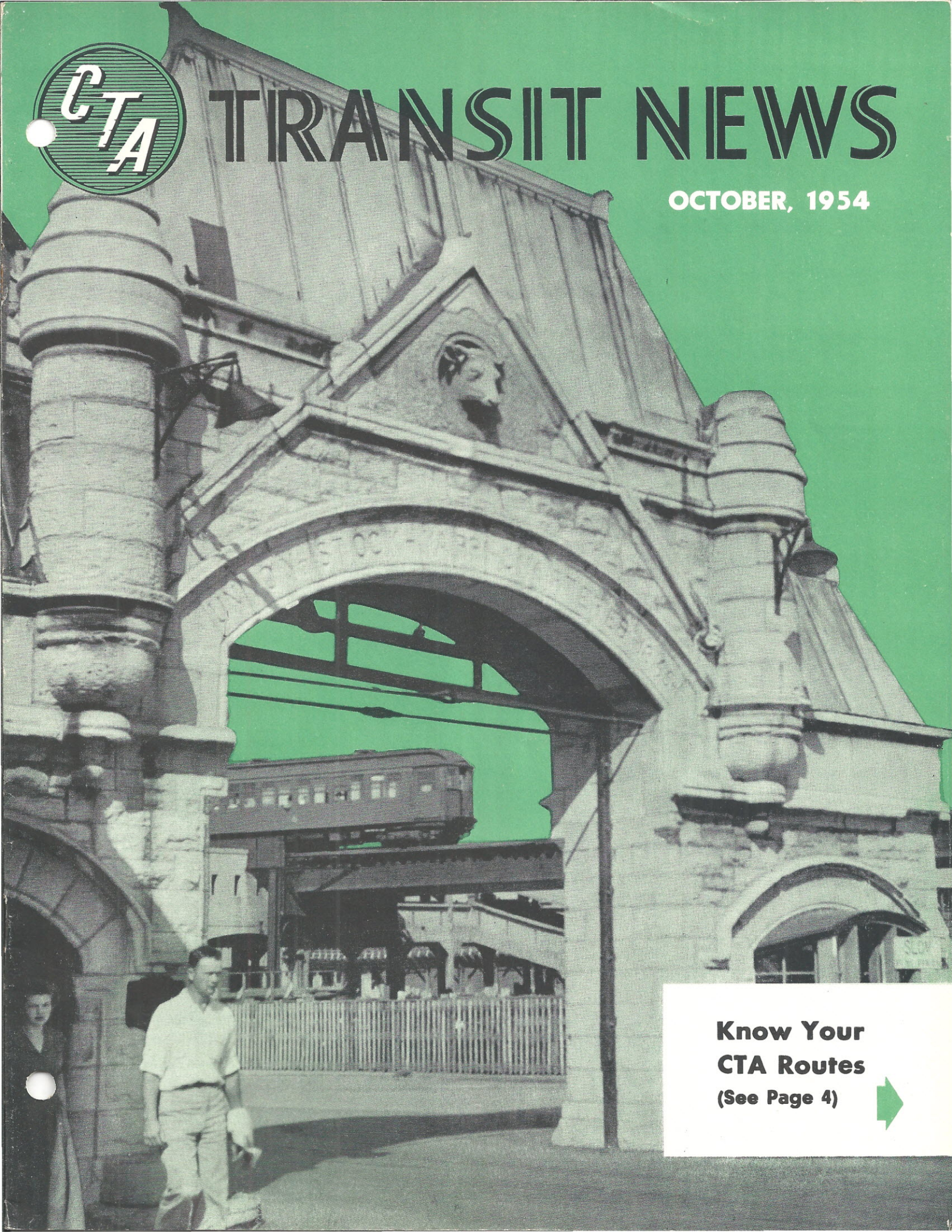




TRANSIT NEWS

OCTOBER, 1954



**Know Your
CTA Routes**
(See Page 4)



SEEK TO DEVELOP *high Speed* "L" CARS

CTA HAS launched an experimental project seeking to develop high speed rapid transit cars capable of operating at a maximum speed of possibly 80 miles per hour.

Disclosure of the project came at a meeting of the Chicago Transit Board on September 1, when the Board authorized the St. Louis Car Company of St. Louis to purchase and install specially designed high-speed gears and pinions on four of CTA's late model "Green Hornet" rapid transit cars. The project calls for the sale of 20 more "Green Hornet" streetcars, with component parts to be used in constructing an additional 20 "Green Hornet" rapid transit cars for CTA at a net base price of approximately \$32,400. This is the same arrangement under which the last 250 new "L"-subway cars were purchased from the St. Louis Car Company.

Delivery has already been made of 150 of the 250 cars, purchased from St. Louis Car Company, leaving a total of 120 units, including the additional 20, to be delivered, starting within a few weeks. Including the additional 20 cars, CTA will have purchased 470 latest type rapid transit cars, which, when deliveries are completed, will bring the total of all-metal cars in the rapid transit fleet to 925 units.

Cooperating with CTA in the experimental project are General Electric and Westinghouse, each of which is expected to spend approximately \$100,000 in developing new type motors and controls, and the Transit Research Corporation. The latter, which is jointly owned by the major transit companies of the country, designed and developed the modern "Green Hornet" streetcars.

The new motors, gears and controls are being designed so that the faster new cars may be operated in trains with the slower, earlier types of "Green Hornet" rapid transit cars at speeds up to the latter's maximum of 45 miles an hour.

Trains composed entirely of the new cars, however, would be able to operate at predetermined higher speeds up to the maximum of possibly 80 miles per hour.



RECENTLY INSTALLED at the Desplaines avenue terminal of the Garfield Park "L," this new type directional sign informs passengers where they may board vehicles of connecting CTA bus routes, rapid transit trains and trains of the Chicago Aurora and Elgin Railway serving western suburbs.

Chicago Transit Authority will invest approximately \$30,000 in the experiment which will involve taking the trucks from two of the four original experimental units, forerunners of the present modern cars, which are now operating on the Evanston branch of the "L," and placing them under the four "Green Hornet" 6000 series cars to be used in the experiment.

V. E. Gunlock, chairman of Chicago Transit Board, stated:

"The objective of this experiment is to develop higher speed rapid transit cars that will put CTA in better competition with other types of transportation. Although we can now compete favorably with automobiles, we are seeking something even better. The new, high-speed cars are primarily being developed for initial use in the depressed right-of-way in the Congress street superhighway, but will be considered for other elevated-subway lines after it is ascertained what type of right-of-way is needed for high speeds."

OUR COVER: An elevated train moves past historic old Stone Gate, the main entrance to the Union Stock Yards on Exchange avenue. This was built in 1879 and survived the fire of 1934.

VOLUME VII

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Kenneth A. Klein—Purchasing Department

RETURNED FROM SERVICE

Patrick J. Burke—Shops and Equipment
(West Shops)

Werner W. Schroeder

NEW VICE - CHAIRMAN OF CHICAGO TRANSIT BOARD

APPOINTMENT to the Chicago Transit Board of *Werner W. Schroeder*, nationally prominent lawyer and former general counsel for the Board, was made September 20 by Governor *William G. Stratton*. He succeeds *Guy A. Richardson*, who resigned as vice-chairman of the Board at the expiration of his term on September 1.

Mr. Schroeder subsequently was unanimously elected vice-chairman of the Board on October 1. His term as a Board member extends to September 1, 1961.

In resigning from the Board, Mr. Richardson ended an active career in the local transit industry that extended over a half century, during which he rose from shop helper at 17½ cents an hour to national recognition as one of the nation's top-flight transit executives.

Mr. Schroeder brings to the Board considerable experience in local transit, particularly in the legal phases of this essential public service. He was one of the leading figures in the drafting of the Metropolitan Transit Authority Act, and the companion ordinance, which, approved by the voters of Chicago and Elmwood Park in June, 1945, made the Metropolitan Transit Authority Act effective.

As CTA's first General Counsel, Mr. Schroeder was charged with the task of upholding the constitutionality of the Metropolitan Transit Authority Act. There were eleven vital legal steps to be successfully negotiated in defending the constitutionality of the Act, and Mr. Schroeder won each of these steps in the courts. Thereupon he had the responsibility of planning and arranging the complicated legal formalities for the purchase of the Chicago Surface Lines and the Chicago Rapid Transit Company.

When Mr. Schroeder resigned as general counsel of the Board in May, 1951, the Board formally commended him for his outstanding service to the Authority in connection with the tests of the constitutionality of the Metropolitan Transit Authority Act, and the various legal problems attending the start of operations by CTA.

As special counsel for the Board, following his resignation as General Counsel, Mr. Schroeder also had an active part in complicated formalities attending CTA's purchase of the Chicago Motor Coach Company on October 1, 1952.

Mr. Schroeder received his Bachelor of Arts degree and his Doctor of Jurisprudence from the University of Michigan in 1914 and 1916, respectively. Admitted to the Illinois Bar



Werner W. Schroeder



Guy A. Richardson

in 1916, Mr. Schroeder has been engaged in the general practice of law ever since, at Kankakee and then Chicago.

During his early years as an attorney, Mr. Schroeder served as secretary, Legislative Reference Bureau, State of Illinois, where he obtained experience invaluable to him later in serving as legislative advisor to two former governors of Illinois. He also has served informally as legislative counselor to Governor Stratton.

For five years, 1925-30, Mr. Schroeder served as attorney for the Public Administrator of Cook County. He is an active member of the Chicago Bar Association, the Illinois Bar Association and the American Bar Association.

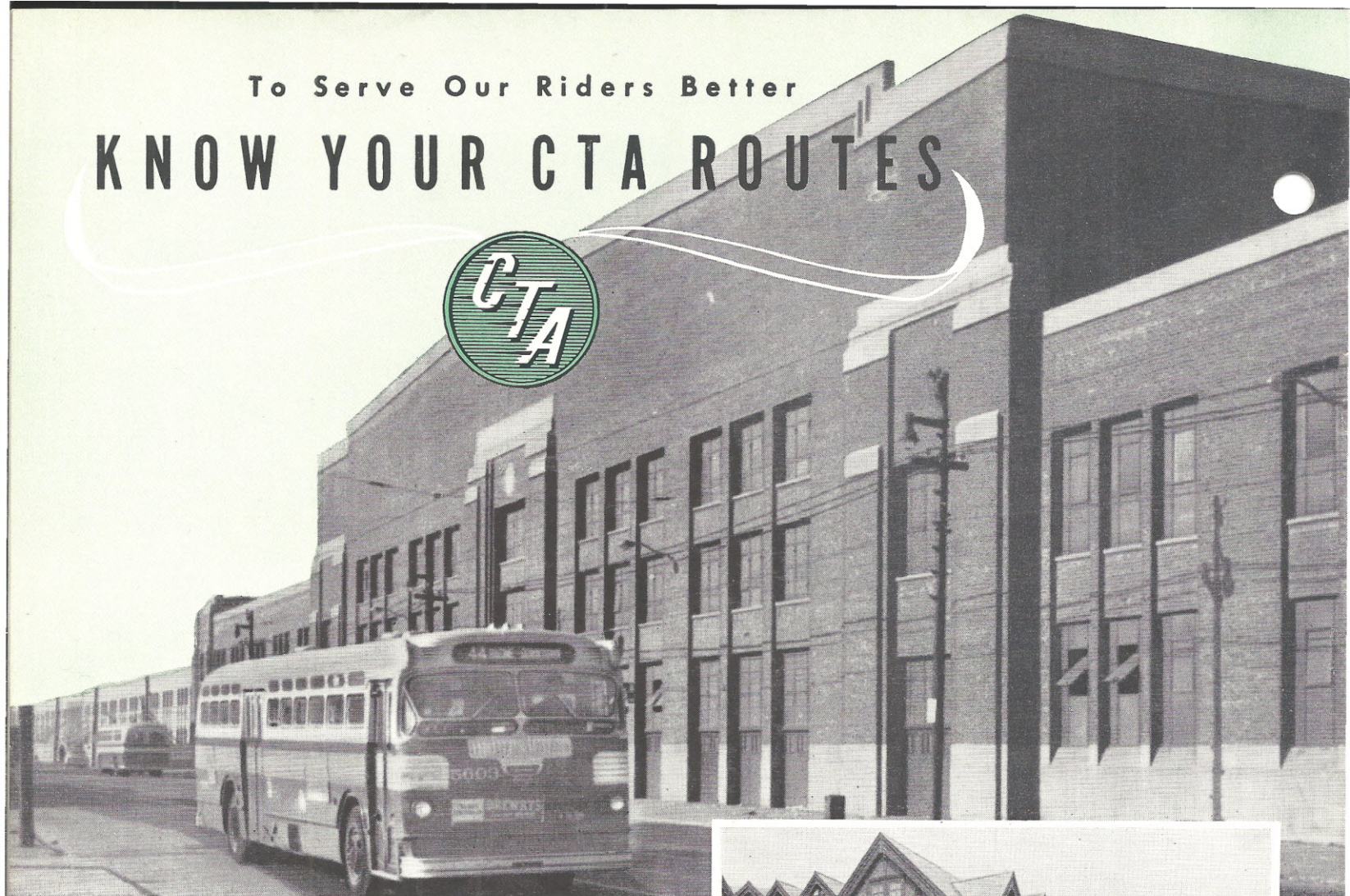
Recently he became a Research Associate at Northwestern University and is now conducting an intensive study of all forms of public transportation, giving special attention to local transit industry.

Mr. Richardson, who was appointed to the Board by former Governor *Dwight H. Green* in 1947, started his career in 1901 as an employe of the Boston Elevated Railway Company. He advanced steadily through the ranks to top positions and followed his Boston experience with service on other transit properties, including the Seattle Street Railway Company. In 1919 he became vice-president in charge of operations, director and member of the executive committee of the Philadelphia Rapid Transit Company. From 1921 to 1923, he also served as director and member of the executive committee of the International Railway Company of Buffalo, New York.

He came to Chicago in 1923 as vice-president and general manager and member of the board of operation of the Chicago Surface Lines, and in 1932 became president and chairman of the board. In 1932, he also was named president of the Chicago Railways Company, serving in this capacity until 1939. When the Chicago Railways Company went into receivership in 1933, he was appointed receiver and served until 1941. During World War II, he was first director of local transport and later director of highway transport as well, Office of Defense Transportation. Mr. Richardson is also a past president of the American Transit Association.

To Serve Our Riders Better

KNOW YOUR CTA ROUTES



CENTER of many activities is the huge, modern International Amphitheatre at the Union Stock Yards. It is the scene of conventions, shows, sports events, spectacular entertainment features, and many other attractions drawing large crowds. The Stock Yards "L" branch serves it directly.

(This is the third in a series of articles on CTA routes.)

RUNNING east and west from the north-south "L"-subway route at a point 4000 south—approximately five miles from the Loop—are two short line rapid transit branches which provide important service as "feeders" to the main cross-town route.

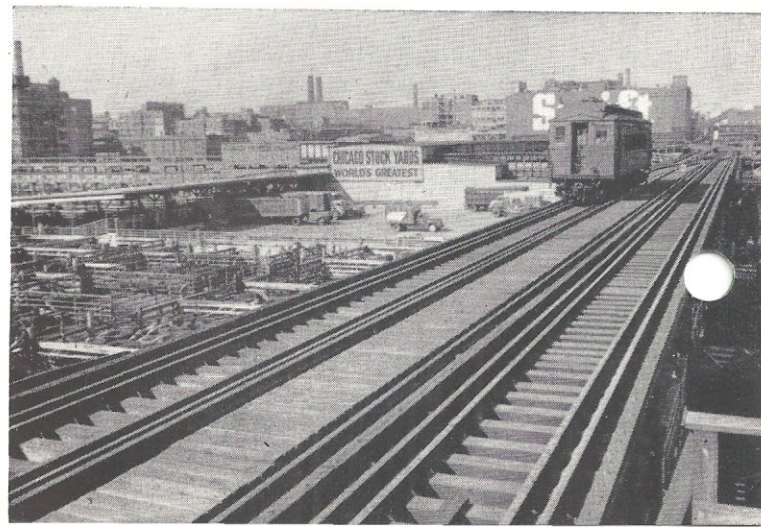
These are the Kenwood and Stock Yards branches, which have the Indiana avenue station as a common junction point, and where transfer is made to "L"-subway trains for fast service to other areas of the city.

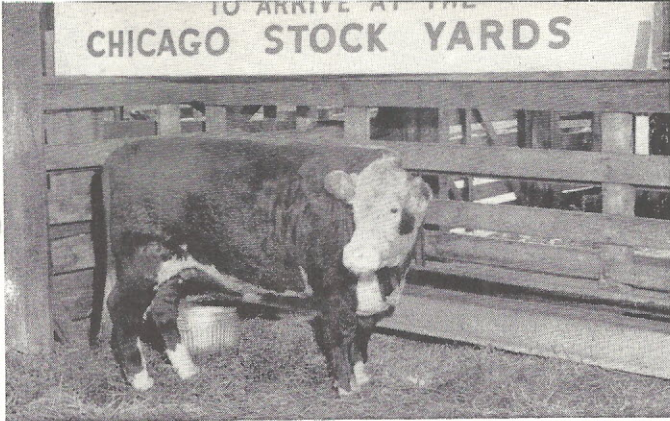
Although shuttle service only is operated over the two lines, regular round-the-clock schedules are maintained, ex-

➔
A FINE VIEW of the Stock Yards and its acres of facilities is obtained from the Stock Yards "L" branch, which circles the entire area. This is a view from the structure near Swift station.



RATED the finest example of authentic Tudor architecture in the midwest, the Stock Yards Inn is one of the nation's most noted hostleries. It has entertained presidents of the United States and many other prominent and distinguished visitors from this and other countries.





A **CELEBRITY** among cattle for a short time was **Bill**, the billionth animal to arrive at the Chicago Stock Yards since its opening in 1865. The event was celebrated on September 9.

cept for a period on Sundays when the hours of service on the Stockyards branch are curtailed.

Intervals between trains on the Kenwood route are five minutes during rush hours; seven and one-half minutes during midday; 10 minutes in the evening, and one-half hour "owl" service from two a.m. to five a.m.

Schedules on the Stock Yards branch provide for five-minute headways during rush hours; seven and one-half minutes during midday; 12-minute intervals during evenings, and a 30-minute "owl" service from one a.m. to five a.m. on weekdays and Saturdays.

The Kenwood line serves one of the most densely-populated areas in Chicago. Its right-of-way—Indiana avenue to the terminal at 42nd and Oakenwald—is 1.27 miles in

length and it operates on "fill" elevation for this entire distance, except for small sections at both ends which are on steel structure. The round-trip mileage on the Stock Yards branch—from Indiana back to Indiana—is 4.69.

The most notable center of interest and activity in the area is, of course, the Union Stock Yards, the world's largest. Most major packing houses maintain extensive operations and processing plants within the Yards. Thousands of workers travel to and from the Yards every day.

The acres of livestock pens are constantly filled with cattle and other meat-producing animals which are shipped to Chicago from all parts of the country.

A typical day in the Chicago Stock Yards sees thousands of cattle, hogs and sheep unloaded from trains or other carriers in the early morning hours, sorted into pens and offered to buyers for the various plants. Packer buyers are guided by their knowledge of the prices prevailing in the markets for meat, while owners of the livestock, or their agents, keep close tab on the supplies which are available.

After the packers acquire ownership of the livestock, the animals are driven to the killing departments where they are dispatched in the most humane and modern ways. The carcasses are "dressed" and placed in great chill-rooms, maintained at freezing temperatures; and from there they are moved into refrigerator cars for transportation to branch houses at their ultimate markets.

Many Chicago visitors annually make the Stock Yards a "must" on their sightseeing schedules. CTA employees receive many inquiries as to how to best reach the area. The rapid transit system, via the Stock Yards branch, provides the fastest service from the central business district.



LOOKING east down Exchange avenue through the great stone gate. The steepled structure is the building housing the Live Stock National Bank.

→
RELIC OF a bygone era is this sightseeing tower within the Yards. In days of horse and buggy transportation, visitors would get a bird's-eye view of the surrounding area from this point of vantage.





INDIANA avenue station, main transfer point from Stock Yards and Kenwood trains to the north-south "L"-subway route for fast, cross-town service.



A **BUSY** artery right in the heart of the densely-populated Kenwood district is Oakwood boulevard. This is a view looking east from South Parkway.

The International Amphitheatre in the Stock Yards is noted as the scene of the annual International Live Stock Show which brings exhibitors and guests to Chicago in great number. It also is used as a convention hall, and the national conventions of both Republican and Democratic parties were held there in 1952. Sports events and other entertainment features and exhibits are other attractions which draw crowds to this great arena. The Stock Yards Inn, which includes the popular Saddle and Sirloin Club, is another place of interest.

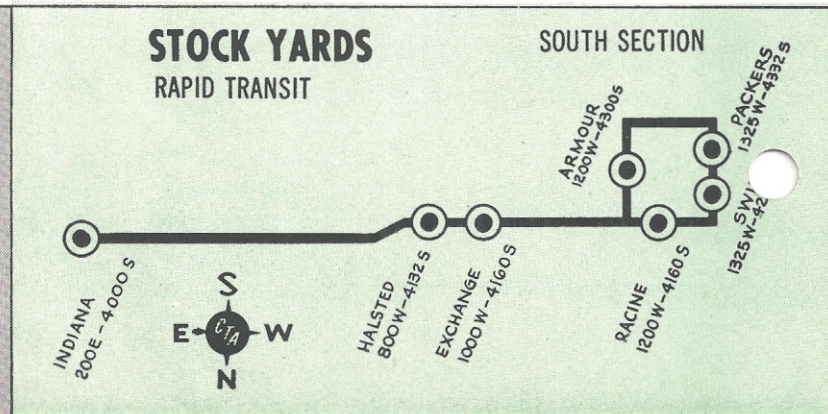
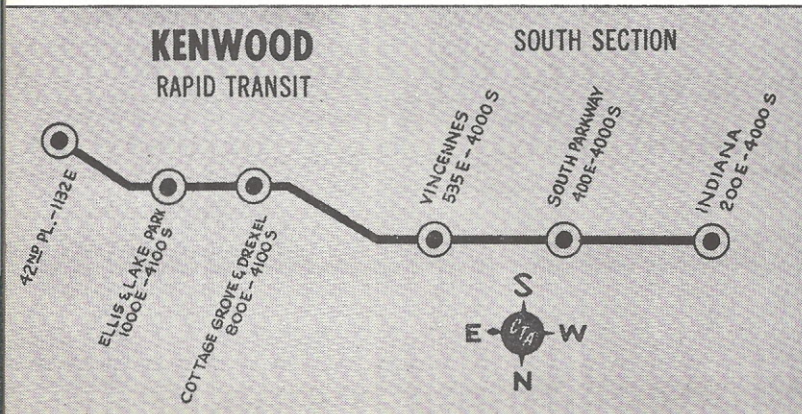
CTA employes will recall the disastrous fire which swept the Stock Yards area in the spring of 1934, causing heavy damage. Many buildings and other property were destroyed or damaged. The Stock Yards "L" branch was out of service west of Halsted street for nearly eight months following the fire, but complete operation was restored in January, 1935.

On September 7 this year, the Stock Yards marked an historic incident. On that date, the billionth animal to pass through the yards was received and the occasion was noted with ceremonies. Since 1865, when the Union Stock Yards was first opened, Chicago has handled two and one-half times as many animals as any other market in the world.

(This is the third in a series of articles about CTA routes. Other lines will be described in future issues.)



WHEN FIRE swept the Stock Yards in 1934, the Stock Yards branch was heavily damaged. Reminiscent of that destructive blaze is this photo showing the west end of Halsted street station after the fire.



RECREATIONAL RECAP

SIGNALING the end of summer, CTA softballers and golfers wound up the season recently with several events to determine who was deserving of top honors in their respective sports activities.

After playing out their regular schedules, the winners in the CTA day league played off the winners in the night league to establish which team was entitled to the softball championship. This brought together the North Side "L" team of the day league and the West Shops team, representing the night league.

The game took place at Thillens Stadium on September 12, with the northsiders being returned winners by a 19 to 12 score. This followed a game between the runners-up in each circuit, which ended in a 28-14 victory for Lawndale over Met Inspection Terminals.

The championship match pointed up a CTA softball league tradition in that the same team has never won the title twice in a row since the beginning of the league. North Avenue finished first in 1953.



FINISHING in second place in the CTA softball league race was the West Shops team, consisting of: Front row, left to right, *Stanley Kaminski, Tom Gilleran, Frank Fiarito, Bill Rafferty, Miles Coleman, manager, and Tom Coleman*; back row: *Stan Maturo, Charles Ferrante, Emil Rusinak, Guy Garro, Walt Hallford, Jr., Tom Gibson, Jr., Mike McCarthy, and Frank Tamburrino, coach.*



WINNERS of the championship in the CTA softball league were these members of the North Side "L" team. Front row, left to right, they are: *Andrew O'Brien, Ramon Muscato, Michael LaVelle, Clarence Rudolph, captain; Pat Staudt, Harold Staatz*; back row: *Vic Vitullo, manager; Wendell Mann, Pat Donohue, John R. Anderson, coach; Rudolph Dillon, John Davis, Jamie Morris, Robert Hampton, Verne Johnson, and Harry Diehl, assignment clerk, one of their fans.*

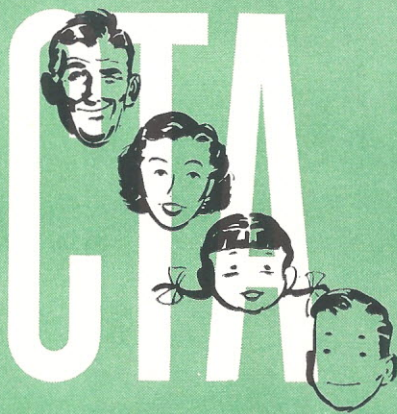
In other special events, Transportation Department golfers had their day on August 24, when they held their annual golf outing at White Pines Golf Club, near Bensenville. About 50 participated for trophies and other prizes.

Maplecrest Country Club, on route 66 at Wolf Road, was the scene of a South Shops golf outing on September 18, and on September 25, Mart golfers held their final outing of the year at White Pines Golf Club.

WINNER of the low gross trophy at the Transportation Department golf outing on August 24 was Operator *John R. Miller*, left, with a score of 73, while Operator *Ray Childress* carried off the low net award. Both are from North Park station.



←**LOOKING ON** disconsolately as *Joseph G. Margetic*, right, division engineer, misses the ball in trying to blast out of a sand trap are: *William Kendall*, left, Accident Prevention Department; *E. C. Wendt*, standing, chief clerk, Shops and Equipment, and *Joseph A. Rosendhal*, industrial engineering assistant. The event was the South Shops golf outing.



BILL SAVER and his family as they were first introduced through CTA advertising.

Bill Brings 'Em In

BILL SAVER gets around!

The fellow whom CTA advertising and promotional material has popularized is known not only to Chicagoans, but in remote spots all over the world.

This is indicated by written requests for the Chicago Transit Map addressed to Bill Saver from as far away as India, Japan, Europe, Australia, South Africa, and other distant points. Requests also have been received from most of the states in the Union and from Canada.

The map has been much in demand locally as a CTA service guide and information piece. The Public Information Department, which processes all requests, reports that in excess of 50,000 copies were sent out in reply to individual requests by telephone and mail, and another 150,000 in bulk to associations, industrial plants, travel bureaus and civic organizations, including a general distribution made at the time the booklet was printed.

Bill's attention-getting power also has been demonstrated in the distribution of other CTA sales developers, notably the "L"-subway guide, See Chicago by CTA folder and the "take-ones" placed in cars and buses.

Two other recently-issued booklets also are available for public distribution. These are "Facts About Chicago Transit Authority" and "Modernizing CTA." Copies of both of these have been mailed to principals of public, parochial and private high schools and elementary schools in the Chicago area and are available at the Public Information Department offices, Room 742, Merchandise Mart.

VETERAN SHOP FOREMAN RETIRES

FORTY-THREE YEARS of service with Chicago transit lines ended August 31 with the retirement of *Joseph H. Gasser*, senior foreman, body shop, South Shops.

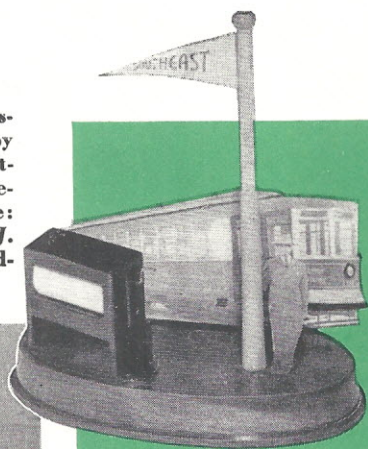
Gasser, who started with the former Chicago Surface Lines in September, 1911, became assistant foreman of the carpenter shop in October, 1928. His appointment as foreman followed in February, 1936. For five years, starting in 1943, he was general foreman of the carpenter shop at West Shops, but returned to the South Shops in 1948 in the same capacity.

Gasser's father also was employed by the Chicago Surface Lines as a cabinet maker from 1909 to 1927.

The occasion of his retirement was marked by a dinner party at McKown's restaurant, 8043 S. Ashland avenue, at which he was the guest of honor. Co-workers joined in presenting him with several gifts, among them a new tool chest, a plaque and an atmospheric clock.

Centerpiece on the table was a photographic reproduction of an old red streetcar (see inset), with a cut-out figure of Joe standing nearby. The pennant on the flag pole is a reminder that Joe, who supervised the burning of old equipment, always waited for a southeast wind before setting the torch to antiquated rolling stock.

IN THE larger photo, *Gasser* (center) is flanked by members of the committee who arranged the retirement party. They are: left to right, *Joseph J. Kiseilus*, foreman, found-



ry shop; *Joseph G. Hecht, Jr.*, general foreman; *Ralph H. Martz*, superintendent, *Theodore Wahlberg*, foreman, body shop, and *Joseph A. Rosendhal*, industrial engineering assistant, all of South Shops.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Sees Historic Sights On Eastern Tours

BEVERLY—Bus Operator Oscar Nelson toured the east via a conducted tour. He visited New York, Maine, Vermont, New Hampshire and Pennsylvania. He then took a second tour, visiting the historical sights made famous during the Revolutionary War period.

Bus Operator George L. Tidd, with his wife and daughter traveled through southern and central Illinois, and attended the State Fair.

Bus Operator Jack Fisher, his wife, Betty, and daughter, Joan, motored to Philadelphia to help celebrate his mother's 87th birthday. Also present were his son, Jack, Jr., who is a 3rd class electrician's mate at a nearby Navy airfield, and his sister, Mrs. Eva Lederle.

Bus Operator Ed Maloney and friends took a fishing trip to the Land of Lakes, Wisconsin. He caught some largemouth bass, but enjoyed most of all the relaxation from noise, horn-blowing, radio, television, street sounds, and train whistles.

Bus Operator Ralph Layton and his family traveled westward to Denver, Colorado Springs and the Black Hills. The highlight of the trip took place at Deadwood, South Dakota, where the trial of Jack McCall, the killer of Wild Bill Hickock, is put on everyday for visitors.

Bus Operator Al Brand and his wife, Frances, went fishing at Grayslake, Illinois, and then visited with Elmer "Doc" Theiben and his wife at Plymouth, Indiana. Elmer is now on pension from CTA and taking it easy.

Bus Repairman John Granville, his wife, Marie, and their four children did some fishing at Sister's Lake, Michigan. The children had the best time when they stopped at Deer Forest, Columbus, Michigan, and fed the tame deer. They have a special feed for the deer at the place, which is also a reputed summer home of Santa Claus.

Bus Operator Russell Lull and family, with Martin Pierson, 77th, and his wife, went fishing at Brainerd, Minnesota, and caught some bass and northerns.

—DANTE F. BRUNOD



RETIRES AFTER SERVING 42 YEARS

SHORTLY before his retirement on October 1, after 42 years of service with the CTA and the former Chicago Rapid Transit Company, Luther B. Mann (center), lineman, Electrical Department, was honored by 75 of his co-workers at a dinner at Gus' restaurant. Making the presentation to him of a jeweled watch is E. A. Imhoff, general superintendent of personnel. Others in the picture, left to right, are: Frank Bionke and Sylvester Danecke, foremen, Chester Seneco, lineman, who was toastmaster, and Richard M. Dwyer, superintendent electrical construction, rapid transit division.

Happy Welcomes And Fond Adieus

CLAIM AND LAW—Welcome to Estelle Duvell, who has taken over the duties of posting clerk, and to Anne Angst, who is now working on blind cases.

We bid adieu to Grace Cox, who has retired to become a full-time housewife. For years, Grace has been an untiring reporter for this column in TRANSIT NEWS.

Our deepest sympathy to William O'Neill, Law Department, on the recent death of his mother.

The three and one-half-year-old son of John Daly, legal investigator, was hit by an auto and spent some time in Southtown hospital. He sustained a break in two places in his left leg and injured his hip.

Fred Martin, legal investigator, was hit by an auto at Irving Park road and Damen avenue. After a stay in the hospital, he recuperated at home.

Following announcement of her recent engagement, Joyce McDaniel tells of plans for a May wedding.

John Williams, claim adjuster, has been boasting about shooting

his lowest score in golf, a nice 80.

Michael McDermott drove his son back to the Maryknoll Junior Seminary in Clark Summit, Pennsylvania, after an extended vacation at home.

Barbara Andersen recently enjoyed a three-week vacation in San Diego, California.

—TONI TORTORELLO

Wanted: News About You And You And You

COTTAGE GROVE—Back from our vacation with no fish stories, and there seems to be a sad shortage of news from the rest of the boys. Let's have some personal items for this column.

Operator Thomas A. Shaughnessy recently was confined to South Chicago hospital with a broken leg. Tom is coming along very nicely and we can hope to see him up and around again soon.

This is the time of year when the leaves begin to fall, so keep the sand boxes full. Remember that an ounce of sand at the proper time is worth more than two pounds of reports.

—W. B. GARBUTT

Stork Hits Twice— Total: Two Two's

ELECTRICAL — Operator's Apprentice Edgar Jewell is the proud daddy of a baby boy. Jonathan Edgar arrived on August 29. This makes a total of two for the Jewells, a boy and a girl. . . . Likewise is John Wiesolek, operator's apprentice, who announced that John, Jr., arrived September 17, making a boy and girl for the Wiesoleks, also.

We are happy to hear that C. W. Wolf, electrical engineer, is recuperating nicely from his recent mishap.

Rose Scheid, general office, vacationed in the East, visiting relatives and friends in York, Pennsylvania, and Washington, D. C. . . . Chief Operator John Woods enjoyed vacationing in Duluth, Minnesota. His card said, "Cool here and no hay fever."

Glad to see John Blomberg, draftsman, back to work after a recent illness.

—GILBERT E. ANDREWS

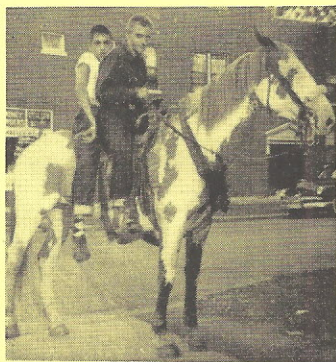
Big City Ways Confuse CTA Gal

GENERAL OFFICE — (Transportation)—After spending part of her vacation visiting her sister in Elmira, Mickey Daly went on to New York City, where she boarded one of the city buses, paid a 15-cent fare and received a transfer. When presenting her transfer to the operator on what Mickey thought was a "sister bus line," she was compelled to pay an additional 13 cents because the companies weren't even related. The complete distance traveled was four blocks—28 cents.

John and Clara Higgins vacationed with a group of River Forest neighbors at Rainbow Valley ranch in Colorado Springs. John galloped, western-style, over the mountain trails, while Clara extricated good-sized aquatic specimens from cool, peaceful mountain trout streams.

Jim and Sylvia Tucker, with their two young hopefuls, Dorothy and Robert, traveled to the Smokies, taking up residence at, if you'll excuse the expression, Murphy, North Carolina.

YOUNG HORSEMAN



THERE'S NEVER a lull in the life of William "Bud" Lull, right, as long as he's around horses. The 17-year-old son of Operator Russell Lull, Beverly, has already owned three horses, and presently owns the Indian pony pictured here. He works part time to pay for the horse's keep, which runs about \$25 per month. The youngster shown with "Bud," who is in his second year at Fenger high school, is a neighborhood friend.

Reported by Dante Brunod

Radio Dispatcher Jack Krause and Operator Wanda Mallon surprised their friends and co-workers by announcing their marriage over a recent week-end. The happy couple was presented with a Dormeyer mixmaster from co-workers. Upon taking her to lunch, Ida Lee Heaney and Emily Heise, both former operators, presented Wanda with a beautiful wrought-iron ash tray.

Bill and Mary Rooney have a new love, Brian has a sister, and Rolling Meadows has chalked up an addition to the community. The baby has been christened Mary Janet.

Celebrating and gifts heralded the silver wedding anniversary of the Jack Morrisises.

Mr. and Mrs. George Roesing climbed to the top of Old Smokey to view the mountains and the blue grass of Kentucky, then to Mammoth Cave.

(Electrical) — Jane Bell celebrated the long Labor Day week-end visiting her folks at Janesville, Wisconsin. . . . Charley Krotz decided on Shady Rest at Butternut, Wisconsin, but he should have chosen Sunny Dell Acres. It rained all week and the shade was universal.

(Insurance)—Anne Golding recently returned from a Wisconsin

vacation spent at Hayward and Boulder Junction. . . . Mary Berry, our Irish colleen, took up vacation residence with six of her girl friends at Saugatuck, Michigan. . . . Harry and Genevieve Berg went fishing at Spooner, Wisconsin.

Reggie Kuzius, on a recent trip through Canada and New York, was forced to detour when part of Niagara Falls really took a tumble. . . . Benjamin I. Twery is now a member of the "I've Got You Covered" department.

—JULIE PRINDERVILLE

Ring Presages Wedding Bells

GENERAL OFFICE — (Personnel)—Mary Scanlon delighted co-workers by appearing with a beautiful diamond engagement ring presented to her by Donald Emerson on August 18. Mary and Don have picked May 14 as the date for their wedding.

(Employment) — Donna Burtis was married September 4 to Sergeant Dick Wade of the U.S. Air Force. The couple honeymooned in Miami Beach, Florida, and then went to Washington, D. C., where they will take up permanent residence.

Romona Evans spent her vacation in Austin, Minnesota, and Baraboo, Wisconsin, while Bernice Coyne traveled to the Ozarks with her brother and his family.

(Chief Engineer)—Two of the beauties in the Engineering Department, JoAnn Spanos and Jean Gagy, along with Jean's husband, began their vacation by motoring south. First stop on their journey was Waco, Texas, where they picked up JoAnn's husband, who is an airman stationed at Waco Air Force base. He was able to get a furlough and accompany the trio on a trip south of the border down Mexico way. Points of interest along the way included Mexico City, Ximilco, the floating gardens and the University of Mexico. But most interesting and most enjoyable, the four agreed, was the bull fight.

Jean Chapman and Cathy Ryan vacationed at the Jack and Jill Ranch in Rothbury, Michigan. They report a wonderful time, riding, shooting and swimming. They were very impressed by the western way of life and are planning to return again next year.

The Jack Larkins spent a leisurely two weeks doing a little sightseeing as he and his family drove up north. They stopped for

a day at Green Bay, Wisconsin, then went on to Duluth, Minnesota, and to International Falls and Ft. Frances, Canada.

Andy Barr, formerly in Specifications, who left CTA for a position with the Checker Bus Corporation in New York, writes that he has recently accepted a better position with the Fordham Transportation Company, also in New York.

(Public Information) — Peter Matich was welcomed into the department from Accounting to fill the clerk vacancy created when Don Johnson resigned to begin full-time attendance at the University of Illinois. . . . Patricia Feller Trapp was all smiles upon her return from a two-week honeymoon spent organizing a new north side apartment. . . . Harold Burda returned from his vacation, spent in the Chicago area, telling of episodes experienced at carnivals he and the family visited.

—MARY E. CLARKE

Kedzie "Krew" Changes With New System Pick

KEDZIE—A great big welcome to all the new operators who came to this depot in the last system pick, and to the new clerks and receivers. We hope you will enjoy working here.

Operator Willie Kelley, after nine years absence, took a trip to Alabama with his brother to visit relatives and friends. He had not seen some of them in 25 years. They had a great big reunion and a grand time.

Retired Motorman George Bag-nall dropped in recently to bid all a farewell. He is moving to Tucson, Arizona, where he has purchased a home.

—C. P. STARR

Concerning Two Fellows Named Pat And Mike

LIMITS—Collector H. L. Henry became the grandfather of twins on September 17, when his daughter presented her husband with two boys, Michael Anthony and Patrick Edward.

We found it very interesting upon our own private survey of favorite vacation spots to find that our fellows preferred the states north of us, with Minnesota, Wisconsin and Michigan holding the greatest attraction.

Many cards with beautiful and scenic pictures of the resort areas were received. Among those who remembered the boys at the station were W. J. Powers, Elmer

Balfanz, H. L. Henry, and M. Mullins. . . . Some of the boys have reported they found plenty to see around our own city. . . . Rog Ward and his wife spent three restful weeks on the beaches at Miami Beach, Florida, in October.

That about winds up vacations for the year, except for a few late ones which we hope to report later. Remember, any news items that you have will be appreciated by your scribe.

—C. F. GREER

End Western Tour By Seeing Mae West

LOOP—Lillian Scott's graduation gift to her granddaughter, Germaine, was a trip to visit her aunt in Long Beach, California. They took Lillian to Las Vegas, Nevada, but gambling held no interest for her. She enjoyed the Mae West and other shows.

Mary and George Ohnesorge and Dolores and Everett Berro vacationed in New York with former Loop Agent Ann O'Donahue Slatery. Mary also visited friends in Englewood, New Jersey, and on the return trip visited friends in Youngstown, Ohio.

On September 4, during Agnes Sullivan's vacation, her daughter, Marie, was married at St. Simeon's church. The bride wore white lace and tulle and carried a bouquet of white gladiolas. The bridesmaids' dresses were coral with bouquets to match. The flower girls wore turquoise, trimmed in

NEWLYWEDS



THE marriage of Bill Kessler, North Park, on August 17 to Mary Estella McKee, of Valentine, Nebraska, at the Edgewater Presbyterian church was followed by a honeymoon at the Wisconsin Dells.

coral. The newlyweds drove to the Ozarks and Rocky Mountain park.

Julia Curry and Marie McInerny had a Chicago vacation. . . . *Genevieve Harding* spent her time off on a farm in Indiana.

Rufus McMillian visited his parents and friends in Louisiana and Mississippi, where he also did some squirrel shooting.

Sadie Rowe, Rose Stirtesky, and her mother, drove to see Rose's daughter in Bremerton, Washington. They also made an excursion to Victoria, British Columbia, and visited the famous Buchard gardens there.

Robert Maloney and his brother drove to an old logging camp in northern Wisconsin for a fishing trip.

—EDITH EDBROOKE

Everyone Can't Win; Wait Until Next Year

MET INSPECTION TERMINALS—We are happy to report that the Met Inspection Terminals' softball team finished in second place in their league standings. On September 12, the team was defeated by Lawndale, which placed second in their league. Although the boys were somewhat disappointed at losing, they still feel that the season on a whole was quite a success considering that this was the first year they have played together.

Al Long, Logan, and his wife celebrated their 25th wedding anniversary on September 18. The happy couple honored it by taking a trip to visit their daughter in Pennsylvania.

We are sorry to report that *Bill Rocco*, foreman at Logan, passed away on September 2. He had compiled almost 40 years of service and was a very popular and well-liked man throughout the entire system.

On September 26 the new pick went into effect in the Met. Terminals. Logan welcomes *Tony Odrowski*, *Tommie Pertee*, and *Harold Rose*, the new foreman. Douglas welcomes *Quintan Bond* and *Marty Shannon*, the new foreman. The welcome sign also was out for *Pete Sabadosa*, *Louis Ricciardi*, *Al Long* and the new foreman, *Paul Lorimer*, all of whom moved to Laramie.

George Robertson and *Mike Cul-linane* have been promoted to "B" repairmen, and *Ralph Danielson* was promoted to assistant foreman at Lake street shop.

—JOE FEINENDEGEN

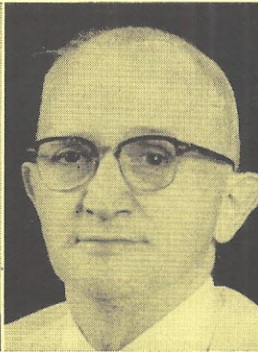
40-YEAR EMPLOYEES RECENTLY RETIRED



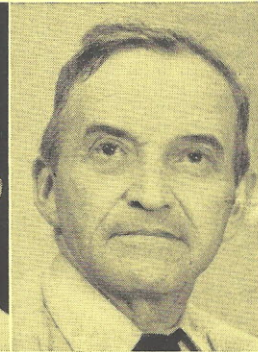
Max Wagner, operator, 77th, retired October 1 with 41 years of service.



Edward Kuklinski, repairman, Lawndale, retired September 1 after 43 years.



Joseph J. Stanton, conductor, 77th, retired October 1 with 40 years of service.



Peter Swalsak, conductor, Devon, retired October 1 with 41 years of service.

Story With A Happy Ending

NORTH AVENUE—Recent developments in modern heart surgery have given new hope of living a normal life to *Nancy Bystrek*, age seven. She is the daughter of *Operator Mike Bystrek*. Nancy is doing nicely after surgeons corrected her condition and she is expected to be fully recovered in a few months. She was born with a heart defect which cut off the oxygen supply to the blood. We're happy to hear that this rare heart operation was a success.

The North Avenue softball team fell by the wayside this year, but look out for us next year. Our contracts have been sent out and many will receive increases next year.

The sport spotlight now shifts to bowling. All indications point toward a championship for North Avenue. S-o-o-o, let's pile up those victories.

Operator Lester O'Shea and his wife celebrated their silver wedding anniversary on October 1.

Speaking of anniversaries, "Buck" *Benny Mathy*, former board member at North Avenue and now on pension, recently celebrated his 41st.

Did you know that *Operator Henry Umlauf* has a brother who is a famous sculptor? He is the man who carved the bust of *Parkington Smith* on the Merchandise Mart building.

Operator Thomas L. Peterson reports a wonderful vacation at Monticello, Illinois, where both

the weather and the fishing was good. . . . *Operator James Filson* vacationed in Jacksonville, Florida. . . . *Operator Nick De Fino* spent his vacation at Villa Park, Illinois, eating pizza pies.

While everyone else seems to have enjoyed their vacations, *Operator Dick Scholtens* had tough luck. Dick's house burned and they are in need of an apartment. If you have a vacancy, or know of one, please contact Dick.

Frank Mika, bus repair, retired recently after completing 35 years of service.

The month of September found two of our clerks marching down the center aisle. They were *Eddie Stack* and *W. Ruddle*.

Chalk up another grandchild for *Tom Frei*. The new grandson was named *Thomas*, after his grandpappy.

Happiness prevails at the home of *W. J. Kalboth*, who was presented with a baby girl. She was promptly named *Morine Mary*.

—JOE HIEBEL

Dinner Party Honors Former News Reporter

PURCHASING AND STORES—Twenty-five of *Jean O'Neill's* many friends held a dinner party in her honor on August 18 at Younkers restaurant. The occasion was to bid farewell to Jean, who resigned as secretary in the Stores Department, and as reporter for CTA TRANSIT NEWS, to take up full-time duties as a housewife.

We also said goodbye to *Barbara Linton*, purchasing clerk; *Irene*

Zalewaski, typist at West Shops, and to *Kenneth Klein*, file clerk. Ken left us to join the Coast Guard.

Our proud new fathers are *Patrick McCanny*, stock clerk, South Shops, who was presented with a boy, *Frank*, born on August 30; *John Vihnanek*, stock clerk, West Shops, who announced the arrival of *John Andrew*, born September 10, and last but not least, *Dennis Drislane*, stock clerk, West Shops, who became the father of a girl, *Darlene Ellen*, born August 30.

Chicago was a very popular vacation spot for several members of the office staff. Among them were *James Beegan*, chief clerk; *Leo Gallagher*, material clerk, and *Order Clerks Fred Loitz* and *Robert Sharp*.

Margaret Sares and *Margaret Rosich*, typists in Stores general office, looked for greener fields. They flew to New York, stopping at the Hotel Commodore. Besides visiting the important historical points of interest, they dined at some of the better known restaurants, attended theater and TV studios, and went shopping on Fifth avenue. Just to make their stay memorable, New York treated them to a bit of a hurricane.

While on his way to Canada with his wife and family, *Richard Hendrick*, stock clerk, found time to stop in Rockford, Illinois, to visit with a very special friend of his, *Bishop Raymond P. Hillinger*, Bishop of Rockford.

James Bittourn, Jr., and his wife celebrated their 25th wedding anniversary on August 29.

We welcome *Albin Ostick*, addressograph-multigraph operator in Purchasing, and wish him a speedy recovery. Albin underwent an emergency appendectomy on September 13.

Dorothy Stembridge, storeroom clerk, West Shops, had the difficult task of saying goodbye to her son, *Sgt. Harry F. Stembridge*, who flew to Germany, where he is to be stationed for three years.

John Guinter, clerk in the Stores Department, flew to Canada for the Canadian National Exhibition held in Toronto.

Sympathy is extended to the families of *Anthony Micucci*, laborer, West Shops, who was killed August 22, and *Otto Schwendt*, stock clerk, South Shops, who died September 1. In the case of *Anthony Micucci*, it was a double tragedy. Both he and his wife were killed in a recent railroad accident.

Sympathy is also extended *George Vikeras* in the recent death of his mother.

—DAGMAR McNAMARA

Pick Brings Personnel Changes At Ravenswood

RAVENSWOOD — Superintendent *Herman Erickson* and all Ravenswood men welcome the following new operators: *E. Buchwitz*, *S. L. Seltzer*, *W. H. Kugelberg*, *J. Bucaro*, *F. Tocher*, *D. A. O'Leary*, *Lou Daniele*, *C. O. Nelson*, *Harold Dowey*, *R. E. Boettcher*, *E. J. Kuemmel, Jr.*, *P. J. Kourakos*, *R. Reiser*, *R. E. Johnson*, and *J. Skopec*.

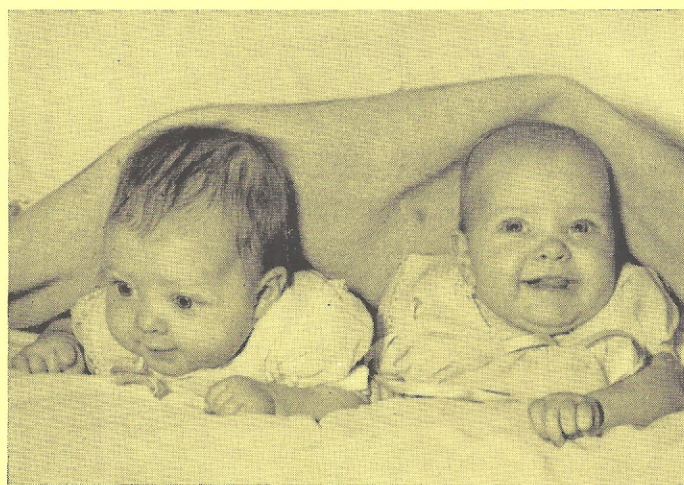
At the general pick of operators, the following men left Ravenswood: *D. Schrimplin*, *F. Feller* and *T. Guinan*, transferred to Keeler; *F. Hess*, *A. Gruets*, *J. Origer*, *P. Reese* and *W. Salmien*, now at North Park; *S. Wilson* and *J. Kraus* picked *Kedzie*; *T. Abbanante* and *G. Cook* changed to Limits, and *J. Ambrogio* went to Wilcox.

Good to see Operator *Julius Teifenbach* back behind the wheel after a six month seige of sickness. . . . We're also glad to hear that Operator *Emil Schreiber's* wife, *Inez*, is back home and on the mend after a tough hospital battle.

Operator *Joe Oddo* was very proud of his son, *Robert*, who took the first vows on his way to the priesthood.

A Ravenswood bowling team is being formed to compete in the

PICTURE OF THE MONTH



CUTE, cuddlesome and contented are the photogenic youngsters posed here. They are the twin daughters—*Margaret Mary* (left) and *Catherine Marie*—of Mr. and Mrs. *Fred Dechon*. Their justifiably proud father is employed in the bus overhaul department of South Shops.

Submitted by *Evelyn Clark*

CTA TRANSIT NEWS accepts photographs for the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photographs will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

tough CTA league this winter. If you're interested, see Superintendent *Erickson*.

Our station broke in six new drivers recently. We welcome *K. Brown*, *M. Levine*, *Y. Anderson*, *B. J. Kelley*, *R. Vapirous* and *P. Smith*.

Vacation news is still in order. *Harry Greske's* family spent theirs in Saginaw, Michigan. . . . *Frank Roback* went to the old home town of *Foley*, Minnesota. . . . *Clerk* and *Mrs. H. Mitchell* were at their farm home in *Eagle*, Wisconsin. . . . *Mike Ridge* and his family went to the Wisconsin Dells, and *Clerk Sam DeSalvo* took it easy at home.

Tom Thygesen and his wife went to Canada and New York state. . . . *Robert Lamping* and his wife visited the Ozarks. . . . *Carl Frykman* and his wife took a trip to *Gibson City*, Illinois. . . . Operator *J. Urban* fished in Wisconsin. . . . *Neil Tomme*, mechanical, spent his vacation in Chicago. . . . Operator *S. Onan* and his wife spent the Labor Day week-end at the Wisconsin Dells.

At the recent pick of receivers, *Clerk H. Mitchell*, who had been at Ravenswood for 14 years, went to *Devon*, and *Tom Cook*, formerly of *Devon*, came to this station.

—AL BECK and
GEORGE D. CLARK



At Least Everyone Seemed To Have Fun

SCHEDULE-TRAFFIC AND BUDGET—A favorite vacation spot this summer seemed to be Wisconsin since *Bill Devereux*, *Bob Hengl*, and *Joe Sabol* all enjoyed a rest there. . . . *Norman Johnson* found much to enjoy in the "Old South," at *Gulfport*, *Biloxi* and *New Orleans*.

Clark Johnson sent postcards showing the many sights for which *Florida* is famous. . . . *Joe DeGrazia* and family visited the *Ozarks* and a complete report has been made to *Pete Donahue* as to the farming conditions. . . . *Maurice Connors* went to *Washington, D. C.*, to see the place where laws are made.

John Bennis tried luring the fish onto his hook in *Michigan*. . . . *Bob LaVoie* enjoyed a trip to *Ohio*. . . . *Richard Goldstein* and family enjoyed the scenery at *Niagara Falls*. . . . *Joe Billis* also included the Falls among his stopping points in the East.

Chicago as a vacation spot was enjoyed by *Laura Schrecke*. *Bob Sedlack* tells us he also found it a good place. . . . *M. B. O'Neill* looked over the farming situation in *Southern Illinois*, but returned to remodel his home.

George Bryan visited with his daughter and family in *Chula Vista*, *California*. *George* reports a wonderful trip and a lot of sight-seeing. We received post cards from *Indiana* and *Ohio* signed *Marie Shumon*, who evidently did a little traveling on her vacation.

(Budget) — Our fisherman, *W. S. Comstock*, back from a trip to *Sault Ste. Marie* in *Michigan*, reported that the weather was too cool for real abundant fishing. His vacation was pleasant despite the temperatures.

Homer McElroy lived the life of ease on his vacation. He just spent his time enjoying *Hinsdale's* fresh country air.

—L. C. DUTTON

RECENT APPOINTMENTS

EFFECTIVE September 27, *F. C. Knautz* was appointed assistant superintendent of job classification following the resignation of *John J. Howe*. *K. L. Ward* succeeded Mr. *Knautz* as public information assistant in the Public Information Department.

This Bayer's Aspirin' To Be Good Navy Man

77TH—Robert L. Bayer, GM3/C (that's a gunner's mate, third class, in the Navy), son of Supervisor Walter Bayer, arrived in the U.S. for a 30-day leave recently. Bob has been in the Navy for three years, assigned to the destroyer escort, USS Renshaw, patrolling Korean, Chinese and Japanese coastal waters. He recently took part in the H-Bomb tests at Bikini. Bob aspires to be as good a Navy man as was his father some years back.

Usually a father teaches a son until mother joins in, and then she teaches both of them a thing or two. But in the case of the Gallagher family, Ed Gallagher got his line of instructions on bus operation from his son, Farrell. Mother Gallagher had nothing to say.

The 77th station bowling team, which earlier this year won the South side championship for the second consecutive year, has been

scattered hither and yon by the system picks. Its members were C. Eschbach, Art Katter, Lyman Goss, Frank Caputo and Charlie Clausen.

Glad to see Clerk Tony Krause back on the job after a long hospitalization. He looks as good as new.

Roscoe Wakefield recently gave St. Luke's hospital a return engagement after a sudden attack.

—WILBUR JENSEN and
JOE SMITH

Yes, And It's Growing Smaller All The Time

SKOKIE—Painter Peter Dombksi was convinced it is a small world when he met Welder Jim Burrows and his family while vacationing at Silver Springs, Florida.

Carpenter George Kimmski, who has been off work for several months, has returned.

Carpenter Mat Mascari's wife, who recently gave birth to a baby, met with an accident immediately after her return from the hospital, but is now well on the road to recovery. Mat's experience in handling babies helped speed her recovery.

It's good to see Truckman Joe Guillian, who was off sick, back on the job.

J. William Bird, who is associated with the engineer's office at Skokie Shops, has been appointed Historian and Americanism Officer of CTA Post No. 1216, American Legion.

Truckman Anello Digianfilippo and his wife, Natalina, are the proud parents of a boy born at Mother Cabrini hospital, September 18.

Pat O'Neill, carpenter's helper at Skokie, was married to the former Katherine Byrne September 21 at Resurrection church.

We had a nice visit from Pensioner David Jensen, who is fulfilling his wishes to see America.

—DAVE GURWICH

Doing All Right In Army Service

SOUTH SHOPS — First Lieutenant Richard Micum, son of John Micum, carpenter, car repair, was admitted to practice before the Court of Military Appeals as a member of the Ft. Sheridan judge advocate section. Lt. Micum, by being so admitted, is licensed to practice law in the highest court of a state, or in a federal court.

Harvey Harders, electrician, car

repair, drove to Hot Springs, Arkansas, on his vacation. While there he met George Cash, retired carpenter, and Jack Sargeant, retired upholsterer. Jack, who now resides in Hot Springs, was a participant in a bowling tournament recently and he and his partner won the doubles championship.

Joe Bolech, division engineer, and his family spent their vacation at their cottage in Wisconsin.

Sincere sympathy is extended to Howard Langdoc, miscellaneous, on the death of his son, and to the family of Edward Pierce, retired, who passed away on August 29.

New grandfathers at South Shops are John Gianella, bus overhaul, whose granddaughter, Lee Ann, was born on August 25, and Arleigh Gruetzmacher, power house, who welcomed Laura Ellen into the family on August 18.

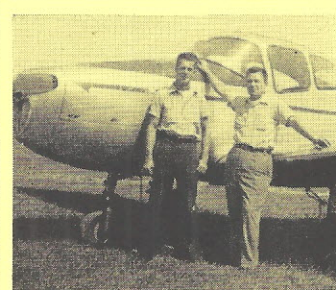
Romance blossomed in the print shop and climaxed when Guglielmo Chasseur and Mildred Zindler were married on August 14.

Dan Sherrard, electrician, car repair, toured the east on his vacation. . . . George Edwards, miscellaneous, drove around Canada. . . . Pat Nally, blacksmith shop, saw the Wisconsin Dells. . . . Fritz Foodge, bus overhaul, went to New York. . . . Jack Clark, power house, toured South Bend and Detroit. . . . John McBride, machine shop, headed toward Paw Paw, Michigan. . . . Jack Kennedy, machine shop, visited California, and Frank DeWitt, office, spent his vacation in good old Chicago.

Tony Nutile, foreman, utility, painted and decorated his home in preparation for the forthcoming wedding of his daughter, Patricia.

—EVELYN CLARK

HIGH FLIERS

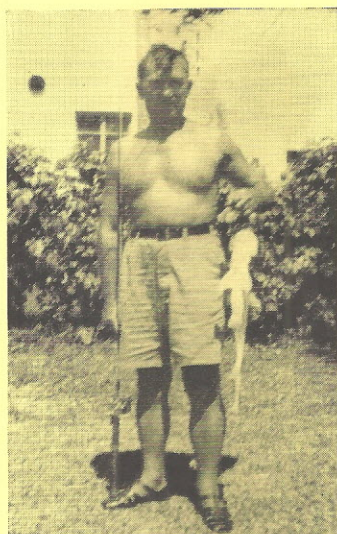


STANDING beside their co-owned, four-passenger Navion airplane are Ravenswood station Operators George Wesley, left, and Cliff Hutton. The plane is kept at Ravenswood airport (where else?) in Des Plaines. George has had a private flying license for four years and Cliff has had a commercial flying license for five years.

They report flying an expensive hobby, but contend that it's good to get up and away from all the street-level, stop-and-go traffic.

Reported by Al Beck

IT'S A SHARK



A RARE catch is displayed by Milan Cvyanowich, retired Met. section rapid transit employee who now resides in Miami, Florida. He landed this baby hammerhead shark while fishing in Haulover Harbor, Miami Bay, last July. It was the first known shark of the hammerhead variety to be caught in those waters in the past ten years. The fish weighed three and a half pounds and was put on display at the office of the harbor master for the benefit of tourists.

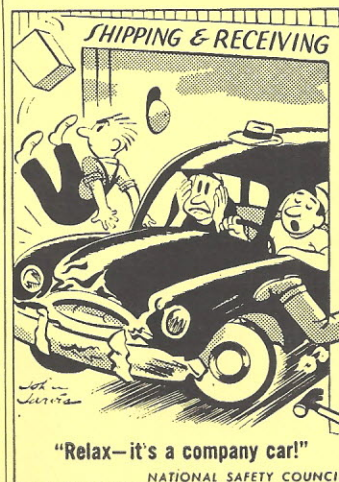
70 Pounds Of Fish Is Jack-pot Enough!

SOUTHSIDE—It was a pleasant experience renewing acquaintances this past summer with the many pensioners who dropped in for their monthly riding tickets. A great number of them have settled in areas where the weather is more temperate. William Goldschmitt stopped in to say hello and carried best wishes from Felix Lienau, who also lives in St. Petersburg. Bill related the incident in which he missed winning the daily fishing jack-pot by two ounces, although he brought in 70 pounds of fish.

Ben Day, pensioned Garfield Park motorman, would like to hear from some of his friends. His address is: 4410—8th avenue North, St. Petersburg, Florida.

A cheerful note was received from Otto Yost, who paid a visit to his daughter in Rathdrum, Idaho. He referred to that part of the country as the "wild and wooly west."

One of the happiest motormen around 61st Street is Dominic Cesare, who recently became the daddy of a baby boy.



HANDI-TALKIE AGENT



U.S. Army photo.

SUMMER military training at Fort Bragg, North Carolina, proved interesting for **Bruno I. DeMaertelaere**, left, West-side ticket agent. He learned the intricacies of the Army's new handi-talkie radio set while with the 305th Radio Broadcasting and Leaflet Group during the last two weeks of August.

Reported by *Kitty Keegan* and *Ruth Hanson*

Warren E. Hill and his wife visited the **Pete Lagerstedts**, who now reside in Bass Lake, Indiana, and were entertained royally. From there they drove to La Porte, where the **Lloyd Echards** were entertaining **Joe Hill** and his wife and the **Marty McNamars**. The Hills brought along a beautiful cake to celebrate their 41st anniversary—the McNamars were observing their 39th. An invitation is extended to all their friends to drop-in or write. The addresses are: Peter W. Lagerstedt, RR 3, Box 227-A, Bass Lake, Knox, Indiana and — Lloyd Echard, 403 Ottoson, LaPorte, Indiana.

James Martinek, clerk, observed his 18th anniversary August 22. . . . **Trainman Ed Doyle** looked back on 24 years of wedded bliss September 6. . . . **Lawson Delvin**, north section chief clerk, informed us that he was married 19 years ago on August 24.

Matthew Feaheny, night station superintendent, spent his vacation helping Mrs. Feaheny get their new home in order out in Mount Greenwood.

It was bound to happen and finally did on August 14, which

happens to be the bride's birthday. On that date, **Roland Hartney**, clerk, and **Verna Rothschild** said, "I do." A surprise party for them by their many friends rounded out a very eventful occasion.

Pat Halahan, north section clerk, was seen passing out cigars recently. On questioning, Pat nonchalantly said it was a boy. When asked what the total was, he said, "Five boys and three girls."

Agent Dan Finnegan made a trip to the west coast and one of the cities visited was San Francisco. He related the pleasant experience of dining at Fisherman's Wharf, where the sea-food is out of this world. Both **Ralph Wenstrom**, station superintendent, and yours truly drooled while Dan described the cuisine.

—LEO J. BIEN

Interesting Items About Agents

WESTSIDE AGENTS—Upon retiring October 1, **Agent Ann Gillespie** received best wishes for years of happiness from her many friends. Her smiling face certainly will be missed.

Deepest sympathy is extended to **Agent Julia Brousek**, whose mother passed away, and to **Agent Margaret Sheehan** in the loss of her sister. . . . Sympathy, also, to the family of **Pensioner Margaret Quinlan**, who passed away September 20.

Assignment Agent Nancy Fogarty spent her vacation in Miami, Florida, and acquired a lovely tan. . . . **Extra Assignment Agent Robert Maloney** took off for the north woods of Wisconsin and Iron River, Michigan. Bob says he caught the limit of walleyes and crappies, which are now in the freezer. . . . **Porter Sam Johnson** drove to South Haven, Michigan, for one week and then spent the rest of his time in Covert and Three Rivers. . . . **Agent Mary E. Dillon** enjoyed her vacation with her son and his family in Wauconda, Illinois, and **Agent Catherine Mahoney** headed for the Wisconsin Dells. . . . **Agent Beatrice Shewe** and her sister left for New York, and **Agent Grace LeBel** spent part of her time in Waukesha, Wisconsin.

Other agents who enjoyed late vacations are **Mary O'Grady Doran**, **Blanche Thomas**, **Mary Dalton**, **Laura Sullivan**, **Anne Dowling**, **Marie Shoos**, **Helen Ryan**, **Bernadette Hayes**, **Marie McNichols**, **Helen Kiniry**, **Helen McMann**, **Arbie Baxter**, **Edward Durkin**,

William Fitzgerald and **Madeline Hayes**, who spent her vacation in Norton, North Carolina.

Agent Nellie McCann sprained her ankle and will be laid up for some time. Nellie was taking care of her sister, who had broken her wrist, and now they are both taking care of one another.

—KITTY KEEGAN and RUTH HANSON

They'll Talk Like This All Winter

WEST SHOPS—Most of the men of the West Shops have returned from their vacations, and from their talk they must have visited every state in these United States, including Texas. Some of the fish stories they are telling convinces us that all the big ones were caught this season.

Your column is rather short this month because your scribe took a September vacation, visiting friends and relatives in Indiana, Ohio and West Virginia.

Walter Richards, bus overhaul, is sitting back grinning. He intends vacationing in January, in Florida, if you please.

Stanley Pszczola figured that two could live as cheap as one, so he took unto himself a \$600 exemption. On August 20, Stanley marched down the aisle of the Fifth Presbyterian church on the north side and said "I do." The happy bride was **Fay Blakeslee**.

—TED SHUMON

September Reunion Down In Arkansas

WESTSIDE—**Dorothy Vahle**, stenographer, Douglas Park office, left early in September for her vacation. She visited her sisters, **Mrs. Harry Hardin** and **Mrs. Fred Sirr**, at Green Forest, Arkansas.

Station Superintendent Frank T. Boland was recently confined to St. Anne's hospital for surgery. He expected to be back at his duties after a short period of recuperation.

Douglas Park Receiver Laddie Kiery was at Augustana hospital awaiting a surgical operation at this writing. We hope he will have a complete and speedy recovery.

Conductor Joe Lewen is still on the sick list, and **Motorman Lawrence Koster** has taken a disability pension as of August 1. . . . **Motorman Art Miller** is at home convalescing from his recent relapse.

Conductor Earl Littlefield and his wife spent their vacation in the Blue Ridge and the Smokie Mountains area, and also visited Cumberland, Maryland. Included in the trip was a visit with their G.I. grandson at Fort Jackson, South Carolina.

Station Superintendent Fred Till returned from his vacation in Wisconsin, and reported an enjoyable time.

Conductor McGovern's youngest daughter, **Shiela**, 18, entered Mt. Carmel Convent, B.V.M., at Dubuque, Iowa, in September.

Conductor Hertzfeld's daughter, **Dolores**, 23, was married recently at Help of Christians church. She is his fifth married daughter. Incidentally, September 4 was his birthday as well as his 34th wedding anniversary.

Laddie Smach, Logan Square towerman, is treasurer of the Quarter Century Wireless Association, W9CYD. He would like radio amateurs employed by CTA to contact him. There are many throughout the system, one of the old timers being **Charles Paxton**, W9DOX, telephone maintainer.

—WALTER J. REICH

GRID GREAT



IT ISN'T every day that a fellow has a chance of meeting a nationally-known sports star, and the smile on the face of **Gerald Janicki**, left, 15-year-old son of **Operator** and **Mrs. Leonard Janicki**, Kedzie, indicates that he was mighty pleased. He is posed with **Johnny Lattner**, former Notre Dame All-American and now a professional football star, who was guest speaker at a banquet given by St. Francis of Assissi Holy Name Society of which the senior Janicki is a member.

Motors With Mate To Buckeye State

WILSON SHOPS—Gordon Walters, clerk, and his wife motored to Ohio for their vacation.

James Clark, welder, enjoyed sunny days and much rest in California.

A large group of employees from Wilson Shop have transferred to Skokie Shops during September. They will be missed here, but we know they will enjoy their new home at Skokie Shops.

Arthur Redlich and his wife enjoyed their vacation in Minnesota, Wisconsin and Iowa. They visited former CTA employee Otto Matern, who has a farm in Minnesota.

Paul Lorimer, assistant foreman, has transferred to Laramie, and Marty Shannon, assistant foreman, has transferred to Douglas Park. Meanwhile, we welcomed back to Wilson Assistant Foreman E. Jones. . . M. Heil has transferred to Howard Street from Lake Street terminal.

John Vinard, who recently transferred to Lake Street terminal, stopped in at Wilson to report the arrival of a baby girl.

We recently welcomed back Henry Brunderman, who had been ill for three weeks. . . Karl Raab

GOLDEN WEDDING



OCTOBER 26 will note the golden wedding anniversary of retired conductor August P. Henning and his wife. A mass to honor the occasion was scheduled to be held near the couple's summer home at Salem, Wisconsin. August retired on July 1, 1949, from the old Lincoln station after completing 36 years of service.

reports the fishing very good during his vacation in the north woods.

—EVERETT E. ENGLAND

SCIENCE AND HEALTH SHORTS

THE STEERING wheel of your automobile is actually a dangerous weapon, made more so by the fact that no one thinks of it as such. Doctors, however, caution against overlooking any small injuries received from bumping against the steering wheel when sudden stops are made. Observations have shown that serious heart damage may be produced when the steering wheel acts as a blunt instrument in these accidents. Another unrecognized danger from sudden car stops is the possible injury to the neck and head as they are suddenly snapped forward and back in rapid succession. This violent maneuver may tear some of the supporting ligaments in the neck, or even result in dislocation or fracture of the neck. The important thing, the doctors point out, is not to discount what seems at the time to be a minor injury or discomfort but to have it checked.

• • •

DESPITE the advance made in health education during the past 20 years, the "old wives' tale" is, unfortunately, still holding its own. Results of a recent survey, for example, reveal that 25% of the general public believes fish is "brain food;" 15-40% of the groups queried believe raw meat will reduce swelling of a bruise or black eye; 25% hold that a child's disfiguration can be caused by a mother's fright during pregnancy; nearly 50% of the general public believes water to be fattening; nearly two out of three persons think alcohol is a stimulant rather than a depressant or narcotic; nearly half the people tested believe communicable diseases can be inherited, and nearly one-third of college students say there is some truth in the statement that a prospective mother can make her child more musical if she listens to good music.

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

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

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

Home Address.....
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

FORMER HEAD OF DIVISION 308 DIES

WILHELM F. LEVANDER, former president of Division 308, and a motorman on the Westside Section of the Rapid Transit System, was taken by death on October 8. He was 63 years of age at the time of his demise.

He started with the former Chicago Rapid Transit Company as a trainman on April 11, 1919, and became a motorman on February 16, 1927. On January 5, 1936, he was granted a leave of absence to serve as president of Division 308, a post he held for 11 years. He was reinstated as a motorman on March 3, 1947.

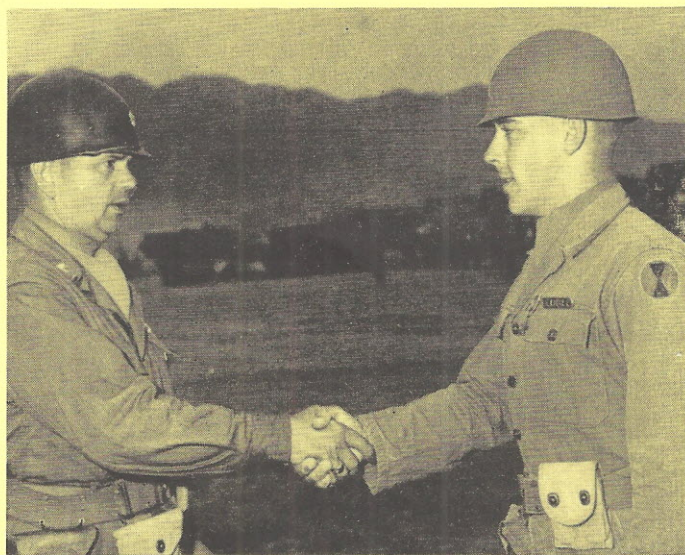
Interment was at Acacia Park. Surviving are his widow, Clara; a son, Wilhelm, Jr.; a granddaughter, a sister and three brothers.

ON PENSION



TAKING it easy after 34 years of transit service is Patrick J. Gannon, former motorman at 77th, who retired September 1.

AWARDED BRONZE STAR



RONALD J. KIERY, right, son of Clerk Laddie A. Kiery, Douglas rapid transit, recently received the Bronze Star and was cited for meritorious service in Korea. A 1st Lieutenant, Ronald was assistant division ammunitions officer for the 7th Infantry Division. He is being congratulated by Major Earl E. Noel, commander of the 707th Ordnance Battalion.

Reported by *Walter J. Reich*

Your Future - - - -



RECENT DEATHS AMONG EMPLOYEES

W. J. BARNES, 71, retired conductor, Burnside. Died 8-20-54. Employed 3-12-13.

J. P. BINDER, 72, retired motorman, Elston. Died 8-18-54. Employed 2-15-07.

D. G. CAMERON, 75, retired motorman, 69th. Died 9-4-54. Employed 6-28-23.

ANTONIO CRISCIONE, 82, retired laborer, Track. Died 8-18-54. Employed 4-12-20.

MICHAEL DUFFY, 64, motorman, Limits. Died 9-11-54. Employed 12-9-19.

B. A. FULTON, 67, retired motorman, North Avenue. Died 8-15-54. Employed 6-24-11.

JAMES GLAWANIA, 47, motorman, Northside. Died 9-11-54. Employed 6-29-44.

ACIM GOVEDARICA, 69, retired laborer, Track. Died 8-28-54. Employed 4-4-22.

J. J. GREELEY, 75, retired motorman, North Avenue. Died 8-27-54. Employed 6-27-16.

J. M. GRICIUNAS, 68, retired car cleaner, Cottage Grove. Died 9-1-54. Employed 6-3-08.

THOMAS HANRAHAN, 59, conductor, 77th. Died 9-8-54. Employed 9-8-27.

JOSEPH JILEK, 66, retired conductor, Westside. Died 8-15-54. Employed 9-20-17.

I. H. JONES, 80, retired conductor, Cottage Grove. Died 8-12-54. Employed 8-7-18.

BERNARD KAPLAN, 66, retired conductor, Kedzie. Died 8-17-54. Employed 4-15-18.

N. M. KINGSLEY, 76, retired token teller, Treasury. Died 9-6-54. Employed 11-8-22.

F. T. LINDEN, 78, retired janitor, Cottage Grove. Died 9-4-54. Employed 5-1-23.

EUGENE F. LUDDEN, 25, "B" helper, Electrical. Died 8-29-54. Employed 10-28-48.

J. F. LUDWIG, 66, retired motorman, Lincoln. Died 9-5-54. Employed 7-9-14.

THOMAS J. LYNCH, 58, car cleaner, 69th. Died 8-30-54. Employed 3-19-30.

NUNZIO MARTURANA, 77, retired laborer, Track. Died 9-5-54. Employed 4-4-21.

ANTHONY MICUCCI, 60, laborer, Stores Department. Died 8-22-54. Employed 12-19-44.

P. J. MURPHY, 79, retired utility man, Electrical. Died 9-2-54. Employed 12-15-21.

JOHN NORDMAN, 83, retired watchman, Division. Died 8-25-54. Employed 11-8-18.

PHILLIP O'GRADY, 55, electrician, Electrical. Died 8-22-54. Employed 11-1-16.

M. J. OLSON, 61, retired conductor, Southside. Died 9-4-54. Employed 11-20-13.

E. J. PIERCE, 76, retired laborer, South Shops. Died 8-28-54. Employed 8-25-30.

ANDREW PRINDES, 68, retired truck repairman, West Shops. Died 8-30-54. Employed 6-10-20.

MICHAEL J. QUINN, 57, conductor, 77th. Died 9-5-54. Employed 11-30-22.

J. J. REGAN, 68, retired conductor, North Avenue. Died 9-8-54. Employed 7-8-13.

WILLIAM J. ROCCO, 59, foreman, Shops and Equipment. Died 9-2-54. Employed 10-28-13.

FRANK T. RUDOLPH, 59, motorman, Devon. Died 9-9-54. Employed 1-9-20.

JAMES SCHOLL, 75, retired conductor, Kedzie. Died 8-12-54. Employed 8-23-09.

OTTO E. SCHWENDT, 54, stock clerk, Stores Department. Died 9-1-54. Employed 10-25-45.

L. C. SEEMAN, 71, retired motorman, Lincoln. Died 8-20-54. Employed 6-18-06.

LOUIS STEINBRECHER, 69, retired trainman, Westside. Died 9-11-54. Employed 10-23-03.

C. G. ULBAS, 66, retired motorman, 69th. Died 9-6-54. Employed 5-22-17.

STANLEY ZUCHOWSKI, 53, motorman, 69th. Died 9-15-54. Employed 6-26-29.

PROTECT YOUR FAMILY FROM FIRE

***FIRE PREVENTION** Week in October each year focuses attention on the constant hazard of fires and the toll they take in human lives and property damage. This article reviews the tremendous losses due to home fires and gives helpful information for CTA employees on safeguarding the home and family against fires.*

EVERYDAY fire strikes 800 American homes. Hundreds are badly damaged, many totally destroyed. An untold number of persons die, suffer painful burns, or are maimed for life.

The death toll for the five-year period—1948 through 1952—is estimated at 55,000—an average of 11,000 a year!

Most fires in the home are caused by carelessness—by such thoughtless acts as tossing away a lighted match, cigarette or cigar, allowing rubbish to accumulate, overloading electric wiring, leaving children at home alone.

MAJOR HAZARDS

The combination of matches, smoking and misuse of electricity accounts for close to 50 per cent of all fires of known origin. Their real and potential danger cannot be emphasized often enough.

The smoldering cigarette that is dumped into an open trash-can, or that drops between a chair's upholstery, or onto the bed while you doze, can easily set the fire that will destroy your home, possibly take your life. Therefore, take these simple precautions: (1) Keep ash-trays handy and use them. (2) Snuff out your cigarette or cigar in an ash-tray. (3) Never toss a lighted match away. Hold it a second, then put it in an ash-tray. (4) When emptying ash-trays, make sure every cigarette is out. (5) Never strike matches or carry lighted matches or candles in closets, attics, or other confined places.

ELECTRICAL HAZARDS

Observe these precautions: (1) Be sure your fuses are of the right amperage for your circuits—15 amperes usually. A proper fuse is a "safety valve"—don't tamper with it. (2) Employ a competent electrician to repair or extend wiring when this is necessary. (3) Buy only electric appli-

ances and cords manufactured by reliable concerns. (4) Don't string wires under rugs, over hooks, or in any exposed place where they may be subject to wear or mechanical damage. (5) New appliances, such as air conditioners, draw heavy current. Consult an electrician—you may need new wiring.

IN CASE OF FIRE

When fire strikes, do these two things immediately: (1) Get everybody out of the house. (2) Call the fire department.

You can help the firemen by closing doors behind you as you leave the house—making certain that everyone is safe.

HOW TO SAVE LIVES

Many persons, apparently trapped by flames, managed to save their lives because they understood what to do and what not to do in case of fire.

Here's what you should do!

(1) Be prepared. Recognizing the possibility that fire may strike your home, decide now how you would be able to save your life were you tonight to awake and smell smoke.

(2) Figure out two possible routes to the ground from any upstairs bedroom. It is unlikely that both escape routes would be cut off by flames during the early stage of the fire.

(3) If a fire starts, arouse everyone in the house. Make it your first duty to get everyone out of the house.

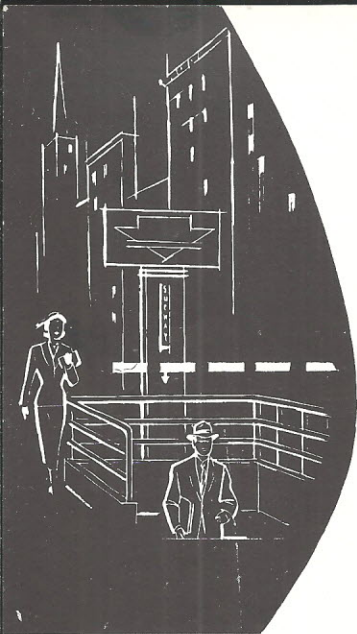
(4) Call the fire department immediately.

If you smell smoke, do not rush out immediately into the hallway. First make this little test: Place the palm of your hand against the door. If the door feels hot, that hallway is already filled with deadly, heated gases. Either escape through the window—if you are on a ground floor—or wait at the window for rescue. Arouse people by shouting. If there's a phone in the room, use it to turn in an alarm immediately.

If the door does not feel hot, open it slightly. Hold your head away, brace door with foot. Put hand across opening to determine temperature of air. If the hallway appears safe, use the planned exit.



PLAYING WITH matches causes hundreds of children's deaths and serious burns every year.



TRANSIT IN THE NEWS

NEWS

INTER-ZONE "PINK TICKETS" ELIMINATED

A REVISION of Rapid Transit fare collection methods, eliminating the use of the "pink tickets" and simplifying fare collections for approximately 10,000 daily inter-zone riders, became effective on Sunday, October 3, 1954.

Under the new plan, inter-zone passengers originating on the Rapid Transit System or Surface System in the Middle Zone (south of Howard Street and east of Desplaines Avenue, Forest Park) are not required to declare their destination at the time of paying fares to take advantage of the through rate of fare (30c) for inter-zone riders.

Another convenience, which the simplified fare collection system permits, is the use of cash or token stiles (where available in Middle Zone) at boarding stations by outbound Evanston and Wilmette passengers, eliminating the necessity of paying fares to agents as was formerly required in order to secure the "pink tickets" for continuation of rides into outer zones.

Here's how the new, simplified plan functions:

For Skokie and Westchester Riders (Outbound from Middle Zone)

Step 1—Pay 20c cash or use a CTA token and secure a

transfer at start of trip. Transfer riders from Surface Lines ask "L" agent or trainman to punch and return transfer.

Step 2—Time-stamp the transfer at Howard Street or Desplaines Avenue when leaving the train.

Step 3—Pay 10c with the transfer on the bus.

For Evanston-Wilmette Riders (Northbound from Middle Zone)

Step 1—Pay agent or conductor 20c cash or CTA token or use any cash or token-operated turnstile. Riders originating on surface lines present valid transfer to agent or trainman.

Step 2—Pay 10c on the Evanston train northbound from Howard Street.

No change was made in the method of paying fares inbound from North or West Zones.

Passengers are urged to have 10c fare ready at Howard Street or Desplaines Avenue on outbound trips to speed up collections and make rides faster and more convenient for all.

TROLLEYS GET WEEK-ENDS OFF

SATURDAY, Sunday and holiday operation of buses on the Clark-Wentworth and Broadway-State streetcar lines began September 5.

Western avenue, the only other remaining two-man streetcar route, has been operated with buses on Saturdays, Sundays and holidays for some time.

All of the buses assigned to Clark-Wentworth and Broadway-State on weekends are either 51 or 55 passenger units. Most of them are odorless propane buses.

Intervals between buses on the two routes are somewhat more frequent than were the intervals between the streetcars in week-end service before the switch-over.

On the Clark-Wentworth route, 70 buses replaced 58 streetcars on Saturdays, and 52 buses replaced 34 streetcars on Sundays and holidays. On Broadway-State, 102 buses replaced 80 streetcars on Saturdays, and 54 buses replaced 51 streetcars on Sundays and holidays.

Conversion of these two routes to bus operation on week-ends is an economy measure. Due primarily to the sharp increase in the use of automobiles for week-end pleasure and recreation, there has been a drop in week-end local transit riding. Television is another factor in the decline, which is nationwide in scope.

STUDENT RATE CONTINUES

DELIVERY of approximately 300,000 new student identification cards was made in August to public and parochial school officials for free distribution to students at the beginning of the fall term.

These identification cards extend the privilege to all bona fide, full-time, day students (between the ages of 12 and 21) of accredited public, private or parochial elementary or high schools to ride at half fare at all times. This includes the privilege of transferring at no additional cost.

Presentation of the proper identification card to CTA operators, conductors, agents or collectors permits student-rate riding any time every day of the week, Sundays and holidays included, during the entire school year.

This policy of unrestricted riding with student identification cards was inaugurated in the fall of 1953. However, due to improper use of cards by those not entitled to them, it has become necessary for students to pay a fee of one dollar when applying for replacement of lost or stolen cards.



KIOSK SIGNS, painted in bright colors for easy visibility, have been placed recently at two subway entrances in and near the Loop. The one pictured directs passengers to the Randolph-Washington station on State Street. Another is at the LaSalle-Congress station of the Milwaukee avenue subway.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF AUGUST 1954 AND 1953, EIGHT MONTHS AND TWELVE MONTHS ENDED
AUGUST 31, 1954

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

	Month of August		Period Ended August 31, 1954	
	1954	1953	8 Months	12 Months
Revenues	\$10,018,606	\$ 9,938,415	\$79,744,066	\$120,715,232
Operation and Maintenance Expenses	8,153,277	8,210,316	68,863,332	104,580,916
Available for Debt Service	1,865,329	1,728,099	10,880,734	16,134,316
Debt Service Requirements:				
Interest Charges	417,592	400,502	3,371,173	5,039,038
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1)	200,000	150,000	1,300,000	1,900,000
Revenue Bond Reserves (Note 2)	30,000	23,000	240,000	346,000
	647,592	573,502	4,911,173	7,285,038
Balance Available for Depreciation	1,217,737	1,154,597	5,969,561	8,849,278
Provision for Depreciation—Current Period	801,489	795,073	6,379,525	9,657,219
Balance Available for Other Charges (Note 3)	\$ 416,248	\$ 359,524	\$ 409,964 r	\$ 807,941 r

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	50,150,194	54,309,328	427,217,493	656,176,547
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at August 31, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses	394	106	500
El-Subway Cars	150	100	250
	544	206	750
Delivered under previous orders		2,814	
Less—P.C.C. Streetcars to be converted to El-Subway Cars		250	2,564
			3,314

NOTES:

- (1) Equal monthly installments to retire \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must 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 monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

RETIREMENT FUND RULING

ALL EMPLOYEES who have completed one year's service with the CTA and are granted a military furlough are advised by *H. B. Storm*, secretary of the retirement allowance committee, that the military furlough forms submitted to the Insurance Department must be accompanied by an application for refund of retirement contributions to employees who are eligible for a refund and are granted a military furlough.

Before the employee can return to duty with the CTA, he will be required to make provisions for reimbursing the Retirement Fund, in a manner satisfactory to the retirement allowance committee, the amount of contributions refunded at the time he entered military service.

THE WRITER of this article, which appeared in the *New World* on August 21, is Father Lord, noted Catholic author and educator.

TRIBUTE



TO TRANSIT OPERATORS

TAKING them by and large, bus drivers must be a pretty wonderful race of men. There's an old saying: "You never see the waiter's face." I think that could be shifted easily to "You never see the bus driver's face." When you enter the bus, you are absorbed in right change and a transfer; when you sit down, you read or look at the scenery or go into a comfortable coma; when you leave (if you have any degree of civilized manners about you) you leave by the rear or center door, and the bus driver never gets a nod from you. His big, bulky bus has a way of getting to be an obstruction when you are driving your own car; he takes up more than a fair share of your street or boulevard. He gets rapped in jokes and stories. He is supposed to have a flaming temper and to use pepperpot language. And, actually, he must be one of mankind's most patient men.

Anyone who drives a car through normal city traffic knows that every driver but himself is slightly insane, totally inconsiderate, a dolt and a menace to human life. Yet the most constant driver doesn't make driving a life's career. The bus driver does. All day long, from the time he takes his bus out in the morning till he finally staggers from the wheel at night, he is battling the traffic.

Traffic, indeed? He is battling the people who make traffic the snarl and peril it is. The people who open the left door of their car and step out into a stream of traffic, glaring as you approach them . . . the drivers who cut across from a middle lane to make their right turn, and from the curb to turn left . . . the woman looking for a house number with eyes that long since defied the skill of the oculist . . . the man who discovers a parking space after he has passed it, jams on his brakes, and without bothering to see what is behind him, starts backing . . . the weaver who goes through traffic like a broken field runner on the gridiron.

I have always felt sorry for any man whose job it is to deal with the traveling public. How about the bus driver whose public changes every few blocks? I suppose the particular problem passengers grow almost standard: the woman who runs in front of the moving bus to make it stop; the passenger who never has the right change ready and can't locate it; the passenger who has the right change

but can't locate the change box and drops it down the car steps; or talks to a friend on the curb with a foot holding open the door; and who, when the crowd is heaviest, leaves by fighting his or her way down the crowded aisle, and through the clotted cork of incoming passengers; or who isn't quite sure where he or she wants to go but wonders if the bus goes there; or who finds she is on the right bus only it is going the opposite direction; or who forgets to ask for her transfer until she reaches her cross street and then demands it as the new crowd pours in; or who stops right back of the bus driver, and stands there blocking all entrance into the car, and the passage down the aisle; or who persists in talking to the driver, during the rush hours of the late afternoon.

I cannot recall an instance of a bus driver killing a passenger, or taking a pot shot at one of the motorists who make life difficult for all of us. I ride buses constantly and never hear one of them raise his voice in protest, anger, or argument. Maybe the spirit has been beaten out of them. Maybe they are just remarkably fine and patient citizens.

I find them most willing to give information, even to look it up if they have to. No human inconsiderateness seems to surprise them. They are careful of the blindman who enters the car unescorted and are deaf to the clamors and bad manners of the teenagers who jam up the bus when the local high school releases them in high spirits and low social conduct.

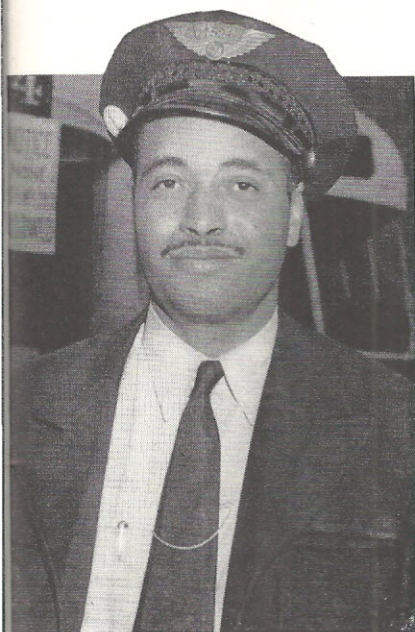
They guide their heavy buses with a minimum of accidents; they bend their strong backs to swing their buses out of the way of the unwary; they make change and issue transfers and collect fares; they call streets and remember to call loudly the unknown streets at which you wish to be deposited.

They suffer the slings and arrows of outrageous passengers, calm the drunk, tolerate the truculent, and all day long battle the fierce tides of motor vehicles which wear out in a few hours the man or woman at the wheel of a light passenger car.

Bus drivers must be an amazing race of men. I think I shall begin to notice their faces.

Which is more difficult . . . to save money or spend it wisely?

Daniel J. Kennedy, Operator: "Spending money wisely is easier than saving it. If the money is spent for the things you want, it can be considered the same as a savings. Anyway, my wife handles our money so I have few worries about the matter."



← **Casey Lusk, Operator:** "Saving money seems to be easier than spending it wisely. I have a bond taken from my pay, and since I never see the money, I save painlessly."



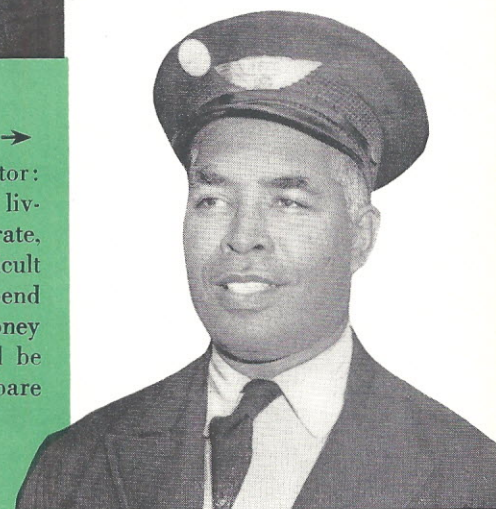
Albert H. Heinrich, Operator: "It must be easier to save than to spend it wisely, because people tell me that I never spend any money. So I must save it."



→ **Andrew McFadden, Operator:** "I believe it is easier to save money than to spend it wisely. Our money is handled by my wife and she always manages to save some. As for myself, I can neither save, nor spend it wisely."



→ **Ernest A. Hill, Operator:** "Due to the high cost of living and the present tax rate, I believe it is more difficult to save money than to spend it wisely. To spend money wisely, at present, would be to spend it only for the bare necessities."





our public speaks

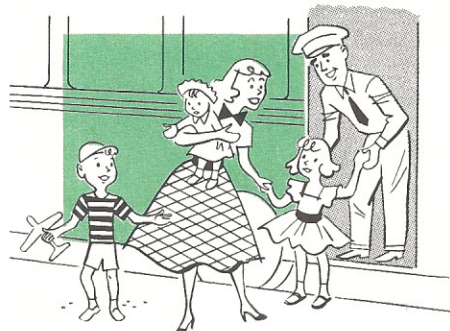
MANY CTA employees constantly endeavor to make our service as attractive and helpful as possible by the manner in which they perform their duties. A friendly smile, a courteous reply or a tactful way of handling a situation promotes better relationships between CTA and its patrons.

Printed below are only a few letters of commendation written by our patrons who have appreciated the service given them:

"Deserving of Credit"

"On Thursday, my three pre-school children and I were on bus No. 5605. The driver was most courteous and kind to me and I believe this man is deserving of credit and praise. Unfortunately, when we had alighted from the bus, I was unable to get his cap number, but I hope you can trace him."

(Editor's Note: Operator Lawrence McCrary, No. 5032, 69th, was the man in question.)



"Exceptional Service"

"I should like to call to your attention the exceptional alacrity, efficiency, patience and courtesy with which Operator Zardon Roger, No. 5138, North Park, performed his duties. He handled the bus expertly through narrow openings in heavy traffic and answered the passengers' questions patiently and courteously. He certainly deserves this letter of commendation."

"Pleasant Manner"

"On Friday, I boarded a bus on the northwest side. I was a stranger in that section of Chicago and Operator No. 4844 (Stanley Krupa, North Park) was most helpful. He helped me and did so in a pleasant manner, making my bus ride most enjoyable."



"Patience Appreciated"

"Several CB&Q-CTA commuters and I had a very gratifying experience this morning. The train had just discharged a number of its passengers and several of us were approaching the bus stop when a bus driven by Operator 7410 (Stanley Slusarski, 77th) was also approaching the stop. He waited a couple of seconds for me, the first person aboard, and very courteously waited for the other passengers, who obviously alighted from the train. Many of us commented on his thoughtfulness."

UNFORTUNATELY, not all employees have made CTA service as helpful and attractive as it should be and here are some of the letters from patrons who have written about these shortcomings:

"Last week, at about 8 o'clock each morning, we boarded a westbound 26th street bus at South Parkway and 26th street. The driver of that bus was most rude and discourteous. He refused, at times, to open the door for passengers and would drive off and leave persons standing on several occasions. When

and if he decided to open the door to admit passengers, he snatched transfers, money and so forth, and nearly always made smart remarks."

COMMENT: CTA employees should at all times perform their duties in an accommodating, helpful and polite manner. Passing up riders and discourteous actions by employees offend the people most important to successful operation of CTA—the passengers.

"One day last week, a group of people were waiting for a bus at North and Central avenues. When the bus approached us, the driver stopped about 125 feet from the corner, allowing a woman to alight, and passed us right by at the corner. Because of his actions, we were delayed."

COMMENT: Passing up passengers is not only a disservice to the patrons, but to the CTA as well. Designated stops are for the purpose of allowing people to board or alight. Every rider is important to the welfare of all CTA employees.

"Last week, I boarded a bus on Lake Park, at 53rd street, with the intention of transferring to a 63rd street bus. I made my transfer at 63rd and Harper and the operator of that bus was very nasty in accepting the transfer at that point. He was also very insulting toward me when I tried to explain that I did not know that I should have made my transfer at 64th and Stony Island."

COMMENT: Although this operator was correct about the point of transfer, CTA employees should handle situations such as these in a courteous, diplomatic manner.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for September, 1954, and September, 1953.

	Sept. 1954	Sept. 1953
Complaints	945	1,104
Commendations	101	111

Trick or Treat

THROUGH the darkness of a Halloween night, a witch on a flying broom goes cackling and children, wearing masquerade costumes and funny false faces, play the game of "Tricks or Treats" that usually ends gloriously with the junior event of the year, the Halloween Party.

If you're to be the hostess this year, plan it with just one idea in mind. What would the children want? Certainly, they'll want to dunk for apples and pin the tail on the donkey. And it will be a perfect day for sure if the food served is as lively and fanciful as the visions that romp through the little ones' heads.

A row of jellied Jack-O'-Lanterns, cut-out oranges filled with sparkling fruit gelatin, and a big bowl of cookies cut in the crescent shape of the Halloween moon would be a wonderful beginning for the party.

Serve the traditional taffy apples,

made in a quick and tasty way with maple-blended syrup and decorated, just for fun, with shredded coconut. And the special treat of the evening could be a

FANCIFUL food, orange jack-o-lanterns, and moon-shaped cookies will make any Halloween party bright and merry.



A SURE-FIRE companion for the man-tailored shirt that is heading the list of popular fashions this fall is this gay, sporting weskit.

BORROWED FROM THE BOYS!

DAD AND the boys never had it so good! The girls in the family have always raided the masculine wardrobes, but this year it looks like they are going to "own their own."

Fashions "borrowed from the boys" are headline news this fall. Everywhere you turn there are man-tailored shirts in broadcloth, poplin and cotton flannel; weskits in gay sporting prints, plaids and tattersalls; trouser-topped skirts, and pants from the tapered toreador type to bell-bottomed sailor pants.

Washable, wearable classics, most of them carry a very light touch to the budget.

Dad and the boys are having their inning. Looks like they will turn the tables when it comes to borrowing!

collection of grinning and grimacing Spooky tarts. Fill them with a brand new recipe for chocolate coconut chiffon and decorate them with candy corn.

HALLOWEEN TARTS

- 1 envelope (unflavored) gelatine
- 2/3 cup sugar
- 1/4 teaspoon salt
- 1 1/2 cups milk
- 2 squares unsweetened chocolate
- 3 egg yolks, slightly beaten
- 3 egg whites, unbeaten
- 1 teaspoon vanilla
- 3/4 cup shredded coconut, cut
- 9 baked 4-inch tart shells and candy corn

Mix gelatine, 1/3 cup of the sugar, salt and milk in top of double boiler. Add chocolate. Cook over hot water until chocolate is melted and gelatine is thoroughly dissolved. Blend well with rotary egg beater. Pour slowly over egg yolks, stirring constantly. Return mixture to double boiler and cook 3 minutes longer, stirring constantly. Cool 10 minutes. Beat egg whites until foamy throughout. Add remaining 1/3 cup sugar gradually and continue beating until mixture will stand in stiff peaks. Fold in chocolate mixture gradually, blending well. Add vanilla and coconut. Turn into tart shells. Make Halloween faces on tarts, using candy corn to form eyes, nose and mouth.

COCONUT TAFFY APPLES

- 1 1/2 cups maple-blended syrup
- 1 tablespoon butter
- 1 1/2 cups shredded coconut, cut

Wash and dry apples. Stick wooden skewers or plastic handles into stem ends. Combine syrup and butter in saucepan and bring to a boil. Continue boiling, without stirring, until a small amount of syrup becomes slightly brittle in cold water (or to a temperature of 272° F.). Dip apples, one at a time, into the syrup, working quickly. Roll apples in coconut. Place on waxed paper to cool. Makes 6 small apples.

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