 project to construct terminal shops and yards and other facilities at the Desplaines terminal, contracts for which were awarded



AS PART of the initial work on the Lake Street elevation project, the old North Western Railroad stations will be torn down. This picture shows the work in progress at the Austin avenue station, Parkside and Lake street, as it is being demolished. The retaining wall is being completed before total destruction of the building can take place.

in 1959 and building construction was scheduled to start by mid-1960.

### Consolidate Shop Facilities

- (4) Work on the consolidation of CTA's West Shops repair and overhaul facilities with those of South Shops made steady progress through 1959. The first stage of this \$4,707,000 project, which is well on the way to completion, provides for consolidation of the machine shops, unit repair shops, related store-rooms, and shop offices. These departments were consolidated at the new location by June 1, 1959. The second stage calls for the construction and equipping of a new major bus overhaul shop to house the remaining shop departments. Target date for completion and occupancy is 1961.

Payments to the City of Chicago and the State of Illinois during 1959 totaled \$1,160,284, divided as follows:

To the City of Chicago—\$190,159 in taxes on electric power, \$300,000 for street paving, \$662,222 for subway rental, \$871 for miscellaneous licenses—totaling \$1,153,252.

To the State of Illinois—License fees covering buses, trucks, trailers, automobiles and chauffeurs, \$7,032.



AMONG THE projects scheduled in CTA's 1959 program of improvements was the elevation of two and one-half miles of rapid transit tracks on the Lake Street route. Tracks will be relocated on the elevated embankment owned by the Chicago and North Western Railroad, which is adjacent to the present rapid transit right-of-way. Work on the first phase of this \$4,000,000 program got under way in January of this year. This view, looking west from Central avenue, shows new track work by North Western Railroad on the north portion of its right-of-way immediately to the south of its two northernmost tracks. When completed elevated trains will operate over the two tracks on the south (left) in this picture.

During the year the cost of fighting snow and icy conditions was a considerable item. CTA spent approximately \$900,000 and the City of Chicago \$1,200,000 in keeping transit streets open for service during winter storms.

For the fifth consecutive year, CTA employees in 1959 established a new public safety record. There were fewer traffic and passenger accidents during the year than in any previous year of CTA operation. Of greater significance is the fact that traffic and passenger accident frequency rates—based on number of miles operated on both the rapid transit and surface systems—were the lowest in CTA's history.

Employees benefited from new three-year wage contracts negotiated, effective December 1, 1959, which provided that the then current cost-of-living allowance—12½ cents—be incorporated into the basic hourly wage rate. Agreements with the two unions representing a large majority of the employees provided for additional hourly increases of 5½ cents on December 1, 1959, and 5 cents each on December 1, 1960 and 1961, and a cost-of-living allowance to start on or after March 1, 1960, and adjusted quarterly thereafter.

### Employee Benefits Increased

Other changes included in all agreements provided for an increase in sick and accident insurance payments from \$40 to \$50 per week, an increase in hospital insurance from \$4.50 to \$6.00 per day and in doctor's treatments from \$2.50 to \$3.50 each. In addition, a two-day waiting period was established for seven-day sick pay except where the absence extends to two weeks or more, and life insurance is provided for employees retiring after June 1, 1957, of \$1,000 for the first year of retirement and \$500 for the balance of the period covered by the current agreement.

Pension contributions increased \$476,987 because of an increase in the contribution rate to seven and one-half per cent effective January 1, 1959, from seven per cent in 1958,

and higher employee earnings in 1959. Employee contributions also increased from three and one-half per cent to three and three-quarter per cent.

Federal insurance contributions (old age benefits) increased \$299,253 because the 1959 tax rate was increased to two and one-half per cent on the first \$4,800 of wages from the 1958 rate of two and one-quarter per cent on the first \$4,800 of wages. This increase, amounting to \$25.50 per employee, added approximately \$345,000 to 1959 expenses which was partially offset by savings resulting from personnel reductions.

Employees' group insurance costs increased \$75,550 primarily as a result of higher loss ratios which had a direct influence on net premium rates, and to a lesser degree, by reason of an increasing number of pensioners retired after June 1, 1957, who are now carried on the life insurance rolls.

### Active Employees Total 13,590

The total number of employees in service at the end of 1959 was 13,590, a decrease of 355 from the 13,945 at December 31, 1958, and a decrease of 9,778 from the 23,368 employees in service at dates of acquisition of properties from predecessor companies. During the year, 427 employees retired on pension and 335 retired employees died. At December 31, 1959, there were 5,490 retired employees receiving pension payments.

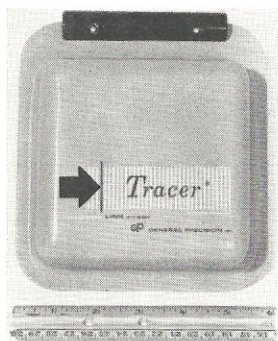
The term of *V. E. Gunlock*, as a member and chairman of Chicago Transit Board, expired September 1, 1959. Mr. Gunlock, who had been a member and chairman of the board since July 1, 1954, was reappointed a board member for a seven-year term expiring September 1, 1966. The appointment was made by *Mayor Richard J. Daley*, and approved by *Governor William G. Stratton*. Mr. Gunlock was reelected chairman of the board for a term of three years beginning September 1, 1959, and filed his oath of office with the Secretary of State on November 10, 1959.

# Another CTA First

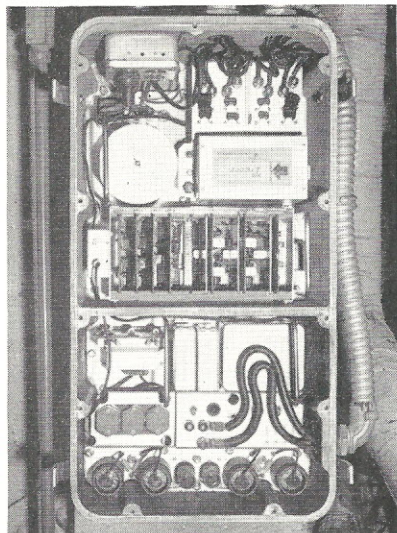
## Test Bus Headway Recorder System



**MAYNARD J. Moran**, dispatcher in CTA's operations control office in the Merchandise Mart, checks tape on computer-printing machine which indicates headways of buses on Michigan-State-Wacker route at State-Van Buren streets.



A **RESPONSE** block, about six inches square, is carried by each bus on CTA's Michigan-State-Wacker route as part of the test of the electronic bus headway recorder system which was placed in operation on June 28. The response block is carried in a receptacle set in the floor of the bus between the fare box and entrance door.



**THIS IS** an interior view of the interrogator unit located on the mezzanine floor of State-Van Buren "L" station. The unit is part of the experimental installation of the bus headway recorder system.

AN **EXPERIMENTAL** installation of a recently-developed, unique electronic bus headway recorder system was placed in operation by CTA on June 28.

This system is the first of its kind ever used for this purpose in the mass transit industry, and it will assist CTA's operations control at the Merchandise Mart in maintaining maximum conformation with established schedules.

Two smaller receiving coils are superimposed over a larger interrogator coil buried in the pavement from one side of State street to the other at Van Buren street. The interrogator unit is located on the mezzanine of CTA's State and Van Buren elevated station.

As a bus passes over the coils, a magnetic field is set up which causes the interrogator unit to ask, in effect, the identity of the bus. This coded signal is received by a unit called a response block which is carried by each bus on the Michigan-State-Wacker route.

The response block then immediately replies through the two smaller receiving coils, giving coded information to wayside equipment which is relayed via telephone wires direct to a computer in CTA's operations control office in the Merchandise Mart which then prints on a tape the direction of travel, bus run number and the time.

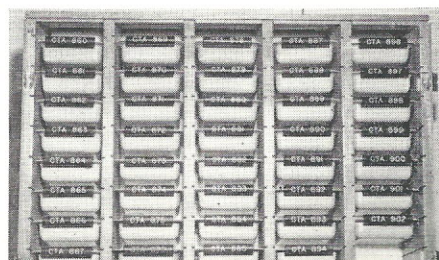
When these reports disclose a serious gap in service, operations control dispatches a supervisor in a radio-equipped automobile to take whatever steps are necessary to restore the regularity and frequency of service.

The Michigan-State-Wacker route was selected for this test because it is heavily patronized, and also because buses assigned to the route are frequently delayed by traffic tie-ups in the Loop.

Day to day performance of this identification system will be evaluated after a sufficient period of test operation to determine the feasibility and desirability of installing it on other CTA bus routes.

In a broad application of this system, the identification signals would be fed into a data processing unit which "remembers" all of the bus schedules and compares these schedules with the operating results being achieved. Through a display console, operations control would have visual evidence of gaps in service and would be in a position to take effective corrective action immediately.

Called "Tracer," the identification system installation, costing approximately \$17,500, was designed by the Link Division of General Precision, Inc., and the equipment now being tested was sold to CTA by Western Railroad Supply Co., a Chicago-based railroad supply house and distributor to the railroad and transit industries.



**VIEW SHOWS** the rack of 43 response block with run numbers printed on them which are stored at Kedzie garage and are carried on buses on the Michigan-State-Wacker route.

## 23 Advanced To Transportation Supervisory Posts

A REORGANIZATION of Transportation Department station and operating divisions, with 23 new appointments being made to supervisory ranks, went into effect June 19.

The reorganization set up new channels of promotion in both categories to provide steps for progression to the job of full superintendents.

Two new job classifications, namely district supervisor and senior station instructor, were established in the line of progression to provide a first level of promotion from the ranks of supervisors and instructors from which appointments under the new system will be made.

Under the reorganized structure, in advancing to assignment as station or district superintendent, employees will first serve as relief superintendents and then as assistant superintendents.

All men receiving new appointments through the new system attended an all-day orientation school held at the Training Center at Limits station. This will be followed by monthly training sessions designed to broaden their knowledge of the duties and responsibilities as district and station superintendents.

With the inauguration of this new organizational arrangement all Transportation Department superintendents were placed on a five-day work week. Previously they worked on a six-day basis.

The following new appointments were made in connection with the reorganization:

**SURFACE SYSTEM:** Relief Superintendents — *O. C. Bruebach*, Archer-Lawndale; *J. B. Morris*, Forest Glen-Limits-Keeler; *W. J. Moser*, Kedzie-North Avenue; *J. E. Will*, Beverly-52nd.

Senior Station Instructors—*M. H. DeWitt*, Limits-Keeler; *A. C. Johnson*, North Avenue; *G. D. Peyton*, 69th; *L. T. Tamul*, Beverly; *J. H. Walsh*, Lawndale.

Acting Relief District Superintendents—*C. B. Batterson*, Districts "A"- "B"; *H. W. Becker*, District "B"- "C."

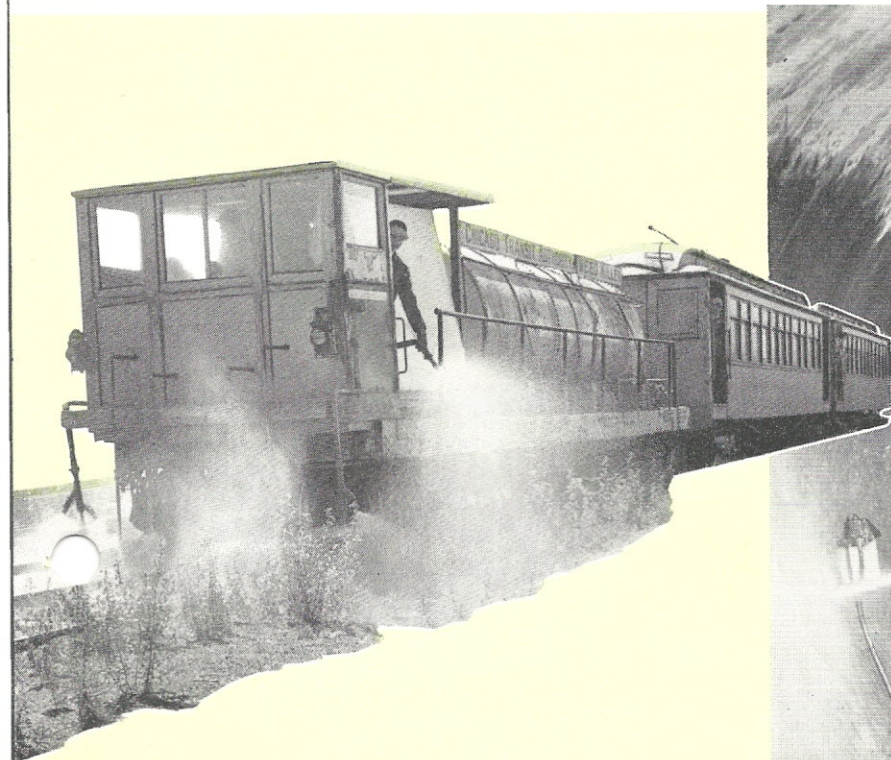
District Supervisors—*Raymond Dagenais*, Central District; *R. A. Vaughan*, District "A"; *M. L. Van Hal*, District "B"; *R. H. Kugelard*, District "C"; *A. J. Tchelebian*, District "D"; Relief No. 1—*E. W. Novak*; Relief No. 2, *V. A. Lauletta*.

**RAPID TRANSIT SYSTEM:** *E. W. Larson*, Acting Relief District Superintendent; *M. J. O'Connor*, Relief Station Superintendent; *M. J. Veltri*, Acting Relief Station Superintendent; *J. J. Tvrdik*, Acting Senior Station Instructor; *J. P. Hallahan*, Superintendent of Agents and Porters.

The bulletin announcing the reorganization was signed by *Charles E. Keiser*, Superintendent of Transportation, and *T. B. O'Connor*, General Superintendent of Transportation and Shops and Equipment, and approved by *Walter J. McCarter*, General Manager.

**TWO PHASES** of CTA's summer clean-up program are now under way—the clearing of rapid transit right-of-way of weeds and the washing down of subway stations in the Loop area. Its specially-equipped, weed-killer train has been out on the elevated system spraying a chemical mixture on fill and grade level sections to rid the tracks of fast-growing weeds. In the meantime, Way and Structures Department workmen have been busy with high-power hoses on the walls of subway tubes in

both the north-south and west-northwest subways in the Loop from Randolph to Van Buren streets on the Dearborn route and from Lake to Congress streets on the North-South route. Periodically during the summer months, weeds will be cut at all surface system facilities in order to keep CTA properties neat and clean. At the left, the weed-killer train is shown operating on the storage yards track at Skokie Shops. The picture at the right was taken at the Adams-Jackson station.



# OUR PUBLIC SPEAKS

EMPLOYEES OF Chicago Transit Authority who perform their services in a manner conducive to good public relations are commended daily by riders who recognize the courteous, patient and diplomatic manner in which these services are rendered. Of course, our patrons do notice employees who are not complying with diplomatic procedures in the performance of their duties, and oftentimes are offended by, perhaps, a misunderstanding or, more seriously, by a discourteous attitude.



**Operator Irving Weiner**  
**Kedzie**

"Recently, while riding on a shuttle bus, I encountered an extremely courteous driver who was pleasant to everyone. His badge number is 11836. I was not overly surprised that he called the names of the streets out loud and clear, but was amazed when he started calling out the important stores along State street. Many out-of-towners boarded his bus along the route and questioned him about travel information. He certainly knew the points of interest and made it a point to give thorough information about them. I feel this man deserves to be commended because we couldn't afford to ride CTA."

Regardless of whether a letter of complaint or commendation is written, it is important to note that both time and attention have been given by a patron to indicate that he is either a dissatisfied customer, who might seek other means of transportation, or that he is a satisfied customer.

To further illustrate the point, both letters of commendation and complaint follow:



**Operator Thadious Jennings**  
**Kedzie**

"I wish to commend Driver Number 13652, whom I recently encountered while riding through the Loop. He was most courteous and had a pleasant word for everyone who boarded or alighted from his bus. In one instance he helped an elderly, stout woman with her bundles. When she was ready to get off the bus, he advised her to step down and then he carried the overloaded shopping bags off the bus and handed them to her. He is a fine example and I hope I'll be fortunate enough to ride with him again."

"This morning a southbound bus passed me up, even after I signaled and shouted to get the driver's attention. I think this was very unfair, as it inconvenienced those of us who were on our way to work. If we all lost our jobs because of an inconsiderate operator, it wouldn't be long before he lost his job because we couldn't afford to ride CTA."

**COMMENT:** The message behind this letter is quite exact. If drivers pass-up our patrons, making them tardy for their jobs or appointments, they will not be the only people who will feel the repercussions of a thoughtless operator. There are times when a vehicle is filled to its capacity and a pass-up is unavoidable, but every effort should be made towards conveniencing our patrons.

"Because I was a newcomer to Chicago, I asked the conductor on the train if he would please call out the station where I was told to meet some friends. After some time had passed, I approached the conductor again and asked how much further it would be before we would be arriving to my destination.

"The conductor looked at me and laughed. He said we passed the station more than five minutes ago and reminded me that he couldn't possibly remember all the patrons' requests to call out the names of stations. Also, he advised me not to travel alone if I didn't know how to travel on the 'L.'"

**COMMENT:** All surface operators and rapid transit conductors are required to call out the names of all stopping zones or stations. The conductor involved in this situation not only violated CTA operating rules and regulations, but performed a disservice to a patron through his discourteous manner.

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

	June 1960	May 1960	June 1959
Complaints	900	860	1,000
Commendations	90	74	78

# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## This Graduation Is A Family Affair

ACCOUNTING—(General) — George Pellicore, chief accountant, attended the graduation of his nephew, William Spizzirri, who was graduated from Quigley Seminary. Officiating were William's uncle, Monsignor E. M. Pellicore, and his brother, Reverend L. M. Spizzirri. Finishing third, scholastically, in a class of 139, William will enter Mundelein Seminary.

Reporter Mable Potthast traveled by train to Long Beach, California. She visited Knotts Berry Farm and Disneyland, the Mission of Capistrano, Laguna Beach and La Jolla. Also, she enjoyed a drive along the coast to Los Angeles, Culver City and Santa Monica.

## Attends Convention

Mike Verdonck spent his vacation in Peoria, Illinois, where he attended the Fraternal Order of Eagles convention.

(IBM) — Margaret Flowers was feted with a luncheon by her co-workers at Riccardo's restaurant on June 7. Marge resigned from CTA to await the arrival of an heir.

Assuming Marge's duties is Mary Blackmore, who transferred from M & S accounting.

Carmella Petrella recently flew to New Orleans, Louisiana, and then traveled by bus to the Holiday Inn in Long Beach, Mississippi. Then she returned to New Orleans and did some sightseeing and fancy dining in the old French Quarter.

(Payroll Distribution) — Martha Navarro and her family drove to El Paso, Texas, where they stopped to visit with relatives. Then they went on to Mexico, where they did a bit of sightseeing in Monterey, Mexico City, Acapulco and Taxco. Martha returned to Chicago, via the airways.

(Payroll) — Rodifer Heffernan spent his vacation fishing in Bemidji, Minnesota. His catch included walleyes, northerns and perch—big ones, too!



## TEENAGERS RECEIVE AWARDS

FOR THEIR HELP to the police in solving a recent murder of a high-school student at Cermak Road "L"-subway station, eight south side teen-agers received \$50.00 each from CTA on June 7. Presentation of the checks was made by V. E. Gunlock, chairman, Chicago Transit Board, at the 1st District police station, 1121 S. State street. Pictured on the occasion of the awards are, left to right: Dorothy Jackson, 15; Jessica Jones, 15; Velma Bradley, 14; Carl Remmer, 16; Captain Frank Pape of the 1st District; Mr. Gunlock; Officer John Nelson, who was instrumental in the capture of the slayer; Louis Givens, Jr. 17; Louis Mayberry, 16; Vivian McDowell, 15, and Arommia Jones, 16.

(Material and Supplies) — Mae Kearns returned to work after a short illness.

Harriet Kryzan spent a week in New York city, where she visited Rockefeller Center and other famous attractions.

Roy Wilson, assistant supervisor, visited friends in Milwaukee and Green Bay, Wisconsin.

(Revenue) — Rita Twohig was married to Thomas O'Malley at St. Vincent De Paul church on June 11. Following a reception for 300 guests and relatives, the couple traveled to a resort in Cresco, Pennsylvania, for their honeymoon.

Margaret Garrity flew, via jet, to Miami Beach, Florida, where she enjoyed two weeks of sunning and swimming.

—HELEN A. LOWE and  
MABLE I. POTTHAST

## California-Bound To Visit Family

BEVERLY—Operator Willard Beaman and his wife, Marguerite, recently visited their daughter, who lives in Hollywood, California.

Operators Joe King and John Vost went after catfish and caught a few to talk about.

Joe King also spent a three-week vacation in Florida.

Rose Faye Hardy, mother of Operator George Hardy, passed away June 3.

Operator Walter O'Connor and his family vacationed in Florida for two weeks.

Operator Fred Hogan and his wife traveled to Tomahawk, Wisconsin.

—LEONARD CANTWELL

## Supervisor's Plans Include Wedding

CLAIMS—Wedding bells soon will be ringing for John C. Williams, supervisor of adjusters.

Herman Wirth, receptionist, and Mark Alan Gier, adjuster, recently received pens from the Employees' Suggestion Committee for sending in acceptable suggestions.

Elmer Schieble, adjuster, is back at work after recuperating from recent surgery.

William Nott, employe compensation clerk, is presently in the hospital.

Legal Investigator George Copithorn died suddenly.

Mary Berry, who transferred from Insurance, recently joined our staff.

Mr. and Mrs. Gerard McSwain recently reported the birth of their fifth child, a girl.

Mr. and Mrs. Richard Meeker, legal investigator, moved into their new home in Oak Lawn.

—FRANK A. SEPANSKI

## This Fish Story Has Length

ELECTRICAL — John Michnick, superintendent of power distribution, recently returned from a fishing trip at High Lake, near Boulder junction, Wisconsin. For many years he's been trying to get a good-sized muskie, and this was his best year—he reeled one in that was 33 inches long.

Rose Scheid reports that she enjoyed her vacation in the east. She traveled, via rail, to York, Pennsylvania, for a visit with friends. The itinerary also included Baltimore, Maryland, and Washington, D.C.

Albin Lund, chief operator, Crawford substation, vacationed in Florida.

Joseph Herman, chief operator, 20th substation, sent a card from New Orleans, Louisiana, saying that he was having a good time sightseeing and fishing.

Joseph Skiris, "B" helper, suffered the loss of his mother, who died suddenly on May 21.

Alfred G. Morf, chief estimator, is back at his desk, fully recovered from a coronary he suffered some time ago.

—GILBERT E. ANDREWS

## NEWLYWEDS



**RECENT NEWLYWEDS** are **Nancy Pearson**, Revenue Accounting, and **Roger Thoren**, who were married May 7 at Westwood Lutheran church, Elmwood Park.

## Exceptional Driving Wins Him A Prize

**FOREST GLEN** — Operator **George Benshish** recently won first prize, a portable television set, in a "Best Driver" contest, conducted by a Park Ridge auto dealer.

Operator **W. G. Wood** and his wife, **Jacqueline**, celebrated their 22nd wedding anniversary on June 10. Another happy occasion recently occurred when a grandson, **Robert Charles Maginity**, was born on May 7.

**Superintendent R. J. Bailey** and **Clerk George Schelkopf** spent their early June vacations out of town. Mr. Bailey visited New York and Indianapolis, Indiana, and George tanned himself in the Florida sunshine.

**Former Operator Earl Schneider, Jr.**, son of **Operator Earl Schneider, Sr.**, died May 3 in Oakland, California.

**Operator James Peterson**, who recently was injured in an auto accident, returned to work June 10. —**EARL W. McLAUGHLIN**

## Bowls 'Em Over To Win Trophy

**GENERAL OFFICE**—(Insurance) — **Reggie Kuzius** finished tops in the Merchandise Mart Ladies Bowling League and was presented with a trophy at the bowling banquet, which was held at Henrici's restaurant.

**Anne Golding** and her husband, **Harry**, traveled to Peoria to attend the Illinois State Convention of the Veterans of Foreign Wars. Anne, as a delegate, carried the banner in the parade.

**Patricia O'Connell**, a recent graduate of Mercy high school, recently joined our staff as a typist.

(Transportation) — **Connie Ippolito** recently was married to **Mike Fiasche** in Our Lady of Angels church. A dinner for almost 300 people, including several CTA employees, was held early in the evening at the Como Inn. Connie and Mike honeymooned in Wisconsin.

**John Morris** spent his four-week vacation touring many points of interest throughout the United States. John, his wife, **Mildred**, and their daughter and son-in-law and two grandchildren spent some time in Nebraska, South Dakota and Wyoming. Then John and his wife spent a week at their daughter's home in Palmira, Wisconsin.

**Frank Mueller**, formerly of Stenographic, filled in while John was on vacation.

**Bill Rooney's** son, **Brian**, who plays baseball with the American Legion team in Rolling Meadows, has become a Little Leaguer and, in recognition of his ability, he received a complete uniform.

## New Homeowner

**Alex Johnson** and his family recently moved into a brand new home in Hoffman Estates, Roselle, Illinois.

**Jim Tucker** spent part of his vacation in Tennessee.

**Instructor and Acting Superintendent Jack Morris** and his family have returned from their vacation in Florida. While there, Jack met up with **Chief Clerk F. Meyers**, of Forest Glen, and **Earl Rodgers**, of Limits repair.

(Stenographic) — **Charlene Nelson**, who left CTA to await a bundle of joy, now is singing lullabies to **Janis Gail**, who was born during the middle part of June.

**Edward B. Thorne** is our new multilith operator, who replaced **Al Delster** who was promoted to a white printing operator.

**Gene Sullivan** was transferred to the Photography department.

—**JULIE PRINDERVILLE**

## Airman Goes To Bermuda

**GENERAL OFFICE** — (Training and Accident Prevention) — **Training Assistant John McKenna's** son, **Dennis**, is an Airman 3rd Class in the U.S. Air Force. He recently was graduated from Kessler Air Force base as an airborne radio operator, and has been assigned to Air Communication System Squadron in Bermuda.

**Training Assistant Joseph O'Sullivan's** son, **Marty**, was graduated from St. Ethelrida's school on June 12. He was president of a class of 70 and ranked third scholastically. Marty will attend Brother Rice high school in the fall. His favorite sport is football.

**Typist Carmella Cecala** was welcomed to our department.

**Walter Garbutt** spent a week's vacation rewiring his home.

**Accident Record Clerk Dave Barrowman** enjoyed a recent vacation in Scottsdale, Arizona, and then went on to California, where he experienced the thrill of an auto ride over the Los Angeles Freeways.

**Vince Donohue** spent his vacation readying his new home into which he recently moved his family.

(Specifications) — **Rebecca Cousin** recently flew home to Nashville, Tennessee, to visit her mother.

## Honor Student

**Frank Maguire's** daughter, **Maryann**, was graduated from Nazareth academy and is looking forward to attending Mundelein college in the fall. Maryann was a member of the National Honor Society for two years in succession.

**Lee DeSutter** returned to work after a sick spell, and is once again feeling in the pink.

**Dorothy Phelps**, **Zita Gyuricza**, **Dianne Eigenbauer** and **Annette Hefter** were among the several CTA girls who attended a farewell party for **Deanne Boring**.

(Employment) — **Geraldine Howe** received a diamond ring from **Donald Deering**. They plan to be married sometime next year.

**John J. O'Connor** and his wife, **Delores**, were blessed with a new baby boy, **John Thomas**. He joins an older brother and two sisters, making two pair for the O'Connors.

**Patricia Fiorita** recently joined our office staff.

**Marge Hanson** vacationed in Kentucky.

(Job Classification) — **Anne Zahumensky** completed her driving lessons and is anxious to take to the road.

**Marcia Sorensen** vacationed at West Palm Beach, Florida, where she enjoyed ocean swimming. The highlight of her trip, however, was her first jet flight on a Delta DC8. —**MARY E. CLARKE**

## Choir Practice Takes Up His Time

**LAW**—**Attorney John B. McGarry's** nine-year-old son, **Johnny**, passed his final test and now is a full-fledged member of the Paulist Choir.

**Phyllis Cozens**, legal stenographer, was promoted to the position of Municipal Court docket clerk, replacing **Bernadette Reichardt**, who resigned her position and is returning to Whitewater, Wisconsin, to await the arrival of a bundle of joy.

**Francis J. Cuneo, Jr.** is our newest attorney.

**Attorney James A. Mahoney** and his wife recently enjoyed a cruise on the Queen of Bermuda, and reported that they had a wonderful time.

**Legal Stenographer Erna Buchholz** recently flew, via jet, to Fort Lauderdale, Florida, to visit with friends.

**Geraldine Campbell** returned from a two-week vacation, which she spent in her new home in Glenview. —**CEILE E. BAGGS**

## FAREWELL CAKE



A **FAREWELL** Party recently was given for **Deanne Boring**, Property Accounting, when she resigned from her position to await a bundle of joy. Several girls from various general office departments gifted Deanne with a baby carriage and a cake, which she is proudly displaying.

## Scholarship Awarded To Operator's Son

KEDZIE—Patrick Kenny, 13-year-old son of Operator Frank Kenny, won a partial-tuition scholarship to St. Mel high school.

Dolores Vondrasek, daughter of Operator Frank and Helen Vondrasek, was married to Jerry Wehr on May 28 at Blessed Agnes church. A reception was held at Machala hall.

Operator Stewart Mulholland is presently enjoying the sunshine in Fern Park, Florida.

Operator James McCormick recently died.

Dan Shanahan, brother of Supervisor Tom Shanahan, died recently.

Operator Edward Rooney's father-in-law, David Mulligan, died recently.

—C. P. STARR

## Now Here Is A Real Hiker

Loop (Agents)—Student Louis Van Dyke, after graduating from the University of Chicago, started a two-thousand-mile hike along the Appalachian Trail from Lake Oglethorpe, near Jasper, Maine, to Georgia.

There was a merry time around the house of Agent James Conwell when his son, Thomas, Second

## HONEYMOONERS



**INDUSTRIAL ENGINEERING** Typist Patricia Rochon recently was married to Bernard Schofield at St. Basil's church. Following a reception at Amvets hall, the newlyweds embarked on a honeymoon at Miami Beach, Florida.

Class Petty Officer in the Navy, returned home after serving out his four years on the Franklin Roosevelt air craft carrier in the Mediterranean.

John Parnell, of the Road department, attended a banquet given at the Masonic Temple by the Queen Esther chapter of the Eastern Star. John is Worthy Patron of the chapter.

Dorothy Richter vacationed in Chicagoland.

Supervisor John Gilhooley also spent his vacation in Chicago.

Student Tom Nicholson enjoyed his vacation in Amarillo, Texas, hunting and horseback riding.

Josephine Giblin and her sister, Johanna, are driving north to vacation in Toronto, Canada. On the way they are stopping off to see their father, who lives in LaValle, Wisconsin.

Assignment Agent Robert Maloney is spending his vacation time fishing in Michigan.

Porters Steve Stuber, David Ringier and Major McNeal are all presently on vacation.

Virginia Cashion is recuperating at home after being hospitalized.

Marge Arnold and Lucille Kealey are still on the sick list, at this writing.

A. Gallagher also is on the sick list.

Katherine Leahy, who sprained her ankle, returned to work.

Agent John Gacek passed away on June 12.

—EDITH EDBROOKE

## Operator's Daughter Is June Bride

NORTH AVENUE—Operator James Walsh's daughter, Patricia Ann, was married on June 11 to Otto Frischolz at St. Peter Canisius church. The couple honeymooned in the Wisconsin Dells.

Stanley Wisniewski and his wife are rejoicing over the recent birth of a daughter.

You can chalk up new grandsons for both Sam Tamburino and John Carmody.

Leo Lucas and Bill Moran have pleasant memories of their vacation trip to Hot Springs, Arkansas.

Nick Ippolito, of Repair, reported he had a wonderful vacation in Rome, Italy.

George DiGiore enjoyed his trip to New York.

Tony Costa, John Ruddles and George Sladek have their fishing gear all packed and are looking forward to their vacations.

The Gene Petersons celebrated their 31st wedding anniversary on June 1.

Others celebrating their wedding anniversaries are: John J. Stich and his wife, their 21st on July 1; the Eddie Gundlachs, their 20th on July 6; the Henry Umlaufs, their 34th on July 7; the John Schuhs celebrated their 32nd on July 7; the John Meyers' celebrated their 19th on July 19; Mr. and Mrs. Mike Firoita celebrated their 27th on July 19; the James "Red" Corbets will celebrate their 37th on July 28.

At this writing, the Repair department had these fellows on the sick list: Pat Tulley, Joe Paintowski, Harry Karademos, Jim Mader and John McGill.

Pat Clancy is back at work after his illness.

Operator Joe Litterski is, at this writing, a patient at Wesley Memorial hospital.

In answer to the recent "What Ever Became Of" queries: Christ Fick and Edwin Bensen can be seen smiling behind ticket agents' windows.

Gordon LaCrosse has moved to Skokie Shops.

Frank J. Czarnecki has retired on disability pension.

E. Brest has moved to the Mart offices.

—JOE HIEBEL

## Kegler Bowls Them Over

LIMITS—Operator Stanley Turek recently had a good bowling series . . . 624.

Operator George Clark's brother died recently.

Operator Harvey Hill's mother recently died.

Let's have some vacation news, fellows!

—IRVING J. METZGER

## TRANSITAD

**FOR SALE**—G.I. is leaving for Germany in September and is forced to sell six-month-old, three-bedroom home in Orlando, Florida, near Winter Park. All modern, including air conditioning and large enclosed patio. For further information, call MANSfield 6-5569.

## OUTSTANDING



**PROUDLY DISPLAYING** the silver saber he received for being the most outstanding Battalion Commander in the ROTC is Lieutenant Colonel Senior Cadet Arthur R. Fournier, son of Repairman Art Fournier, Lake Terminal Inspection Shop. Arthur also received a bronze tablet for excellence in military scholarship.

## Retirees Add Gaiety To Agents' Party

NORTH SECTION (Agents)—It was a surprise to see Ella Whelan, Marie Ayersman, Ann McGinn, Hilde Turnstrom and the girls who have gone on pension at the North Side Agents' Club dinner at the Ivanhoe restaurant. Honored at the affair were recent pensioners Marie Pulliam, Marie Bernhardt, Mae Dowie, Mary Radcliff, Gladys Radcliff and Irma Ludwig.

Kathleen Murphy was married to Arthur Diez at Queen of Angels church on May 28. Her sister, Mary Murphy, was maid of honor. A reception was held at the Lincoln Turner hall.

A quiet wedding was held May 28 for Grace Peterson and Edward Chrvan. The bridal dinner was held at the Grand Manor.

An engagement party was held in the home of Ellen Nelson for Nora King, Helen Barton, Kathleen Murphy and Grace Peterson. Each of the girls was given a gift certificate.

Harry Kroan's vacation was delayed to await the arrival of his fourth grandchild. After the little man made his appearance, the happy grandparents boarded a plane for Miami, Florida. (Cont. on page 12)

(Cont. from page 11)

Agnes Hogan is spending her vacation in Wisconsin.

Austra Pudzis is recuperating at home after undergoing surgery at St. Elizabeth's hospital.

George Meyers spent some time in Edgewater hospital.

—ELIZABETH HAWKINS

### Three Good Reasons For Broad Smile

**NORTH SECTION**—Night Station Superintendent Richard Meisner became a grandpa for the third time, when his daughter-in-law gave birth to a boy on June 5.

Conductor Joe and Beverly Goldberg were married on June 10.

Doris Manaugh, daughter of Station Superintendent K. L. Manaugh, was graduated from Lincoln school, Skokie, with the highest honors.

Pat Hallahan, clerk, recently was promoted to Superintendent of Agents and Porters on the West Section.

Motorman George VanDerhaegen spent his vacation in the Ozarks.

Conductor D. Westberg spent his vacation in and around Chicago.

—ANGELO BIANCHINI

### Male Heirs Added To Operators' Families

**NORTH PARK**—Operator Franklin Crawford and his wife welcomed their third child, a boy, on May 24.

Operator Harvey (Smitty) Smith and his wife are the proud parents of a baby boy who was born on May 28.

Clerks Charles Graff, Fred Hardt, Robert Peterson, Frank Priebe, John Wathier and Receiver Ray Simon recently transferred to our station.

## 40-YEAR EMPLOYEES RECENTLY RETIRED



**Jerry Prazak**, conductor, West Section, July 1, 45 years.

**Adolph L. Florczak**, conductor, North Section, July 1, 43 years.

**Warren E. Hill**, conductor, 61st Street, July 1, 46 years.

**Patrick Benton**, operator, 77th, July 1, 42 years.

Clerks Frank Anderson, John Davis, Joe Gonzales, Earl (Mac) McLaughlin and Maddon Phillips transferred to other depots.

Clerk Sam DeSalvo brought in a cake for the office force to help him celebrate 40 years of service on May 25.

Operators Ted Kinderman and Lou Bielski spent a week at Manitowac Waters, Wisconsin, and reported that fishing never was better. They caught their limit of walleyes and northerns every day.

Operator George Hoffman and his wife celebrated their 31st wedding anniversary on May 5.

Operator Clarence Weber and his wife celebrated their 25th wedding anniversary on May 27.

Kindly deposit news items in CTA Transit News box in the train-room or give it to the chief clerk, your new scribe.

—ELMER RIEDEL

### New Pensioners

**Patrick Benton**, operator, 77th. Employed 5-18-18.

**John Bilic**, laborer, Way and Structures. Employed 8-6-42.

**A. J. Cardiff**, operator, Forest Glen. Employed 7-24-23.

**Harry Feldhahn**, laborer, Skokie Shops. Employed 2-29-16.

**Gaspere Cirino**, laborer, Way and Structures. Employed 5-6-26.

**A. L. Florczak**, conductor, Howard Street. Employed 8-14-16.

**C. A. Hall**, electrical worker "A," South Shops. Employed 8-31-23.

**W. E. Hill**, conductor, 61st. Employed 11-13-13.

**N. W. Jennings**, agent, West Section. Employed 4-19-43.

**H. F. Mitchell**, clerk, North Park. Employed 12-13-23.

**Timothy O'Donoghue**, bus cleaner, North Park. Employed 2-11-38.

**Jerry Prazak**, conductor, Desplaines. Employed 4-12-15.

**H. G. Reynolds**, trackman, Way and Structures. Employed 9-20-22.

**M. J. Schofield**, janitor, 69th. Employed 11-6-22.

**C. E. Vinton**, plant guard, CTA Department of Police. Employed 1-22-23.

**J. J. Walsh**, conductor, Kimball. Employed 11-8-28.

**Walter Witkowski**, car cleaner, 61st. Employed 6-22-25.

### DISABILITY RETIREMENTS

**B. E. Benson**, operator, Forest Glen. Employed 11-26-20.

**P. S. Butcher**, operator, North Park. Employed 11-28-42.

**E. A. Buza**, striper and letterer, South Shops. Employed 7-22-29.

**Henry Craig**, janitor, North Avenue. Employed 1-27-43.

**G. V. Harrison**, bus cleaner, Kedzie. Employed 11-24-36.

**D. J. O'Donnell**, conductor, South Section. Employed 7-28-27.

**G. J. Rankin**, motorman, Douglas. Employed 1-15-24.

**Stanley Smykowski**, operator, Forest Glen. Employed 1-13-27.

**W. F. Story**, supervisor, District "B." Employed 11-29-33.

**J. T. Tranekier**, conductor, West Section. Employed 9-22-43.

### SUPERVISOR RETIRES



**AFTER MORE** than 34 years of service, Supervisor O. L. Krueger, District "A," retired on pension June 1. Presenting Mr. Krueger (left center) with a wallet and cash is Supervisor August Bartelheim (left), while Supervisors Robert Gray and Leonard Brezek look on.

### Son Receives Check To Further Education

**PURCHASING AND STORES** — James Tamburrino, 17-year-old son of Frank Tamburrino, Stores, general office, was presented with a check for \$500 to further his education after graduating from Tuley high school, where he was among the top ten honor students in his graduating class. The check was presented at Mayor Daley's luncheon for the honor students from the Chicago high schools. James hopes to enter the University of Illinois.

## VALEDICTORIAN



**RECENT GRADUATE** from Cregier vocational high school is **Joseph Lepore**, son of **Cleaner Guy Lepore**, Wilson Shop. A member of the honor society, Joseph was valedictorian of his class.

*Carol Schmidt* is the latest addition to Stores, general office.

*Elmer Lundquist*, Stores, general office, announced the arrival of his fifth grandchild, a girl, *Kyri*, who was born June 9.

*Mildred Bonomo*, Purchasing, vacationed in Hamilton, Ohio, where she visited friends.

*Elmer Swanson*, buyer, Purchasing, vacationed in Fort Lauderdale, Florida.

—DAGMAR McNAMARA

## Operators' Team Wins First Place

69TH—Operators *Al Badbald*, *Melvin Alexander*, *James Stanford* and *Hubert Lane*, who bowled with the Levine Hardware league, won first place.

Operator *Al Badbald* won the individual single game in the Illinois State bowling tournament.

Operator *John Rogers'* son, *William*, recently was married to *Miss Renee Hansen* at St. Felicitas church.

Operator *Edward Tierney's* daughter, *Barbara*, recently was married at Little Flower church.

Operator *Raymond Kramer's* son, *Raymond, Jr.*, was recently married to *Marilyn Ann Jurish* at St. Brendan church.

Loader *Edward Melani's* daughter, *Delphine*, was married to *Ronald Cempel* on June 4 at St. Joseph church.

Operator *Mike Barris* and his wife celebrated their 23rd wedding anniversary on June 5.

Operator *Tony Frank* recently became a loader.

Operator *Albert Pavlik* became a grandfather for the second time when his daughter, *Joan Mroch*, gave birth to a baby girl.

Repairman and Mrs. *James Lee* recently became the proud parents of a baby girl.

Operator *Owen White* and his wife have returned from an enjoyable vacation in Mexico recently.

Bus Cleaner *Ziggy Lakomiak* enjoyed his vacation in Clyman, Wisconsin.

Instructor *Joseph Brady* presently is enjoying a Florida vacation.

Operator *Frank Vyzral* and his wife have returned from an enjoyable vacation in Hot Springs, Arkansas.

Repairman *James Donaldson* spent his vacation in Hot Springs, Arkansas.

Repairman *John Barry* and Repairman *Pete O'Reilly* spent their vacations golfing in Wisconsin.

Operator *Nick Meyers*, who was hospitalized, is at home recuperating.

Operator *Roy Miller's* daughter recently underwent surgery.

*John Novak's* mother recently died.

Operator *Thomas Pritchard's* brother-in-law, *Thomas Kiley*, died recently.

Operator *Edward Janda* died June 12.

Operator *Mike Everett* is now on disability retirement.

Station Engineer *James Kiley*, 77th, spent his vacation on a three-week trip to Ireland, where he visited his family in Waterford, Duncargen. James hadn't seen his family in 29 years.

—THOMAS S. ELPHICK

## Good News Adds To Fishing Fun

SKOKIE SHOPS—While fishing in Minnesota, during his recent vacation, Painter Foreman *Oliver Lang* was informed that he had become a grandfather for the ninth time.

Electrician *Stanley Raven's* son, *Raymond*, recently was graduated from Quigley preparatory seminary with a high scholastic record. He plans to attend the seminary in Mundelein in the fall.

Machinist *Ernest Fisk* recently underwent surgery and is recuperating at home.

Electrical Worker *Arthur Viane* recently suffered a heart attack.

*Walter Zakes*, shopman II, is confined in the hospital, at this writing.

*John Zdunek*, upholsterer, injured his foot while mowing the lawn.

Returning to work after long illnesses were *Welder Angus Reid* and *Shopman Louis Harvet*.

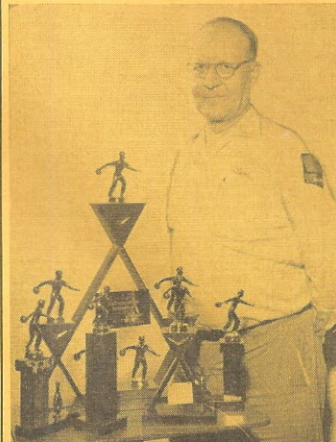
Recently retired were Machinist *George Dahlin*, who received a gold watch from his co-workers, and *Tom Browne*, electrical worker, who received a cash gift from his fellow-workers.

Laborer *Salvatore Damiano's* mother-in-law recently died.

Your reporter *Everett E. England*, presently is vacationing in California. En route, he and his wife took a guided tour in Carlsbad Caverns National Park in southeastern New Mexico.

—DAVID GURWICH and EVERETT E. ENGLAND

## PROUD BOWLER



PROUDLY DISPLAYING the trophies he and his bowling teams have won recently is **Towerman Leonard DeGroot**, South Section. Leonard enjoys bowling and frequents the alleys whenever he has any spare time to improve his game.

## RECENT DEATHS AMONG EMPLOYEES

**T. M. AMORE**, 51, retired motorman, Transportation. Employed 9-3-09. Died 5-25-60.

**C. S. ARES**, 73, retired carpenter "A," West Shops. Employed 10-17-19. Died 4-19-60.

**A. C. BOHN**, 76, retired conductor, North Avenue. Employed 3-20-05. Died 5-13-60.

**W. J. CLELAND**, 80, retired carpenter, Way and Structures. Employed 6-9-23. Died 6-6-60.

**J. F. CONNORS**, 92, retired crossing watchman, Transportation. Employed 6-11-24. Died 5-30-60.

**GEORGE COPITHORNE**, 48, investigator, Claims Department. Employed 10-11-36. Died 5-25-60.

**P. J. CRONIN**, 76, retired motorman, South Section. Employed 8-5-05. Died 5-26-60.

**JOHN J. GACEK**, 52, ticket agent, West Section. Employed 11-18-42. Died 6-12-60.

**HARRY GREENBERG**, 76, retired motorman, Kedzie. Employed 4-30-23. Died 5-12-60.

**THOMAS J. GRIFFIN**, 42, repairman, Lawndale. Employed 3-6-37. Died 6-10-60.

**DANIEL GROGAN**, 80, retired operator apprentice, Electrical Department. Employed 7-29-14. Died 5-17-60.

**EDWARD JANDA**, 62, operator, 69th. Employed 8-22-16. Died 6-11-60.

**JOHN KIELY**, 48, foreman, 69th. Employed 7-26-35. Died 6-16-60.

**STEVE J. KISLY**, 64, machinist, Skokie Shops. Employed 9-20-43. Died 5-19-60.

**F. J. KOCH**, 71, retired carpenter "A," South Shops. Employed 8-1-54. Died 6-1-60.

**FLOYD LAMPP**, 48, operator, 77th. Employed 11-20-40. Died 5-24-60.

(Cont. on page 15)

## 39 YEARS



A TOTAL of more than 39 years of active service came to an end when (left) **Blacksmith John McAndrews, Electrical**, retired on pension June 1. **Foreman Harold Koeppe** was presenting John with a retirement gift from his fellow-workers when **Bill Limanowski** snapped the photo.

## June Is Their Important Month

**SCHEDULE-TRAFFIC—Richard Goldstein's** son, **Henry**, was graduated from Roosevelt university, with a Bachelor of Science degree. During the summer, Henry is working as a ticket agent. He will enter the University of Illinois medical school in the fall.

**Robert Sedlack, Jr.**, son of **Bob Sedlack**, schedule maker, received his B.S. degree from North Park college on June 13.

**Mr. and Mrs. George Kahlfeldt** announced the birth of **James Francis**, who was born on May 30.

We had some early vacationers—**Glen Crump** drove to Eagle River, Wisconsin; **Patrick O'Malley** drove to California, and **Steve Bagrowski** traveled to Gatlinburg, Tennessee.

**Raymond Winkels** retired on disability pension June 1.

—GERTRUDE F. ANDERSON

## Fishing In Indiana Is Reported Good

**SOUTH SECTION — Switchman Joe Herold** spent his vacation in northern Wisconsin, where, he reported, the fishing was very good.

**Agent Helen LaFaire's** son, **Keith**, recently became a trainman. **Ray LaFaire**, switchman, works in the lower yard.

**Porter Thurmon Stovall** spent his vacation by doing some fishing in the Tippecanoe River, which passes through Winnemac, Indiana.

**Towerman Michael McKenna** smilingly passed cigars around when he recently announced that he and his wife, **Marilyn**, welcomed a daughter, **Ruth Ann Marie**, who was born May 14.

**Motorman Dan Kendell**, who has been on the sick list for some time due to surgery, stopped in at the 61st Street office to say hello and to report that he's feeling fine.

**Clerk John Barry** just rested during his vacation.

**Motorman Alfred Grabe** recently received his "Ham" radio license.

**Conductor John Kaltsas**, who had been on the sick list for a long time, returned to work.

—LEO J. BIEN

## Traveling Bowler Wins Trophy And Cash

**SOUTH SHOPS — Electrician Clarence Penberthy's** wife, **Florence**, recently won a trophy and cash prize when she participated in a bowling tournament in Milwaukee, Wisconsin.

**Ed Coates**, of the Mart, was the winner in the South Bus Overhaul golf tournament, which was held at Evergreen golf course.

**Stanley Janasek**, mechanic, and his wife, **Justine**, who was a stenographer at the South Shops a few years ago, announced the arrival of a baby girl. Awaiting the new little lady at home were her two brothers.

**Rhine Hirsch**, machinist, who is hospitalized at the Illinois Masonic hospital, is recuperating rapidly.

**Jim McConville**, foreman, reported the death of his sister, **Mrs. Catherine Luebke**.

—EVELYN HOWE and  
FRANCES LOUWARD

## Co-Workers Help To Celebrate Birthday

**TERMINAL INSPECTION SHOPS — (Wilson)—Foreman Paul Lorimer** celebrated his recent birthday by serving cake and coffee to all the boys at the shop.

**Repairman Anthony Ruane** was married during his recent vacation.

**Repairman Martin Gallagher**, who had been on the sick list for some time, returned to work . . . **Cleaner Pat Cotter** also returned to work after being off for a while.

(Kimball) — **Repairman Frank Fawcett**, who was on the sick list, returned to work.

(West-Northwest) — **Repairman Milton Rieck's** wife recently died.

**Don Sanduk** spent his vacation at home with his family.

**Repairman Al Boling** and his wife spent their vacation traveling to Kentucky to visit with Al's parents.

(Lake) — **Foreman Ernie Jones** spent a week of his vacation nursing his newly-seeded lawn.

Other vacationers at Lake street were: **Repairman William Gehrig**, who visited Florida; **Repairman Herman Swoope**, who stayed in Chicago and did some house-cleaning; **Repairman Garner Pleasant**, who just stayed home and rested, and **Assistant Foreman Ralph Danielson**, who traveled to his farm in Michigan.

Presently, **Clerk Jimmy Durr** is spending his vacation in and around Chicago.

**Repairman John Nash** returned to work after recuperating from recent surgery.

—JOE FEINENDEGEN

## New Pensioners Will Have Spare Time

**WAY AND STRUCTURES — Charles Basek**, plumber apprentice, and **Trackman Virgil Leach** retired on pension June 1 after 41 and 17 years of service, respectively.

## My Neighbors

By BILL PAULSON



"Let's see, now — what did I come out here to worry about?"

**Laborers John Bilic and Gaspare Cirino, Track**, retired July 1 after 17 and 34 years of service, respectively.

**Henry Reynolds**, trackman, rapid transit, retired July 1 after 37 years of service.

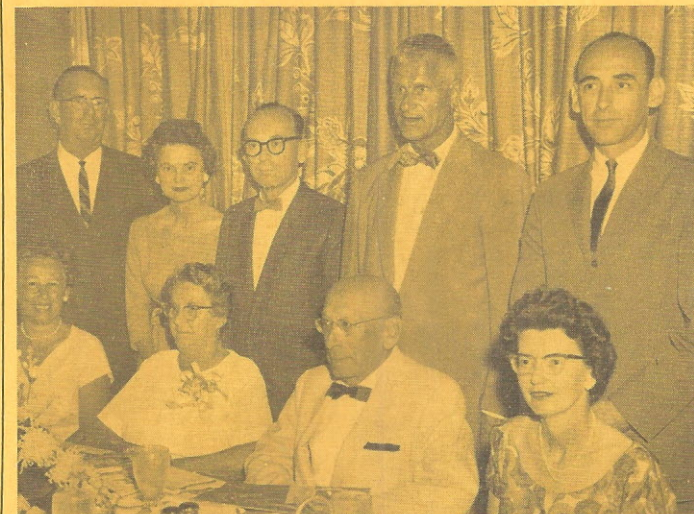
**Special Engineer Paul Minogue's** son, **Mike**, was graduated from St. Bernardine's grammar school on June 12 . . . **Jack O'Reilly's** daughter, **Eileen**, also was graduated on June 12 from St. Bernadette's grammar school.

**Anna Sullivan**, mother of **George Sullivan**, instrumentman, died on May 31.

**Laborer Joseph Blaszak, Track**, died on May 16.

—MARLENE NEHER

## GOLDEN ANNIVERSARY



**HELPING TO** celebrate the 50th wedding anniversary of (seated in center) **Mr. and Mrs. Michael Korosy**, retired planning engineer, is their daughter, **Margaret** (seated left) and her husband, (standing second from right) **Richard Koch**, civil engineer, Chief Engineer's Office. The anniversary party was held in St. Petersburg, Florida, where the Korosys now make their home.

## RECENT DEATHS AMONG EMPLOYEES

**JOSEPH LORENZ**, 57, ticket agent, North Section. Employed 7-22-37. Died 5-21-60.

**WILLIAM MALONEY**, 81, retired motorman, Cottage Grove. Employed 7-1-13. Died 5-7-60.

**D. S. MAYALL**, 72, retired lineman helper, Electrical Department. Employed 7-5-21. Died 4-24-60.

**PETER McCaHEY**, 77, retired conductor, Cottage Grove. Employed 8-29-12. Died 5-28-60.

**JAMES McCORMICK**, 55, operator, Kedzie. Employed 8-19-37. Died 6-5-60.

**PATRICK O'MALLEY**, 59, retired operator, North Park. Employed 12-13-44. Died 6-1-60.

**PATRICK O'NEILL**, 78, retired motorman, North Avenue. Employed 2-14-09. Died 5-31-60.

**R. W. OSTRANDER**, 87, retired motorman, Cottage Grove. Employed 11-20-09. Died 5-30-60.

**B. B. PAPAKOSTAS**, 72, retired agent, North Section. Employed 1-29-45. Died 4-15-60.

**T. S. PEDERSEN**, 70, retired motorman, Limits. Employed 11-16-25. Died 5-12-60.

**W. H. RICHARDSON**, 77, retired motorman, 77th. Employed 3-1-12. Died 5-9-60.

**MARTIN M. RYBACKI**, 58, operator, 77th. Employed 5-8-24. Died 6-11-60.

**C. W. SCHROCK**, 61, retired operator, Archer. Employed 11-30-26. Died 5-27-60.

**DANIEL SHANAHAN**, 52, retired operator, North Avenue. Employed 11-22-40. Died 6-7-60.

**P. A. SHULTHIES**, 83, retired conductor, Archer. Employed 6-10-04. Died 5-31-60.

**FRANK SLADCIK**, 69, retired carpenter "A," South Shops. Employed 6-2-20. Died 5-16-60.

**GAETANO SPICOLA**, 75, retired comp. mixer operator, South Section. Employed 6-23-27. Died 5-24-60.

**JAKOB TOBOLA**, 70, retired bus cleaner, Shops and Equipment. Employed 5-8-25. Died 5-12-60.

**WALTER ZAKES**, 59, repairman, Skokie Shops. Employed 9-24-42. Died 6-15-60.

**L. V. ZARUBA**, 68, retired conductor, Kedzie. Employed 3-29-26. Died 6-10-60.

## Don't Try To Detain Him

**WEST SECTION (Agents)** — When duty calls, *Agent Barney Sobkowiak* permits nothing to interfere with his being on the job on time. Recently, while returning home from a short trip, his train was derailed near LaSalle, Illinois. But, Barney hit the highway, used his two feet and a thumb, and managed to make his way to the city limits and the nearest CTA line.

*Agent Marion Kientzle* and her family attended the ordination of her nephew, *Reverend Daniel Hunter, O.P.*, at St. Rose Priory.

*Porter Augustus Stapleton* and his wife, *Nefee*, announced the ar-

rival of a daughter, *Gwynn*, who was born on May 21.

*Porter Ed Bentley* has been released from Resurrection hospital and now is at home recuperating, at this writing.

*Agent John Begley*, who recently underwent surgery at St. Anne's hospital, is reported to be in good condition and recuperating well.

## Vacationers

*Porter Ed Pevitts* and his wife are presently spending a three-week vacation in Coloma, Wisconsin, where they are enjoying their favorite pastime—fishing.

*Ralph DeMaria*, superintendent of agents and porters, enjoyed a two-week vacation fishing near Hayward, Wisconsin.

*Superintendent S. R. Smith* enjoyed part of his vacation visiting with his daughter in Grand Rapids, Michigan.

*Agent James Straka* enjoyed his vacation at home.

*Agent Joseph Vanek* spent his vacation doing some remodeling on his home.

*Agent Mary Winters* flew to Wisconsin Claire, Ireland, during her vacation to visit with her mother.

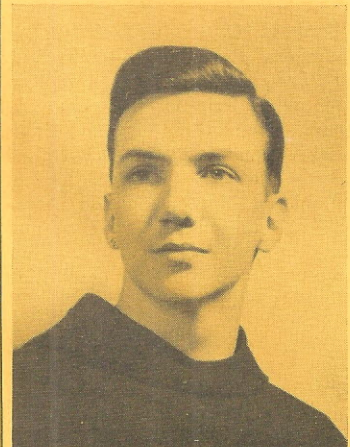
*Agent Mary Doyle* flew to Wexford County, Ireland, to enjoy a visit with her brother and sisters.

*Agent Fred Poltrock* retired on pension June 1.

*Stanley Banals* is one of the newest members on the porter staff. Stan has 33 years of service, 24 of which were spent as a gateman.

—GORDON KELLY

## FORMER AGENT



**RECENT GRADUATE** of the University of Dayton, Ohio, *Friar Alphonse O.F.M.* is the son of *Operator Arthur Van Guilder*, Forest Glen. A former student agent on the West Section, *Friar Alphonse*, or as he was known then, *John Van Guilder*, joined the Franciscan Order in 1956, at Our Lady of Carey seminary, Carey, Ohio, where he received his degree in Philosophy.

## HEALTH SHORTS

**AN ARTIFICIAL Heart** to replace hopelessly diseased human hearts is the prospect held out by one of the pioneer researchers in the development of the artificial kidney. *Dr. W. J. Kolff* of the Cleveland Clinic Foundation reported to a recent medical meeting that the new heart will be made of plastic and actually placed in the heart cavity inside the chest. Two wires will transmit the necessary electric power, which will come from a household outlet, from the cigarette lighter of a car, or in an emergency, from standby portable batteries. The batteries would last for four hours in the event of a general power failure. For skeptics, *Dr. Kolff* reminds us that ten years ago he heard the same doubts expressed about the feasibility of an artificial kidney.

**NEW DRUG For Senility.** Perhaps the most distressing symptom that afflicts the aged is mental. The confusion, or merely dizziness, vertigo, and double vision, that advertise the onset of senility to the world, the family, and — most of all — to the elderly person himself is often

(Cont. on page 16)

## SOUTH SHOPS RETIREES



**SOUTH SHOPS employees, Pipefitter Howard West and Carpenter John Golden, retired on pension June 1. Presenting the new pensioners with gifts from their co-workers are (left to right); Foreman Ted Woss, Mr. West, Mr. Golding and General Foreman Joseph Hecht.**

## For And About Our Pensioners

GENERAL OFFICE—(Training and Accident Prevention) — *Frank J. Barker* recently paid us a visit on his return trip from Canada. As past commander of the Great Lakes command (in the United States) of the Canadian Legion, Frank and *Mrs. Barker* do a considerable amount of traveling and are enjoying it immensely. They recently were guests of the British Consulate in Chicago.

Other recent visitors were *Mr. and Mrs. Bill Goodall*, who traveled here from their home in Florida.

—MARY E. CLARKE

GENERAL OFFICE—(Transportation) *Ruth Soutter*, who retired about a year ago, sent us cards from Hawaii. Ruth has made many trips since she took up residence in South Pasadena, California.

*Chick Thulstrup* recently paid a surprise visit to our department. He and his wife, *Gertrude*, traveled to Chicago from Newburgh, Indiana, to welcome their tenth grandchild.

### SURPRISE VISIT



A SURPRISE visit to the home of Retired "B" Electrician *Chester Maddox* recently was made by Superintendent *William F. King*, Electrical Construction, while he was vacationing in Ft. Lauderdale, Florida. Mr. King remembered that Chester had made his home there and promptly went over to talk about old times.

*Charles Gylling* spent a few hours visiting with his former co-workers while his wife was out on a shopping spree.

*Con Loughery* also paid us a surprise visit. He retired a few years ago as district superintendent, rapid transit.

—JULIE PRINDERVILLE

ELECTRICAL—Pensioner *Roy Rogers* and his wife, *Anna*, returned from a trip to San Diego, California, where their oldest granddaughter, *Judy Lou Andrewson*, was married to *Donald Riffe*.

*Theodore Kavol* recently visited the Grand Canyon, Hoover Dam, Las Vegas, and Zion National Park.

—GILBERT E. ANDREWS

NORTH AVENUE — *Henry Burt*, of 184 Charles, Sunnyvale, California, wrote a letter recently to report that he is enjoying good health and would like to get in touch with *Tom Norton*, formerly of North Avenue. Anyone knowing of Tom's address can get in touch with Henry at the Sunnyvale, California, address.

—JOE HIEBEL

SOUTH SECTION — *Motorman Fred Christie*, who has been on pension since August, 1953, recently was visited by *Clerk Al Lipke*, while Al was vacationing in St. Petersburg, Florida.

—LEO J. BIEN

KEDZIE — Pensioner *James Mikota* paid us a visit. Jim, whose wife died recently, lives in Kenneth City, Florida.

—C. P. STARR

WEST SECTION (Agents) — Retired Agent *B. Kerns* recently flew to Kilkeny County, Ireland, to visit with her brother, whom she hadn't seen in 45 years.

—GORDON KELLY

69TH—Retired Conductor *Thomas J. Elphick* recently suffered a heart attack, but is recuperating well at home.

—THOMAS S. ELPHICK

PURCHASING AND STORES—*Mr. and Mrs. Fred Nagel* dropped in to visit with their many friends recently. Fred retired on pension in 1952.

—DAGMAR McNAMARA

### UP OR DOWN



APPEARING TO be standing on his head is *Lawrence Crowley*, retired lineman helper, Electrical. Actually, Larry is being lowered, head first, to kiss the Blarney Stone at Blarney Castle, Ireland. He now lives in Tipperary with his brother, *John*.

(Cont. from page 15)

the result of insufficient blood supply to the brain.

Now, fortunately, it appears that this can be treated successfully with a drug that has been used for several years to improve the blood supply to the extremities in such diseases as diabetes, arteriosclerosis obliterans, and frost bite.

Arlidin, a chemical cousin of adrenalin which is produced by the adrenal glands, dilates blood vessels and increases blood flow to starved areas in the body. In a recent study of persons suffering from insufficient circulation in the legs and feet, a number of whom also suffered from the symptoms of senility listed above, it was found that brain blood flow was improved and the distressing mental symptoms relieved. Arlidin is a prescription drug and is given either by injection or orally.

### TRANSITADS

FOR SALE — Refrigerator, 12 cubic foot Coldspot, with freezer-top. Like new. \$75.00. Call Bittersweet 8-5483.

FOR SALE — Lawnmower, Silent Craftsman, 18-inch blades. Like new. Will sell for \$15.00. Call R. W. Meisner, National 5-4255.

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

### PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, August 2, 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, August 18, 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.

## Add to Park-'N'-Ride Space at Desplaines

SPACE FOR parking an additional 117 automobiles at CTA's Desplaines avenue terminal, Forest Park, became available for rapid transit riders on July 7.

The availability of these additional spaces is particularly important at this time as 80 parking spaces were eliminated on July 5, when Desplaines avenue was opened to traffic. While construction of Congress expressway was in progress, Desplaines avenue was utilized for parking of automobiles through the cooperation of the State of Illinois, the County of Cook and the Village of Forest Park.

Sixty-seven of the new parking spaces are located in a parcel of land recently purchased from the Commonwealth Edison company at a total cost of \$29,075. This lot is on the northwest corner of Harrison street and Desplaines avenue and is directly south of CTA tracks and the present parking facilities.

Cinder surface on present grade was installed along with bumper ties to indicate parking stalls at an additional cost of \$6,000. The entrance and exit is at the north end of the lot and is reached by driving west in the Public Service company driveway from Desplaines avenue. Appropriate signs were erected to direct patrons to the entrance.

Due to the cost of acquiring and preparing this lot for parking, a fee of 25¢ is being charged for all-day parking. The fee is collected by an attendant at the entrance.

In addition to the new lot, the main parking lot, which is free of charge, was enlarged to accommodate about 50 more automobiles. This was accomplished by re-grading space formerly occupied by temporary tracks, and by moving construction material stored at the north and northwest sides of the lot.

## Board Approves Survey of "L" Signal System

A COMPREHENSIVE survey by consulting engineers to assist CTA with plans to enhance the safety and improve operations of its rapid transit system by installing modern signal and train control facilities on the unsignaled portion of the rapid transit system was authorized recently by Chicago Transit Board.

The board authorized the signing of a contract with DeLeuw, Cather & Company, consulting engineers of 150 N. Wacker drive, to conduct the extensive survey and prepare a comprehensive report and recommendations at an estimated maximum cost of \$75,000.

At the same meeting, the Board also approved award of a \$5,850 contract to the Charles Lerch Elevator Co., Inc., to convert the two escalators at the Clinton station in the Congress street subway to automatic "do it yourself" operation in non-rush hours.

The two escalators will then operate in the same manner as the north escalator at the Jackson-Van Buren station in the State street subway which was converted to automatic operation in December, 1958. The Lerch Company also handled that conversion.

The automatic operation of the escalators at Clinton station will enable CTA patrons to use the escalators 24 hours a day. At present, operation of the escalators is confined to rush hours when large numbers of patrons are using them and at other times are turned off when relatively few persons are going up and down the stairs. Automatic operation of these escalators will not be applied to the present rush-hour schedule.

Under the terms of the contract, work will start within three months and the conversion will be completed in six weeks after work begins.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF MAY 1960 AND 1959, FIVE MONTHS ENDED MAY 31, 1960 AND 1959 AND  
TWELVE MONTHS ENDED MAY 31, 1960

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

	Month of May		Five Months Ended May 31		Twelve Months Ended May 31, 1960
	1960	1959	1960	1959	
Revenues	\$11,196,974	\$10,959,569	\$55,806,244	\$53,883,080	\$131,804,039
Operating and Maintenance Expenses	9,541,449	9,063,814	47,908,231	47,056,012	111,997,208
Available for Debt Service	1,655,525	1,895,755	7,898,013	6,827,068	19,806,831
Debt Service Requirements:					
Interest Charges	363,345	375,945	1,823,316	1,883,646	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	833,334	833,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	115,007	105,213	575,033	526,067	
Series of 1952 (2)	28,750	-	143,750	-	
Series of 1953 (3)	35,000	-	43,750	-	
	708,769	647,825	3,419,183	3,243,046	
Balance Available for Depreciation	946,756	1,247,930	4,478,830	3,584,022	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	946,756	1,247,930	4,478,830	3,893,599	
Provision for Depreciation	895,757	876,765	4,464,499	4,310,646	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	50,999	371,165	14,331	417,047 r	
Accumulated Deficit to End of Previous Period	36,668 r	1,388,843 r	-	600,631 r	
Balance Available for Other Charges or Deficit in Depreciation Provision	\$14,331	\$1,017,678 r	\$14,331	\$1,017,678 r	

r - denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers	45,115,532	46,105,504	227,578,243	228,548,253	545,045,313
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### NOTES:

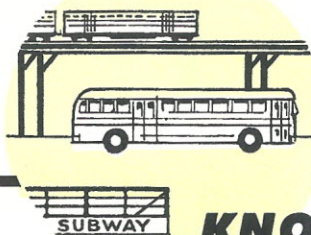
- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1960.
- (2) Equal monthly installments to currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- (3) Equal monthly 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 determinable, 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. Deposits were made in May 1960 for the months of February through April 1960, deposits for which had not been made because earnings were not available therefor.
- (4) Revenues for the month of January 1959 were not sufficient to make the deposits required in the Debt Service Funds, in accordance with the terms of the Revenue Bond Trust Agreement, such deficiency was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any

If it hadn't been for Venetian blind manufacturers, it would have been curtains for us all!

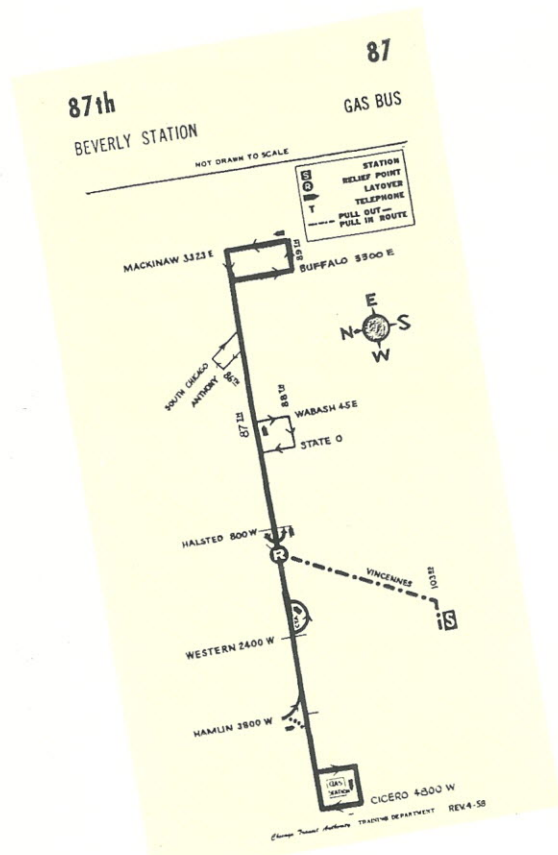
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"Some after dinner speakers don't need introductions half as much as they need conclusions."

**to serve our riders better...**



## KNOW YOUR CTA ROUTES



SERVING A far south side area between Mackinaw avenue (3332 E) and Cicero avenue (4800 W), CTA's 87th street route (No. 87) links the heavy industrial district of Chicago's greatest steel producing plants on the lake front and the growing residential section which has pushed its way in recent years to the city limits on the west.

The route is one of changing aspects. Until a residential building boom started following World War II, 87th street acreage was largely undeveloped land. The first sizable real estate project to be undertaken was the Hometown community development at the west end of the line. Now, therefore, the vacant property is filling up with single homes and two-apartment buildings.

Extensive tracts of land in the area around Western avenue are occupied by the Beverly Country Club and Dan Ryan Woods forest preserve, both of which are located directly on 87th street. There also are two large cemeteries — St. Mary's and Evergreen—on the route in the vicinity of Pulaski road.

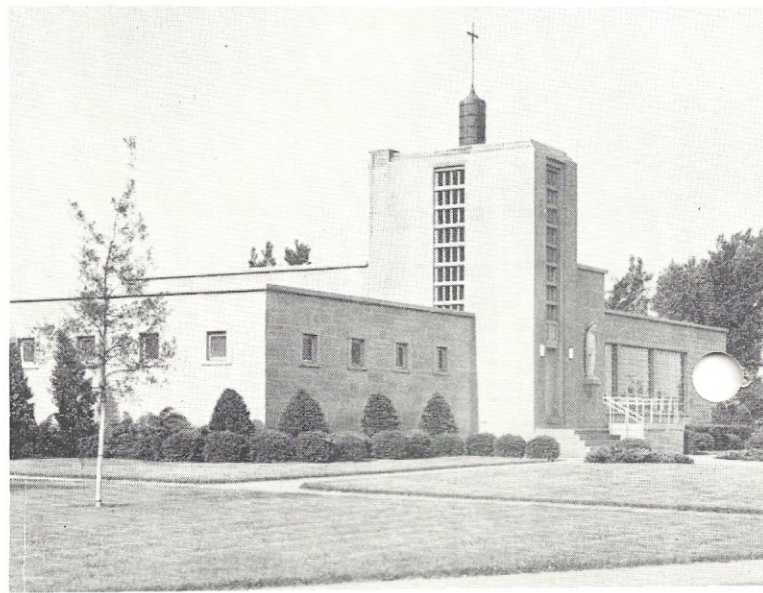
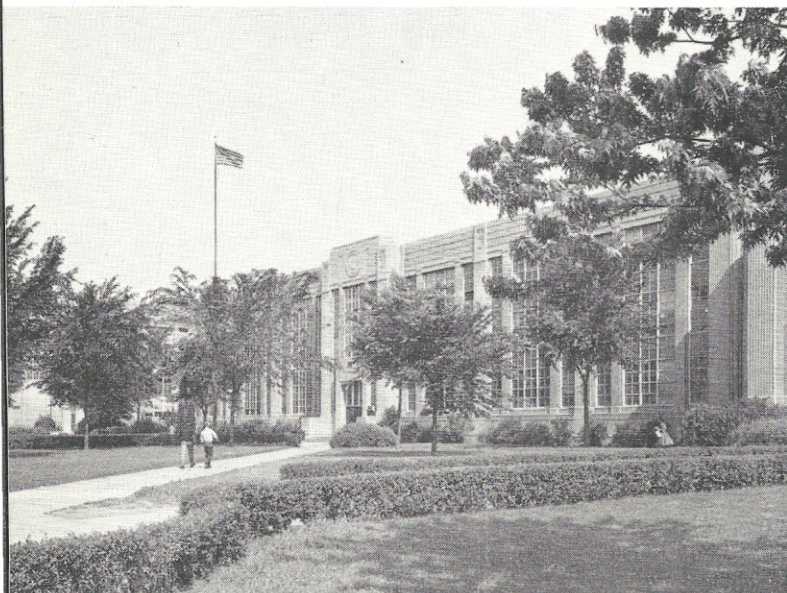
The eastern terminal of the route is at 89th street and Mackinaw avenue; the western terminal, at 87th and Cicero. However, on Saturday evenings, Sundays and holidays buses operate only as far west as Western avenue. The measured round trip distance between terminals on the full run is 20.92 miles. The routing between the terminals, except for two blocks at the eastern end, is entirely along 87th street.

With three high schools on the route —namely, Bowen, Chicago Vocational and Luther South—the riding pattern differs from the established pattern on other CTA routes. Schedules are tailored to meet the heavy demands of student traffic at the beginning and ending of school days. During these periods buses operate on close intervals, sometimes only one minute apart. Careful study and analysis of the service required to handle the heavy student riding is reflected in the schedules.

In the morning rush period, two to four-minute intervals are maintained. These lengthen to six minutes during the

**REPRESENTING THE** modern trend in architectural design which is reflected in even the most functional buildings of today is the new Administration building at St. Mary Cemetery, located at 87th and Hamlin avenue. The cemetery is in a rapidly expanding area of the southwest side, near the Evergreen Park and Hometown communities.

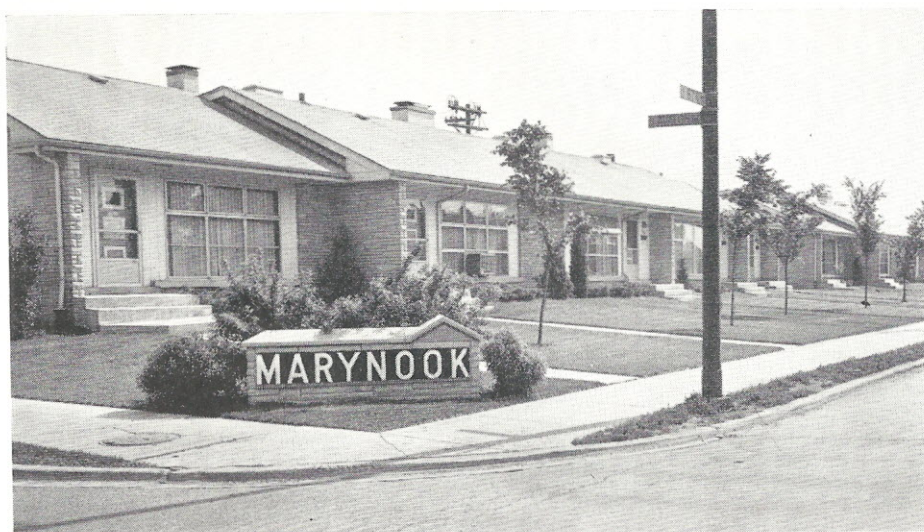
**SET IN** a landscaped campus of trimmed hedges and trees, the Chicago Vocational high school, 87th and Anthony avenue, provides a wide range of technical and training courses in its curriculum. The modern buildings occupied by the school were erected in 1938, and during World War II were taken over by the U. S. Navy as a training center for specialized personnel.





**ANOTHER UNIT** in Chicago's public school system is Bowen high school, located at Baltimore avenue and 89th street. Named after James Bowen, a pioneer Chicagoan, the school has served the southeastern area of the city for many years.

**THE TYPE** of residential construction being developed along the 87th street route is shown in this picture. It is a view looking northeast from 87th and Avalon avenue, now a neighborhood of attractive homes and neatly-kept lawns. It is another example of the pressing need for adequate local transportation to serve the city's growing population which is overflowing into the fringe areas.



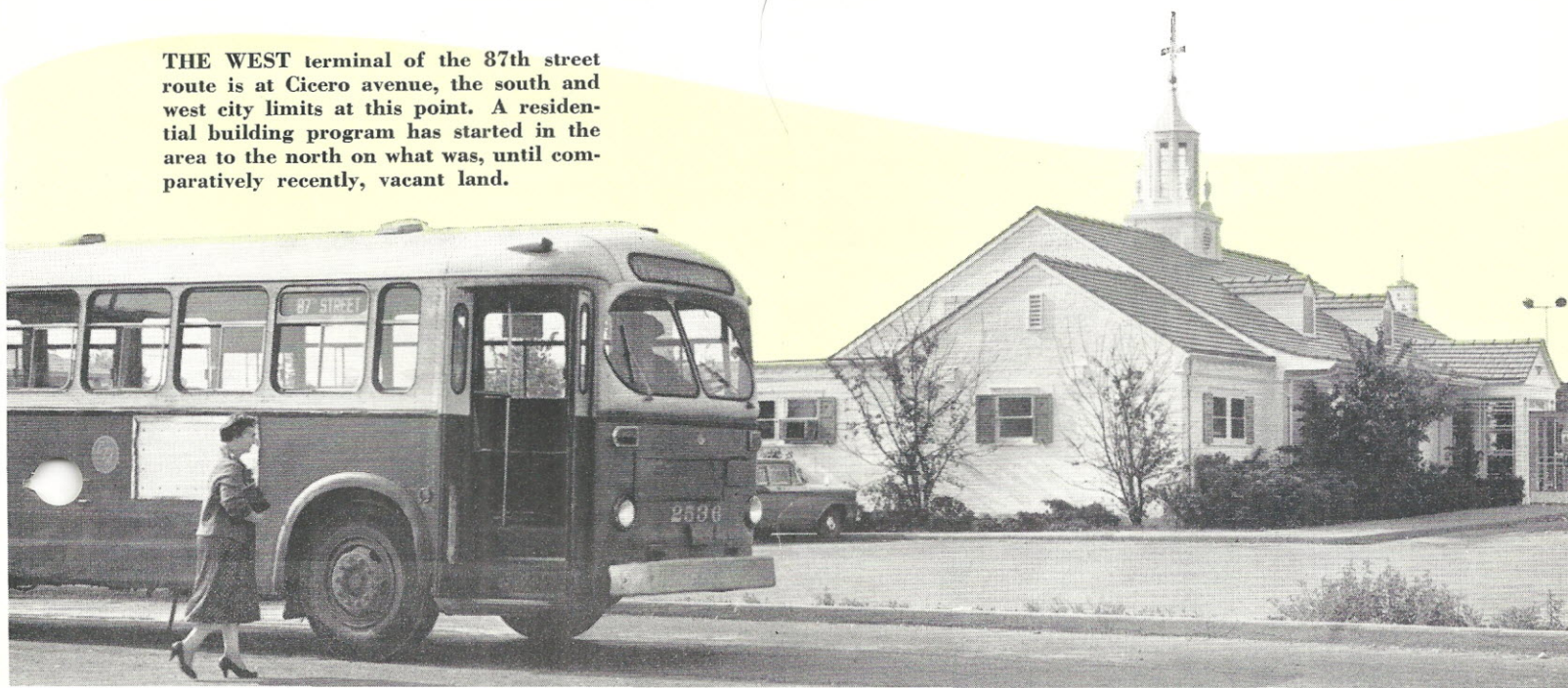
evening rush. At other periods of the day buses are spaced 15 minutes apart Saturdays, Sundays and holidays, intervals vary from 15 to 25 minutes. In each case, however, service west of Western avenue is operated at less frequent intervals. Many of the buses terminate their trips at Western and operate between that point and the east terminal. At the present time, buses are operating on summer schedules, which have been adjusted to conform with the reduced riding due to school vacations.

Passengers on intersecting surface routes may transfer to and from 87th

line at 14 points, including such important cross-town lines as South Chicago, Stony Island, Cottage Grove, State, Ashland, Western and Kedzie.

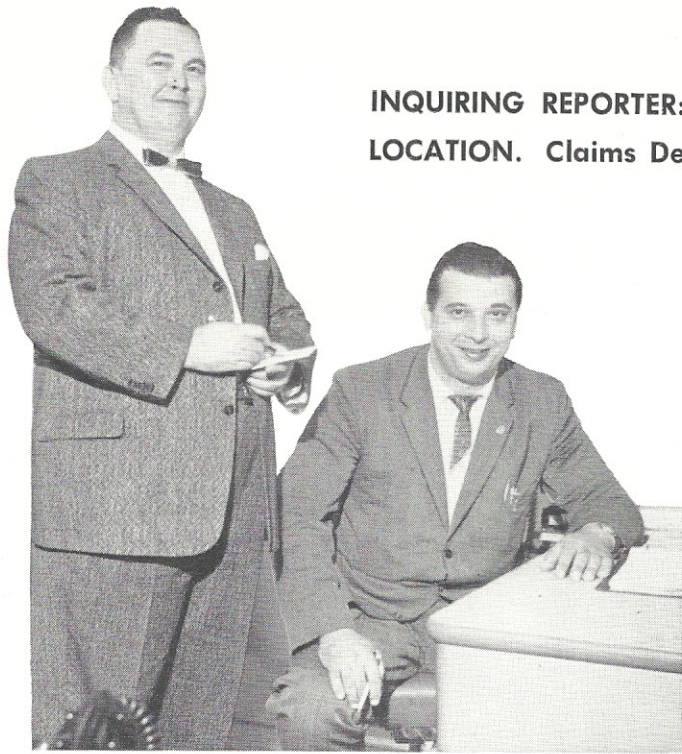
The first transit service to be operated on 87th was in 1913, when street cars started running between South Chicago and Stony Island avenues. A further extension was made to Commercial avenue in 1915. Following conversion to bus operation and a number of other extensions, the route reached its present eastern terminal at 89th and Mackinaw on May 27, 1951. Service to the Cicero terminal began on August 13, 1954.

**THE WEST** terminal of the 87th street route is at Cicero avenue, the south and west city limits at this point. A residential building program has started in the area to the north on what was, until comparatively recently, vacant land.



**INQUIRING REPORTER: Frank Sepanski**  
**LOCATION. Claims Department**

**How and where do you plan to spend your vacation this year?**

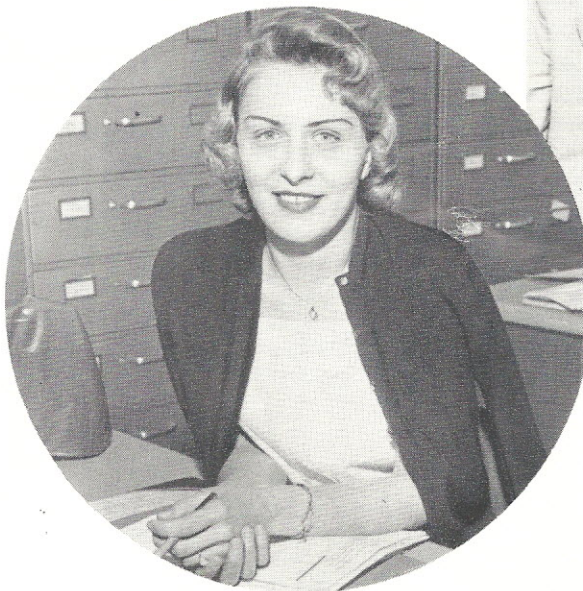


**CHARLES OLCIKAS**, Statement Man (with *Inquiring Reporter Frank Sepanski*): "I will spend my vacation in my parents' home at Gages Lake, Illinois. I'm going to sit back in a boat and do nothing but fish and relax."

**FRED MARTIN**, Legal Investigator: "I am going to start my trip by boarding the Santa Fe Chief headed for Omaha. Then I will tour the west with relatives. We'll travel through Wyoming, Nebraska and South Dakota."



**FRANCES TRUHLAR**, Claims Clerk: "Since a vacation period is primarily for 'taking it easy' I think I'll spend most of the time just loafing. I may, however, take a week-end trip to Wisconsin, but I doubt if I'll do anything else up there, but loaf and relax."



**KEVIN MURPHY**, File Clerk: "Since I haven't worked for CTA for too long a time, I have no vacation time coming, but I took advantage of the Fourth of July week-end by traveling to Antioch, Illinois."



**ELEANOR GARRO**, Brief Writer: "I'm going to be traveling by plane and train. First stop will be Salt Lake City, Utah, and then on to my favorite city, San Francisco. From there we'll go on to Los Angeles, where we will visit with relatives and friends. Our last stop will be, appropriately enough, Las Vegas and then home we'll come."





*to the Ladies*

FROM ELLEN



## CREAM PUFFS with STRAWBERRY FILLING

HERE'S A refreshing treat that's pretty as a picture. At tea-time, surprise your guests with sweet and creamy Strawberry Filling in golden-brown Cream Puffs. If you wish, sprinkle a refreshing snow cap of confectioners' sugar over each Cream Puff. Add a final note of eye-appeal with a garnish of plump, red-ripe strawberries.

A minimum of ingredients and preparation time make Cream Puffs the perfect solution to the busy homemaker's entertaining problems. Eggs, water, butter and enriched flour are the important ingredients in these quick tricks.

Steam acts as the leavening agent in this elegant pastry and puffs up the batter into crisp, golden-brown shells.

### Cream Puffs

- 1 cup water
- ½ cup butter or margarine
- 1 cup sifted flour
- Dash salt
- 4 eggs
- Strawberry Filling

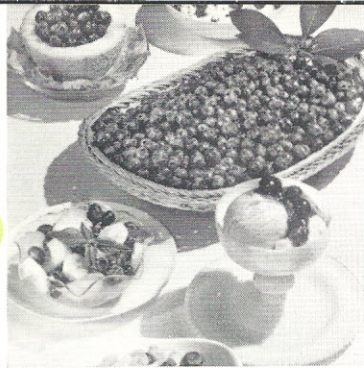
Bring water to boiling. Add butter or margarine, stirring until melted. Add flour and salt all at once. Stir very well until mixture is smooth and forms a soft ball that does not separate. Cool 5 minutes, stirring occasionally. Add eggs, one at a time, beating very well after each addition. Drop batter by spoonfuls on lightly greased baking sheet to make 12 puffs. Bake in hot oven (425°F.) about 25 minutes longer. When cool, split and fill with Strawberry Filling. Garnish with whole strawberries.

### Strawberry Filling

- 3 tablespoons flour
- ⅓ cup sugar
- ¼ teaspoon salt
- 1½ cups milk
- 1 egg, beaten
- 1 teaspoon vanilla extract
- 1 cup sliced, sweetened strawberries
- ½ cup whipping cream
- 1 tablespoon sugar
- Whole strawberries for garnish

Mix flour, ⅓ cup sugar and salt in saucepan. Add milk gradually and cook over medium heat, stirring constantly until mixture comes to a boil. Slowly add hot mixture to beaten egg and return again to heat. Bring to boiling. Cool mixture slightly. Blend in vanilla extract. Chill. Fold in strawberries. Whip cream until frothy. Add 1 tablespoon sugar and beat until stiff. Blend into strawberry mixture.

JULY, 1960



IT'S BLUEBERRY time! Dip out a handful of the luscious, cultivated blues and eat them as is, or with sour cream, or in a melon half, or in fruit salad, or over cereal or ice cream.

## IT'S BLUEBERRY TIME

PLUMP, LUSCIOUS, cultivated blueberries have come into season, waiting to be taken home to lend their breath-of-summer charm to your table.

The entire family will probably eat them right from the box. But, save them, if you can, for favorite blueberry recipes . . . like pie, muffins and, of course, blueberry pancakes. Eyes will brighten at the sight of blueberry tarts, shortcake and dumplings, too!

So, for the greatest enjoyment of this enjoyable blueberry season, we have compiled a few blueberry recipes, including Blueberry Schaum Torte, Cheeseless Blueberry Cheesecake and Tru-Blu Pudding with Hard Sauce. Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for your free taste-tempting recipes.

Don't forget, too, while the wonderful blueberries are in season that the squirrels have a good idea in preparing for empty days ahead. Squirrel some away in your freezer. The big juicy cultivated blues lend themselves particularly well to easy freezing. Here's how:

### How To Freeze Fresh Blueberries

Plain, unsweetened:

Pick over and pack whole fresh blueberries in freezer containers leaving ½" head space. Seal and freeze. Use in recipes in which berries are cooked such as blueberry pies, cakes, muffins and pancakes. No need to thaw berries before using. Simply rinse with hot water and use as fresh berries.

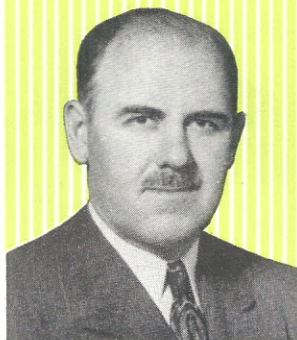
### Syrup Pack:

Prepare medium syrup by dissolving 3 cups sugar in 4 cups hot water. Cool completely. Enough syrup to pack 8 pints of berries. Wash berries and drain thoroughly. Pack berries in containers leaving ½" head space. Cover with syrup. Seal and freeze. This method is best when berries are used raw as in blueberry shortcake and fruit salad. Thaw berries just enough to drain off syrup; serve when still a bit frosty.

AN ELEGANT Strawberry Filling in Cream Puffs simplifies entertaining and lets you take advantage of fresh strawberries that abound in the market.



# MEDICALLY SPEAKING



By Dr. George H. Irwin  
CTA Medical Director

## JAUNDICE

JAUNDICE IS a very frequent condition and consequently is of interest to many patients and physicians.

A symptom and not a disease, jaundice can be described as a yellowish or greenish coloring, or staining, of the eye-balls, skin, mucous membranes and certain body fluids, especially the urine, with bile pigments. It is usually a manifestation of some disorder of the liver or bile tracts but may also indicate certain diseases of the blood.

Even though there is an abnormal composition of the bile in jaundice, it is well to remember that a certain amount of normal bile in our system is very essential to the healthy body. It is also important in digestion of our food and other metabolic processes. Bile is manufactured in the liver. From here some of it passes into the bile ducts and then to the intestines for immediate use in the process of digestion. Some of it also is stored in the gall bladder for future use.

The chief components of bile are bile salts, bile pigments, cholesterol and lecithum. The chief bile salt is bilirubin and this ingredient is always increased in jaundice. Most of the bilirubin pigment comes from the iron of disintegrated red blood cells.

Jaundice can occur in certain disorders of the liver, the manufacturing plant for bile, and also in conditions which prevent the normal passage and utilization of bile.

A liver disease most commonly connected with jaundice is infectious hepatitis (liver inflammation) which is caused by certain viruses and bacteria. A few drugs, such as chloroform, cinchophen, hydrocarbons and alcohol, will also cause liver disease. Certain toxins, such as toxins from blood transfusion reactions and the toxemia of pregnancy, also may cause jaundice.

Obstructive jaundice, as the name implies, refers to those conditions which block or delay the passage of bile. Some conditions developing from this type of jaundice are gall stones, constricting inflammation of the ducts, cirrhosis of the liver, and malignancy of the liver, gall-bladder, pancreas, stomach and bowels.

The recognition of jaundice is based on the presence of fever, loss of appetite, fatigue, headache, chills, nausea, vomiting, itching, dark urine, light stools, abdominal distress and, most important, the yellow tint of the eyes and skin. This condition may come on suddenly or develop rather gradually.

The diagnosis calls for a careful history, physical examination, liver function tests, x-ray and certain blood examinations and stool analysis. Successful treatment depends on several factors. First, early diagnosis is of extreme importance. For example, it is known that especially in obstructive jaundice due to gall stones, the duration of jaundice determines whether or not the liver cells will return to normal. Therefore early diagnosis and early treatment is paramount.

The basic cause is also a determining factor. For instance, the possibility of successful treatment in jaundice due to malignancy is remote. Generally speaking, the infectious types of jaundice can be treated by drugs, diet and conservative means. On the other hand, in the obstructive type such as a stone in the common bile duct, early surgery gives excellent results. Usually, younger patients do better than the older group.

The importance of an early visit to a doctor can not be overstated. Prompt diagnosis and institution of proper treatment are the two procedures which determine whether the patient will get well or not.



IN APPRECIATION of the cooperation of the Chicago Fire Department with CTA in many cases where CTA property is involved, *Chairman V. E. Gunlock* of Chicago Transit Board presented a \$1,000 check as a contribution to benefit funds established to aid city firemen. In this picture, Mr. Gunlock is presenting the check to *Chief John Scanlan* (left) 2nd Deputy. The money was given to the Chicago Firemen's Annuity and Benefit Fund, Chicago Firemen's Mutual Aid and Benefit Association and the Chicago Firemen's Fund Foundation.



THIS IS often the hottest time of the year in Chicagoland. In addition to excessive heat we are apt to have long periods of drought. This calls for vigilance on the part of the gardener to prevent pests and insects from destroying his plants. It is also a time when watering must be done intelligently.

If you have trees on your property the chances are that nearby pavements and sewers, especially in the case of street trees, carry off water as fast as it is applied and often before it can be absorbed by the tree roots. This means that the tree must have large amounts of artificial watering during dry weather. It does not help simply to spray the water on the ground as you would in the case of the lawn. At least once a week lay the hose, without the nozzle, on the ground and run it slowly until the soil is soaked throughout the root spread. Move the hose from time to time so the whole area under the foliage is covered. It may take the better part of the day to accomplish this properly. Do not make the mistake of watering the foliage on dry days, assuming that this helps to give the tree water. Quite the contrary may happen and you will be encouraging leaf spotting or burning of the leaves.

If you want healthy trees that will withstand drought and disease, be sure to give them a thorough feeding at least once every three years. Do this with a soluble plant food applied through a root feeder attached to the hose. There are special plant foods with an analysis of 20-20-20—20 parts nitrogen, 20 parts phosphorous and 20 parts potash. In the absence of such a soluble fertilizer you can use any other complete soluble plant food.

Evergreens need special attention in hot weather, too, especially if they were planted recently. Just as in the case of shade trees, water should be applied in large quantities. Let the hose lie at the base of the evergreen until the soil is soaked for at least a foot or more beneath the surface, but do not repeat this too often, certainly not more than once a week. If your soil is a heavy clay you must be careful that you do not have the water resting at the roots and drowning them. On the other hand, do not just water for a light sprinkling. This is worse than no water at all, because it encourages the roots to grow toward the wetted surface rather than deep down where they will make for a healthier tree.

Watch out for red spiders on evergreens at this time. One way to prevent their attack is to use the hose with the strongest spray held close to the branches of the trees so that a very strong stream passes through all of the needles. This will knock off the red spiders as well as to clean any sediment like dust or greasy soot from the needles. Bear in mind they breathe just like the leaves of a tree and hence need to be cleaned off occasionally.

Hardy chrysanthemums need special attention throughout the warm weather. They are heavy feeders and also need plenty of water. Feed your hardy chrysanthemums about once every two weeks through the summer. Some gardeners spray with a soluble plant food like fish emulsion properly diluted as directed on the package.

## FACT . . . OR FISH STORY

HERE'S SOMETHING for the fisherman of the family now that it's time for summer fun.

If you're worried that noisy water sports scare fish, rest assured; they don't. You don't have to worry about the ruckus of outboard motorboats cutting up in good fishing areas.

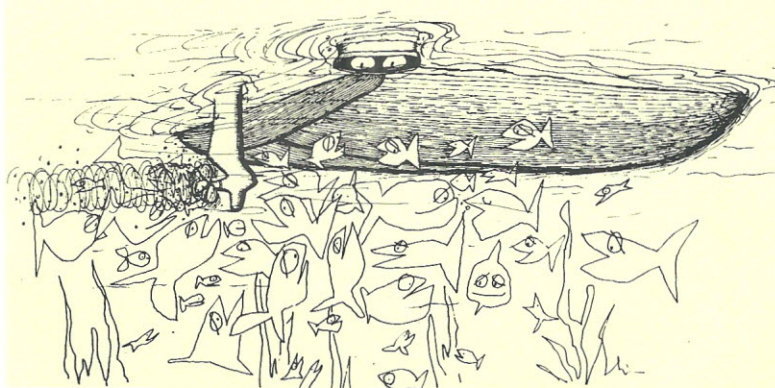
A group of research engineers recently investigated the angler's admonition of the ages,—“noise scares fish”—and relegated this belief to the realm of old wives' tales. The researchers conducted unusual tests with an outboard motorboat in the oceanarium at Marine Studios, Florida. Underwater photographs and movies recorded the experiment as outboards churned in the huge oceanarium at both troll speeds and high speeds. One minute the water would be lazy-quiet. The next, it would be tin pan alley of noise and turbulence.

This largest captive collection of marine life in the world—tarpon, barracuda, groupers, snappers, pompano, sea bass, jacks, cobia, sharks, and other fish—paid little heed.

In fact, many species displayed open curiosity, inquisitively inspecting the blades' glitter and wake at close range. The fish would dart away, sometimes, when the motors first kicked over or changed speeds, but, they would all move back into the area immediately. Barracuda and cobia actually seemed entranced by the swirling blades, especially at troll speeds, when blades, best reflected sunlight. Photos and movie film show them making tentative passes at the motor blades, as if wondering if they were edible. Even nervous little reef fish gave no sign of irritation or fright.

The oceanarium's dolphin, which, in its interminable swim around the tank never allows anything to dissuade it from course and schedule, all but cut its back on the sharp revolving blades.

Conclusion: The noise, turbulence and exhaust of an outboard motor don't scare off fish, not even fish subjected to motors for the first time. So another fisherman “fact” (the most uncontested since man first dipped a hook) becomes fiction, a myth.



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