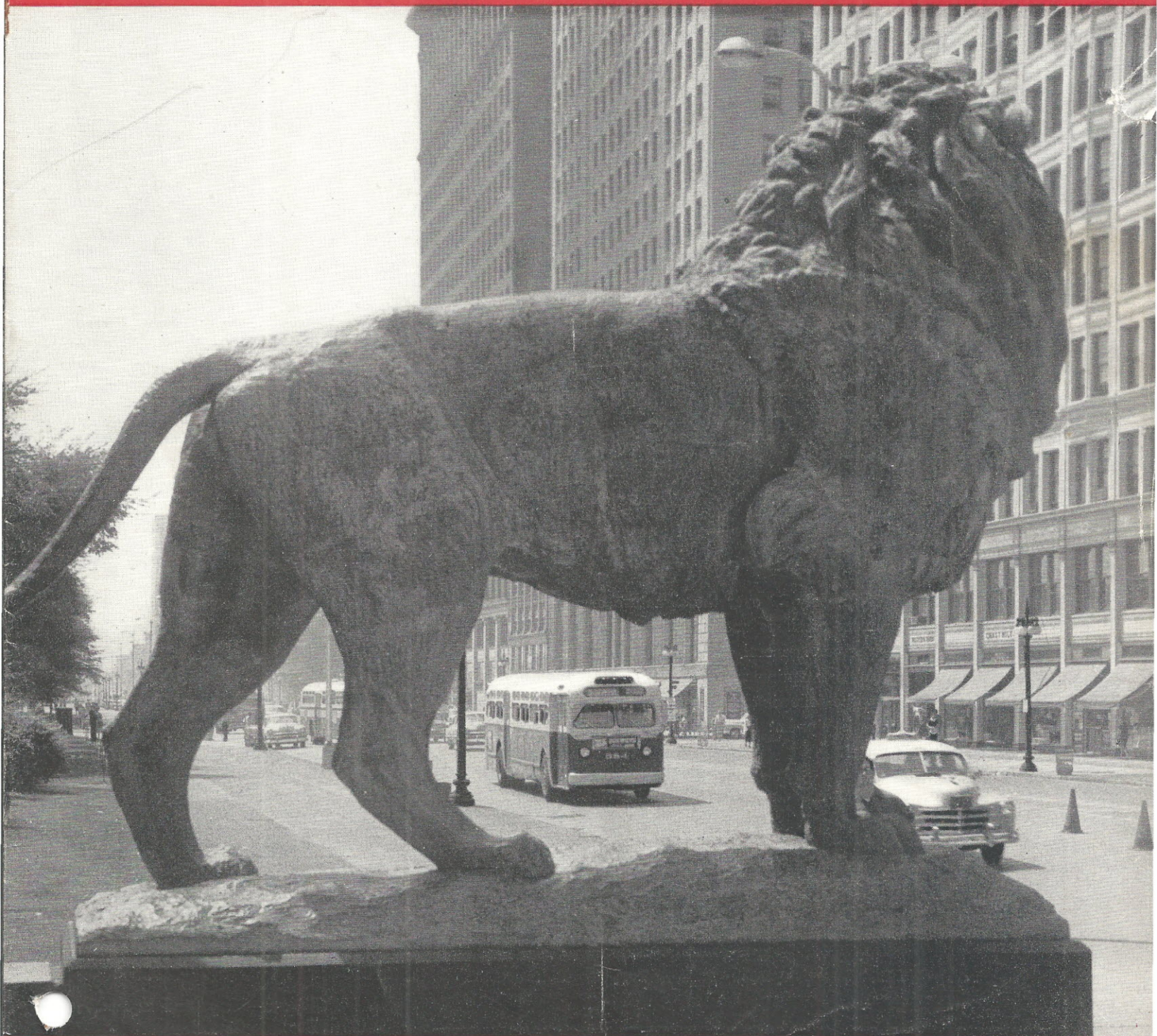


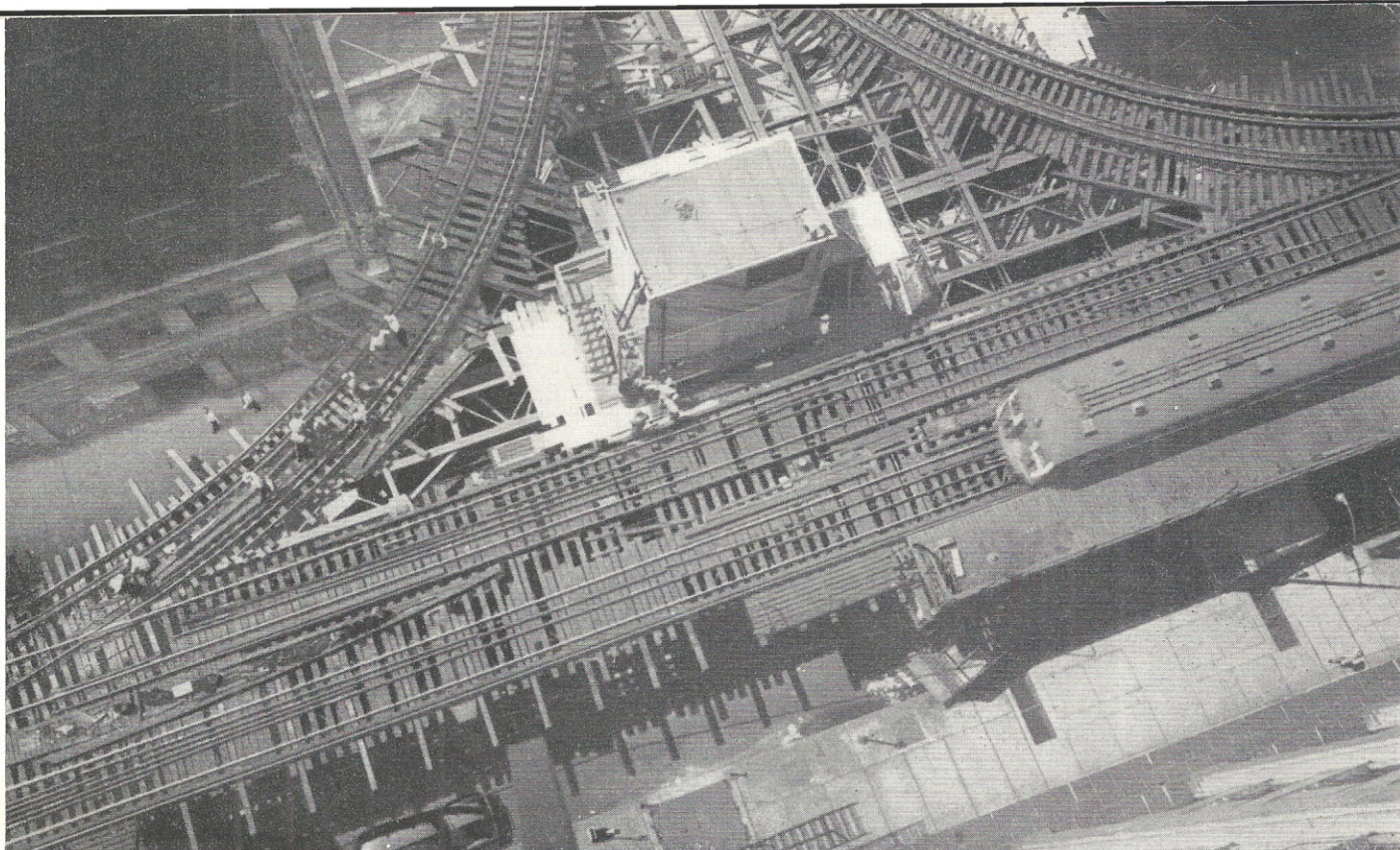


# TRANSIT NEWS

SEPTEMBER 1955







**WORK IS PROGRESSING** steadily on the revision of the former Wells street terminal between Jackson and Van Buren streets.

Rail has been installed for the two tracks connecting with the inner and outer loop elevated structure, and a new interlocking tower, to control train movements at this location, has been constructed. Installation of electrical equipment is proceeding on schedule.

To make way for the improvement, the two top stories of the old Chicago Aurora & Elgin terminal building were re-

moved and tracks laid over the roof of the first floor. Present estimates are that work will be completed about October 1.

Garfield Park trains, which now enter and leave the downtown Loop at Wells and Van Buren, will be routed over the new facility as soon as it is ready to be placed in operation. The revision was necessitated by the advancing construction of the Wacker Drive superhighway which required removal of tracks presently in use east of the river.

The photo shows an overall view of the new installation taken from an upper floor of a nearby building.

## SHOP DEPARTMENT CHANGES

IN A BULLETIN issued on July 29 over the signature of *R. J. Ruppe*, superintendent of shops and equipment, and approved by *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and *W. J. McCarter*, general manager, the following changes in the personnel of the Shops and Equipment Department were announced, effective August 1.

*G. J. Clark* was named assistant to superintendent technical services division; *R. H. Martz*, superintendent of South Shops, and *J. E. Platt*, superintendent of West Shops.

**OUR COVER:** Readily recognized is the symbol of Chicago's art and cultural life pictured on the front cover. No one could mistake the scene depicting one of the famous Art Institute lions looming in the foreground. This view of South Michigan avenue, taken from the Institute's steps, shows a north-bound CTA bus approaching Adams street from the Jackson boulevard intersection. The Institute is one of the many places of interest served by the Jackson route described in this issue (pages 6-7-8).

### VOLUME VIII CTA TRANSIT NEWS NUMBER 9

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### CTA EMPLOYEES RECENTLY RETURNED FROM SERVICE

*D. W. Clifford*—Shops and Equipment (77th Bus)



**SIMULTANEOUSLY** with the announcement that CTA had contracted for the conversion of 80 more "Green Hornet" streetcars to rapid transit cars, the CTA reported progress in its efforts to develop high-speed cars, capable of 65 to 75 miles per hour. One of the units being used in the experimental project is shown here. They are similar in appearance in all major respects to the cars now in use.



## 80 More Rapid Transit Cars On Order

THE CHICAGO TRANSIT BOARD on August 4 accepted the bid of the St. Louis Car Company of St. Louis, Missouri, to convert 80 more of CTA's "Green Hornet" streetcars to rapid transit cars at a net cost of approximately \$3,300,000.

All of the new cars are to be delivered within 300 days—just ahead of completion of the initial section of Congress Expressway rapid transit facility, between Laramie avenue (5200 west) and the east bank of the Chicago River.

The new order assures enough all-metal rapid transit cars to operate the Garfield Park route when the present street-level operation between Sacramento and Racine is abandoned, and the move is made onto the rapid transit tracks in the Congress Expressway median strip.

Meanwhile, in co-operation with the Westinghouse Electric Company and the General Electric Company, CTA is proceeding with its efforts to develop a high-performance rapid transit car, capable of a maximum speed of 65 to 75 miles per hour. Development work on all four experimental units is steadily progressing.

It is pretty certain now that the project engineers are going to come up with cars that will accelerate to 70 miles per hour, perhaps more, in about 105 seconds. It was pointed out that the full benefits of such high performance cars cannot be obtained, however, if stops are less than a half-mile apart.

Delivery of the 80 converted cars will enable CTA to retire 100 or more of the relatively few remaining wood-steel cars that are now being operated in rush hours only on a part of CTA's rapid transit routes. Even on these routes, the base service is provided by all-metal cars.

To date CTA has scrapped and sold for salvage a total of 816 wood-steel cars. Only 220, perhaps 250, more new

cars will be required to scrap the remainder of the wood-steel units.

By converting streetcars to rapid transit cars, CTA is saving approximately \$20,000 per unit, compared with the cost of a car fabricated from all-new components. This \$20,000 saving is equivalent to the purchase price of a modern, 51-passenger, odorless, propane bus.

The 80 new rapid transit cars will be similar in all major respects to 170 of the "Green Hornet" rapid transit cars now in service which were converted from streetcars.

The cars will have a maximum free-running speed of 50 miles per hour and will be equipped with thermostatically controlled heating, forced-draft ventilation, and a public address system for service and information announcements by the conductors.

Conductors will operate from cabs within the cars where switch panels will enable them to control all of the doors of a train. Double doors will be located at the quarter points on each side of each car. Each set of doors will be equipped with sensitized rubber edges which cause the doors to reopen if an object is touched as they are closing.

There are three separate braking systems—a dynamic motor brake, a drum brake applied to the propulsion shaft of the motor, and a track brake. The first two brake systems are used only in normal operation. The track brake is for emergency stops only.

A single Cinestron controller regulates both power and brakes. If the motorman's hand is removed from the controller while the train is in motion, the power is instantly cut off, and the brakes are applied. Automatic brake trips that automatically set the brakes if a wayside signal is over-run are another major safety feature.



# PATTERN OF PROGRESS

THE MAYOR of Chicago, the *Hon. Richard J. Daley*, swings a big sledge hammer just before driving home the first spike to start construction of the rapid transit median strip of the Congress street superhighway project. Among the CTA and city officials who participated in the ceremonies at Pulaski road on July 28 were *V. E. Gunlock*, left, chairman, Chicago Transit Board; *George Dement* (partially hidden behind Mayor Daley in picture), commissioner of public works, and *William W. McKenna*, extreme right, secretary of Chicago Transit Board.



WORKMEN from the Way and Structures Department begin the job of unloading ties and assembling of pads, tie-plates and studs on ties at a railroad team track site.



CTA ENTERED a new phase of future expansion of rapid transit facilities in Chicago on July 28 when the laying of track for the first section of the new west side high-speed route in the median strip of the Congress street expressway was started.

The section involved in the initial project of laying tracks is a direct connection with the existing Dearborn street subway at the Chicago river west to the vicinity of Laramie avenue. When completed the line will extend to Forest Park in the vicinity of Des Plaines avenue.

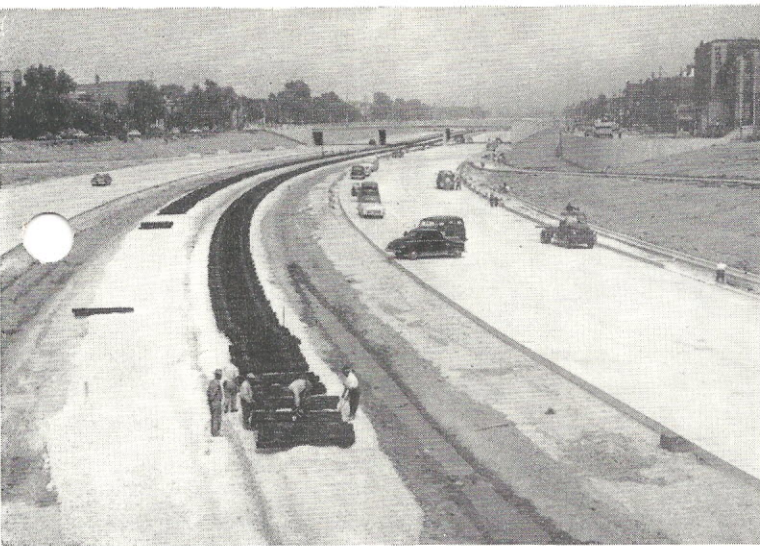
The CTA is acting as contractor for the City of Chicago for construction of the track project.

Progress of the work in the early phases is shown in the series of pictures on these pages.

A STOCKPILE of assembled ties, ready to be placed on the road bed, are stacked by the fork high-lift shown in the foreground preparatory to being distributed to the proper location on the right-of-way of the new expressway.

CTA TRANSIT NEWS



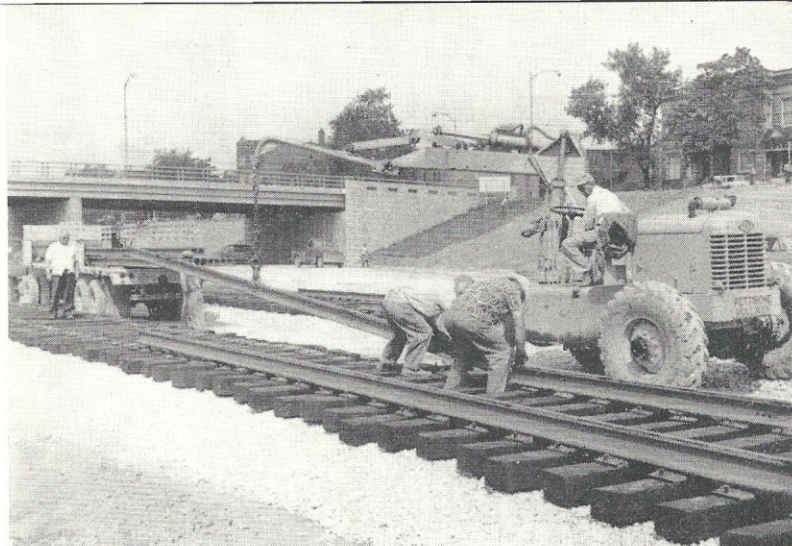


**BEFORE THE** ties are placed in position, an initial installation of 10 inches of crushed stone ballast is put down on the road bed. Workmen in the foreground are placing ties in proper alignment for placement of rail.

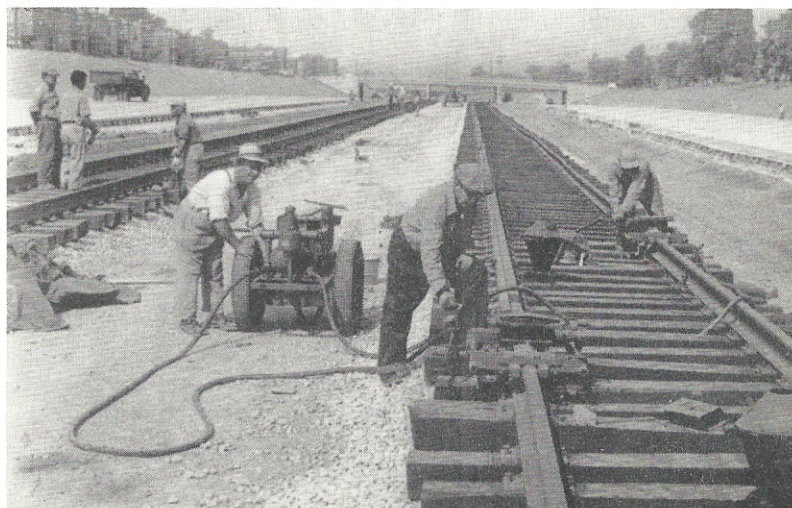
**THIS PICTURE** illustrates the reaction in the crucible of the thermit which is being heated to complete the pour of a thermit joint connecting rail ends.



**VIEW LOOKING** west from Pulaski road along Congress expressway showing first section of rapid transit median track. The initial project of laying track in the median strip of the

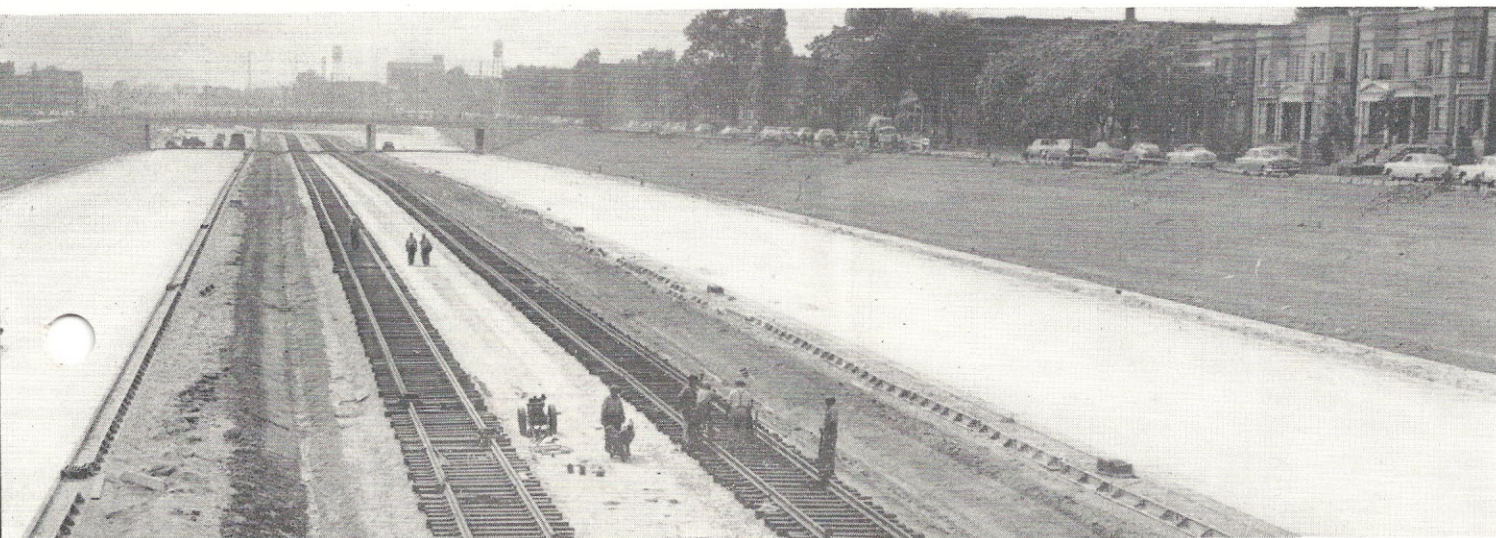


**SHOWN AT** the left is the special trailer used in hauling of rail from railroad team track to median strip. At the right, the swing-boom high-lift unloads and places rail in position on ties.



**CLAMP AND MOLDS** are applied to align rails in preparation for thermit welding of rail joints. The two-wheel vehicle in center of photograph is a gasoline motor-operated preheater used to heat rail before weld is poured.

expressway will extend from a connection with the existing track in the Dearborn street subway at the Chicago river west to the vicinity of Laramie avenue.





To Serve Our Riders Better

# KNOW YOUR CTA ROUTES



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



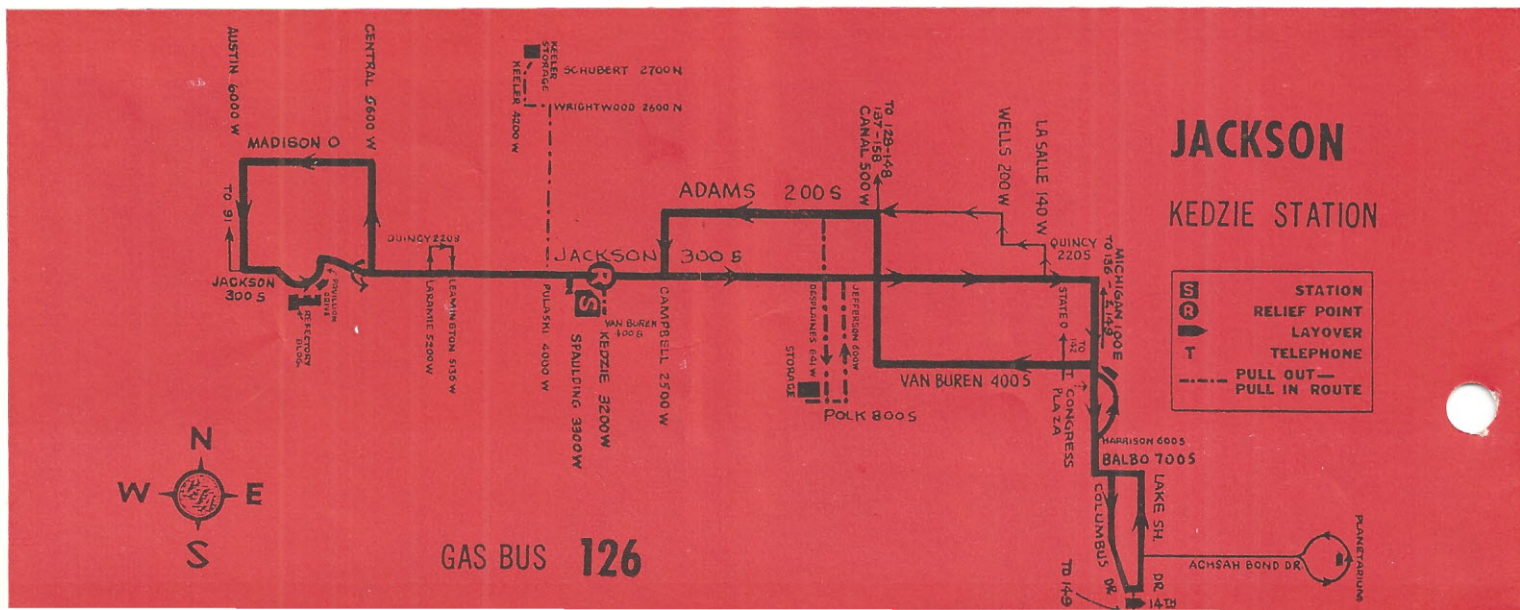
AT THE eastern end of the Jackson route, buses serving the Grant Park lake-front area provide direct transportation to many special events at Soldier Field and other attractions, such as the Chicago Natural History Museum, Adler Planetarium, and the Grant Park open-air band concerts. This view looks north towards Jackson Boulevard from the Congress street concourse with the South Michigan avenue skyline in the background.

ONE OF the Boulevard system routes of the former Chicago Motor Coach Company which has been integrated in CTA operations is the Jackson route, No. 126, an east-west line which provides service between the downtown Loop-lake front area and the western city limits at Austin boulevard (6000 W).

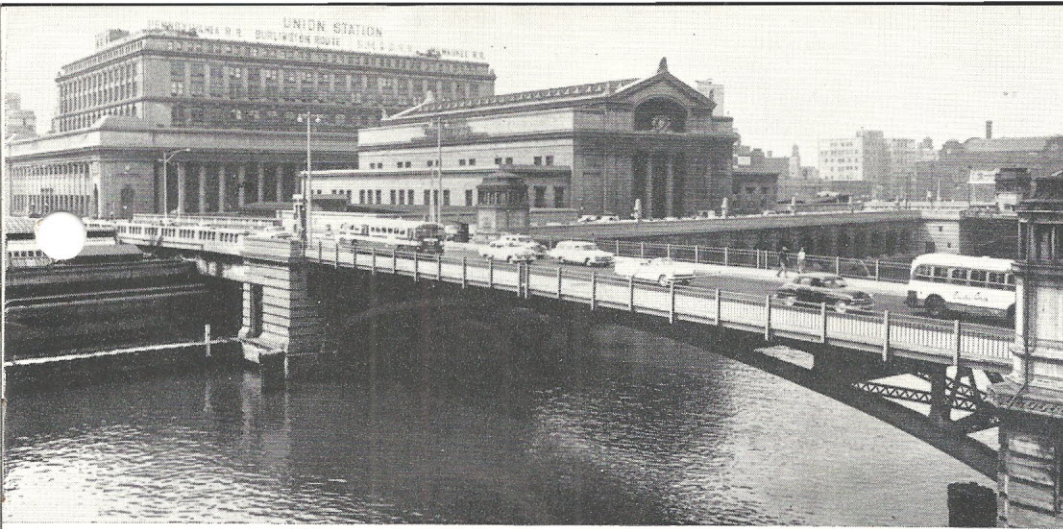
First put into service in 1924, Jackson, along with the Washington boulevard route, is a pioneer west side main line motor bus operation. At the start, double-deck buses were used from the Loop to Kenton avenue (4600 W), where a railroad underpass which did not provide sufficient clearance blocked the establishment of through service to Austin boulevard by the two-deckers. This, for a period, necessitated the operation of a shuttle line between Kenton and Austin, with passengers transferring from one vehicle to another at the underpass.

Operating over a route that covers a measured round trip between outer terminals of 19.22 miles, main line service is augmented during weekday rush hours and Saturday mornings by Jackson-Independence buses, route No. 127. The measured round trip on this supplementary line is 11.80 miles.

The street routing of the main Jackson line is as follows: East on Jackson from Austin to Michigan, south to Balbo, east to Columbus drive, south to 14th boulevard, east to Lake Shore drive, north to Achsah Bond drive, east to the Planetarium, (1300 S at Lake Michigan), thence westbound







ONE OF Chicago's great railroad terminals — familiar to travelers and visitors from the world over — is the Union Station, located between Jackson and Adams on Canal street. It is served by eight CTA surface routes, including Jackson and Jackson-Independence, and west side "L" lines. Jackson boulevard bridge is in the foreground of this view looking northeast across the Chicago river.

FROM Wells street east to Michigan avenue, Jackson Boulevard is flanked on both sides by towering office buildings. Two of these visible in the picture are the Insurance Exchange building in the right foreground, and the Board of Trade building, right center.

via Lake Shore drive, Balbo, Van Buren, Canal, Adams, Campbell, and Jackson to Austin.

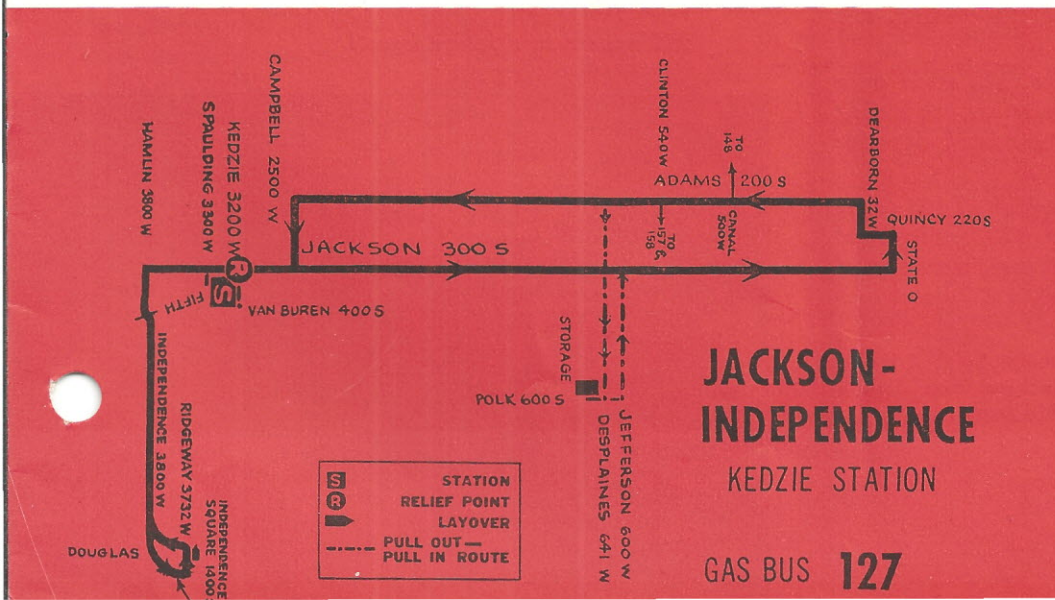
This routing affords transfer at five rapid transit system stations in the downtown Loop, facilitating travel to north, south and northwest sides of the city. These are: Jackson stations on the State and Dearborn-Milwaukee subways, and at Quincy-Wells, Adams-Wabash and State-Van Buren "L" stations.

It should be noted here, in connection with service into the Grant Park area, that buses operate to the Planetarium only during the hours it is open to the public. A deviation is made from normal schedules, however, for special events taking place in the lake front area, such as the summer band concerts and other attractions drawing large crowds to Soldier Field.

Routing of the Jackson-Independence line is over the following streets: North on Independence from Independence Square (3800 W — 1414 S) to Jackson, east to State, north to Quincy (220 S — 1 W), west to Dearborn, north to

THE MAIN post office — largest postal building in the world — is located at Van Buren and Canal streets and is served directly by westbound Jackson buses and by four other CTA surface and rapid transit routes.

CRANE HIGH SCHOOL, at Jackson and Oakley, is a long-established west side institution with a notable record in scholastic circles, numbering among its alumni many who have gained national prominence in business, industry and the professions.







**SPRING AND SUMMER** finds the formal gardens in Garfield Park alive with flaming beauty. Concerts, presented on summer week-ends at the bandstand in the center back-ground, also are popular with park visitors.

Adams, west to Campbell (2500 W) south to Jackson, then over inbound route.

Schedules on the main line are arranged to meet the needs for convenient local and express service to and from the Loop. Weekdays, headways during the morning rush hours are three to four minutes, and during the afternoon rush period, three minutes. Middays, the intervals are five and one-half minutes and evenings, eight minutes.

Saturday schedules provide for six to eight-minute intervals throughout the day and evening, and Sundays and holidays, when travel is light, buses operate on eight to 10-minute intervals, except during the early morning hours when headways are lengthened.

Increased convenience is provided during the morning rush hour by the operation of 12 express buses, Monday through Friday. The express zone is Central Park to Halsted, with intermediate stops being made at Homan, Sacramento, California, Western, Ashland and Racine.

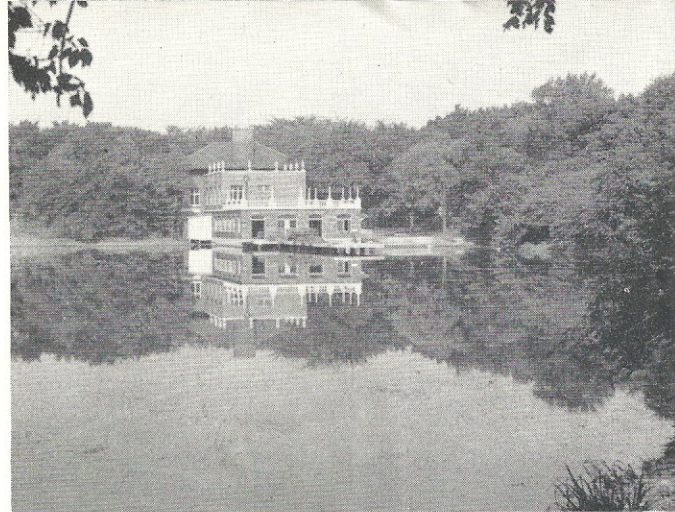
The running time between the Austin terminal and the Loop on the Jackson main line varies from 36 to 46 minutes, street traffic conditions being the governing factor. Thirty-nine motor buses, operating out of Kedzie station, are assigned to this service.

The Jackson-Independence weekday supplementary rush-hour service operates at six-minute intervals during the morning and 10-minute intervals during the evening, and on Saturday mornings.

A traffic analysis of Jackson route No. 126 made on a typical day is indicative of its use both as an originating route and as a connecting link in the inter-related city-wide network of CTA service facilities.

On the date the study was made, a total of 17,446 riders paid fares on the route. Of this number, 9,577 started and terminated their rides thereon, and 6,935 passengers started their rides on the route and transferred to 47 direct con-

**NEWEST** of the off-street terminals established by CTA is this facility located in Columbus Park at Jackson and Austin. It was placed in operation on July 8 of this year.



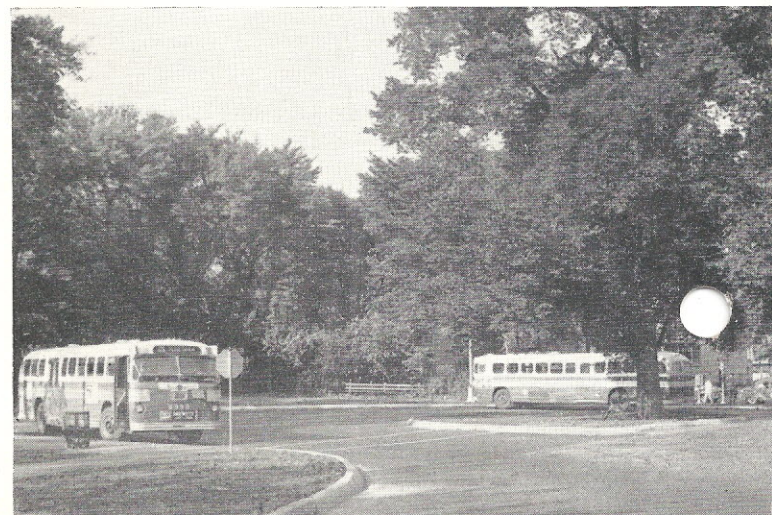
**AN ALMOST** perfect reflection of the vegetation and the refectory building on the shore is mirrored in the waters of the Columbus Park lagoon. A public golf course, maintained by the Chicago Park District, contributes to the enjoyment of this far west side recreational area.

necting routes to terminate their journey. A total of 934 riders who started on the route transferred to other direct connecting routes and made a second transfer to 70 non-connecting routes to reach their destination.

The analysis also disclosed that 8,621 passengers whose trips originated on 51 direct connecting routes used the Jackson main line route to complete their trips, and another 1,264 riders who started on 68 non-connecting routes transferred to direct connecting routes and then made a final transfer to the Jackson route to terminate their journey.

Jackson boulevard, as a direct artery between the downtown Loop and the populous western suburban communities, carries a heavy vehicular traffic load. Except for areas on the near west side, it is largely a residential street. It traverses the northern end of Columbus Park and the southern end of Garfield Park. In the Loop it serves the heart of the financial district, of which the towering Board of Trade building is a symbol. The old post office occupies a block long site between Clark and Dearborn streets, and the Union Station, between Jackson and Adams on Canal street, and the new post office building at Van Buren and Canal streets are other prominent buildings served directly by Jackson buses.

*(The fifteenth in this series on CTA routes will appear in a future issue.)*





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Dad "Pops" As Sixth Little "Mack" Debuts

ACCOUNTING—Edward McEldowney passed the cigars and candy on August 3 when the sixth little "Mack," a son, was born. Ed's vacation was spent in caring for his family which now numbers four boys and two girls.

While on vacation, Dorothy Klossowski, M.S., moved to Round Lake, Illinois, where her family have a year-round home.

Stanley Mailuck, payroll accountant, and his family vacationed at Glenwood Springs, Colorado, where they enjoyed the pool fed by natural hot springs. They also visited Aspen and other points of interest.

Mabel Magnuson, supervisor, payroll, took a trip to Estes Park and Grand Lake, Colorado, and stopped off at Des Moines, Iowa, to visit her niece.

Ruth Busse, payroll, relaxed at her summer home in Round Lake, Illinois.

Katherine Dwyer, M.S., chose a Sister Lake, Michigan, resort for her vacation . . . John Cannon, general, enjoyed his stay at Paw Paw Lake, Michigan . . . Violet Holt, distribution, visited friends in Beloit, Wisconsin . . . James Touhy, invoice, took his family, and rod and reel, to Griswold Lake, near Wauconda, Illinois, where he succeeded in landing a few fish . . . Edward O'Rourke, I.B.M., visited his brother in Lexington, Kentucky . . . Hildur Olson, billing, visited her sister in Minneapolis, Minnesota, where the July heat wave caught up with her . . . Carol Nau-miak, billing, spent her vacation fishing and swimming in Powers Lake, Wisconsin . . . Duane Clark managed a few days with fishing gear at Paddock Lake, Wisconsin . . . Stella Ciezadlo, revenue, Bill Dowling, voucher, and Ruth Hughes, payroll, found Chicago an ideal vacation spot.

—HELEN A. LOWE

## Budding Architect Wins National Honors

ARCHER—Ray Selva, son of Operator Al, won second place honors in an architectural drawing contest sponsored by the Ford Motor Company.



## FOUR DECADES AGO AT ARMITAGE

OUT OF the past comes this photo of a group from the old Armitage depot. It was taken about 40 years ago and is the property of former Conductor Charles F. Holtz (second from right, second row), who worked out of Armitage for 36 years. At the extreme left is Frank Kirchoff, chief clerk, now deceased. Others shown in the photograph are unidentified. Holtz retired on December 31, 1950, and is residing at 3902 Kostner avenue with his wife, Sarah J. Their daughter, Opal, teaches at Carl Schurz high school.

The sudden death of our clerk, Howard Welling, who was found dead in bed August 5, was a shock to all.

Some of our operators reporting wonderful vacations were: Jim McVea and his family who visited with his folks in Florida; Pat O'Connor, who had a grand reunion with his relatives in Ireland; Ray Jonkowski and his family, and Ernie Potenberg, who spent their time in California; the Carl Smoock's, who fished in Minnesota, and Repairman Art Pearson, who enjoyed a fishing trip to Chetek, Wisconsin.

Operator Roy Smith and his family visited their son, Roy, Jr., who is still in service down in Florida.

Your reporter met Operator Stanley and Mrs. Krydynski at the airport upon their arrival from a vacation up New England way.

Repairman Tom McCrea paid us a visit while on his vacation. He was modeling the new look: Bermuda shorts and an Irish stick, if you know what I mean.

Recently Supervisor C. Hickey was rushed to Mercy Hospital to have his appendix removed. After being stricken on the street, Fred Gedonius drove him to the hospital.

Others on the sick list at this writing are Operators G. Noonan, William Dixon and William Lytle. It's good to see Clerk Ed Hoffman back at his post after being off sick for some time.

Operator Frank and Mrs. Muczynski recently celebrated their 18th wedding anniversary.

Clerk W. Ruddles suffered the death of his father recently, and Pete Schultz the death of his brother . . . Mrs. M. Stastny, mother-in-law of Supervisor Dan Coughlin, died recently.

Operator and Mrs. Harold Lowry celebrated their 23rd wedding anniversary on September 15.

The Rev. Joseph J. Gavin of Wilcox, Arizona, who died recently, was a brother-in-law of Operators Frank Sommers and J. L. Grojean.

—R. H. FORTIER

## Midwest Points Draw Vacationers

BEVERLY—Wisconsin continues to draw our vacationing operators and their families. The following have enjoyed recent visits there: Roy Anderson to Devils Lake . . . Dick and Katherine Japenga to Danbury . . . the Edward Cavanaughs and

Mr. and Mrs. E. Tibbets to Lady-smith . . . the Fred Renn family and John Granville of Shops to the Spooner area . . . Robert and Della Burns to Lake Como.

Visiting elsewhere were the John Healy family at Fox Lake; Virgil and Evelyn Trimmer, who went by way of Detroit into Canada, returning to Whitecloud, Michigan, for a visit . . . Eric and Opal Ericson motored to Indian River, Michigan . . . Mr. and Mrs. Bill Bowen had a pleasant visit with their daughters in Norfolk, Virginia.

Mel Stoldt has returned from the Ozarks and has had a hard time getting used to his shoes again . . . The Bob Blair family have returned from a two-week trip to Lincoln, Nebraska . . . Howard Taluzek went to Killeen, Texas, to visit his daughter and son-in-law who is stationed at Camp Hood.

## Travel Far and Wide

John and Elda Lerner toured Canada, the highlight of their trip being a stop at Niagara Falls . . . Instructor John Volkart and his wife, Helen, enjoyed two weeks at South Haven, Michigan . . . Barney and Frances Zesch, who can cast a lure with the best of them, journeyed all the way to Kenora, Canada, to fish in Eagle Lake . . . John and Mary Rosean visited Edwardsville, Illinois . . . Pat Mallaney of the shops was in Arkansas, but got homesick and took a plane back . . . Lomar and Mildred Arseneau went to San Francisco, where they were joined by their son, Robert, who is returning from service.

Our superintendents have been away also. Mr. and Mrs. Robert Duffy spent a week in Milwaukee and the rest of the time at their summer home in Michigan, while Mr. and Mrs. Rudy Miller toured the west, stopping at Denver and Colorado Springs, with a side visit to Pikes Peak.

Jerry Gleason, our Union Leader scribe, made a pilgrimage to Notre Dame along with 85 other CTA employees, with the CTA retreat class of 1955, which was led by Superintendent Ernest Tocci of 69th.

Two operators who took guided tours to the Pacific Northwest this year were Oscar Nelson and friends and Harold and Mary Bradshaw.



## TO THE SUMMIT



A BIRD'S-EYE VIEW of the countryside was the object of this controlled flight up the side of Snow King mountain at Jackson Hole, Wyoming, taken by Edward J. Healy, chief adjuster, Claim Department, on his vacation trip. He decided to do it the easy way and take the chair lift.

Reported by El-Je

They covered 4,700 miles, stopping at such places as Banff, Lake Louise, Emerald Lake, Yo Ho Valley and took a Vancouver steamer across the Straights of George and another across Puget Sound. They also stopped at Seattle, Portland, Columbia River Gorge, Mt. Ranier and Glacier Park, then via Sun Hiway to Logan Pass and Lake McDonald before their return home.

Frank Helms suffered a painful injury to his left hand in an encounter with a hand saw and right at vacation time, too . . . Jack Loftis also spent part of his vacation on the sick list.

We are glad to see Frank Duczman of the shops back to work after a five-week illness.

Thirty-two couples helped Mrs. Alice Cooksey surprise her husband, Operator Augustis, on his 26th birthday recently.

—FRANK M. BLACK

## Newcomers, Newlywed, New Baby Make News

CLAIM AND LAW—Newcomers to our department are John Bosacki, ad-

justers' record clerk, and Eleanor Garro, brief writer.

Darlene M. Foster became the bride of Howard Clark, statementman, on August 13.

The "live doll" that was being shown around the office belongs to proud daddy, Girard McSwain, locator. It would be a tough assignment to pick the winner of a beauty contest from among the children of members of this department.

Nora Cronin returned from a rest at the Elms, Excelsior Springs, while Dennis Crowley, inquestman, after spending the last part of his vacation on the sick list, said he was glad to be back and around.

Florence Gray toured the west, stopping at Denver, San Francisco, Yosemite, Los Angeles and Las Vegas.

Jeanne and Oscar Ludmann spent their vacation enjoying the serenity of Lake Ludmann, while Grace and Wally (Tiny) Johnson held hands at Lake Marie in Antioch.

If you are depriving yourself of a much-needed rest, vacation trip or a new television set, see Bill Nott. The Credit Union is looking for customers.

—EL-JE

## August Arrival Fills Out Family Foursome

ELECTRICAL—Francis R. Griffin, operator's apprentice, is a proud daddy of a baby boy, born August 11. His name is William. This makes two boys and two girls for the Griffins.

Pauline Haralamos, typist at Grand and Leavitt, was in Englewood Hospital as this was written, the victim of an automobile accident on August 5 . . . Charles Staley, lineman on No. 1 emergency, was also in the hospital suffering from a severe illness at this writing.

On a card received from John Michnick, Grand and Leavitt, who vacationed in Canada, he wrote: "Having a wonderful time, good weather, good fishing, swimming and plenty of fresh air."

Margaret Kinsey, Merchandise Mart, vacationed in Florida. She is now a plane fan as she flew from Florida to the Bahama Islands and back. After visiting in Tampa, St. Petersburg, St. Augustine and Jacksonville, she returned via auto to Chicago.

Joseph Lamb, Grand and Leavitt, vacationed in the northwoods, where it was nice and cool.

Pensioner Art Leland is spending some time in the heart of Hot Springs National Park, Arkansas, and John Woods is in Seattle, Washington, to escape the hay-fever.

I. R. O'Shaughnessy, substation operator, received a suggestion award of \$25.00 for his idea for an automatic switch protector, and S. E. Dobosiewicz, lineman, also was awarded \$25.00 for his suggestion for a protective grill for subway foot-lights.

—GILBERT E. ANDREWS

## Bumper Crop Of Bundles Of Joy

GENERAL OFFICE—(Transportation) The "hello world" department reports a bumper crop. Anne Marie Roche, weighing in at practically 10 pounds, became the seventh little Roche. Father Jim, is a supervising instructor, and mother, Genevieve, is a former ticket agent.

Another offspring of a CTA union is Melissa Susan, first-born of John, clerk at 77th street, and Millie Bloom Thurow, former switchboard operator.

The little stranger for whom Marilyn Wargin Sala has been waiting since she resigned her position, has now been identified as Richard Allen Sala.

The arrival of Connie was a happy event for George Kelly, telephone. His first grandchild, Connie Christensen, arrived in the wake of a hurricane bearing the same name.

The Quetschkes, Bob, June, Phil and young Bob, stopped at the Dells on a trip through Wisconsin long enough for Papa Bob to explain to the children the meaning of the strange rituals enacted by our great American Fathers, the Indians.

Pat and Ellen Donovan motored through Michigan and Wisconsin. On the return trip a stop in Milwaukee gave them an opportunity to see the Braves in action, and enjoy one of the tours through Schlitz Brewery, which are conducted each fifteen minutes all day long.

Come quitting time on a recent Friday evening, Joe and Florence Blaa dashed to the airport and boarded a plane for Florida, where their entire vacation was enjoyed at Miami Shores. During their stay they visited John Murphy, a pensioner from North Avenue station, who is relaxing in the sunshine at Pinellas Park, Florida.

The Burton family, Don, Jerry and Bobby motored to Watertown, Wisconsin, and spent their time between swimming, dancing and fishing.

Mickey Daly is now back to work following a stay in Grant Hospital, the result of an abscess in an arm muscle.

Bob Christian has returned to his alma mater at Limits following a tour aboard the Courtesy Caravan contacting personnel at all surface stations.

(Insurance)—Last July 4, Wilma Stancich received a diamond engagement ring from Roy Lofthouse. The romance culminated in marriage on August 20, when Wilma and Roy were married at St. Ferdinand's Church. A bride doll, laden with rolled bills tied with ribbon, was the gift of the medical personnel, while a rose colored taffeta blanket represented the best wishes of the Insurance Department.

Those traveling Umstots have returned from a very interesting vacation. The first week Ralph and his family spent at the YMCA family camp at Lac du Flambeau. The second week was spent in the Black Hills of South Dakota, where they witnessed the summer presentation of the Passion Play, staged in Spearfish, on a 750-foot stage in a natural amphitheatre, with the hills as a back drop. Their next adventure took them up on a ski lift to a high peak from where sections of five states could be seen.

—JULIE PRINDERVILLE

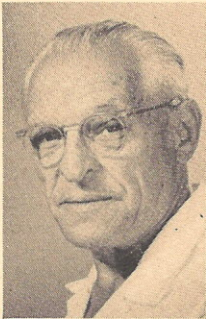
## Mart News In Capsule Form

GENERAL OFFICE—(Accident Prevention)—John Donovan is sprouting wings after making the Notre Dame retreat at South Bend . . . We miss Bill Goodall who left A.P.D. to return as District Superintendent in Transportation . . . Frank Barker, Sr. spent his vacation moving to his new home and getting settled, while Robert Kelly spent two weeks with the Coast Guard Reserve of which he is a member. While stationed at Great Lakes Bob achieved the highest score in the M-1 rifle test, making eight bullseyes.

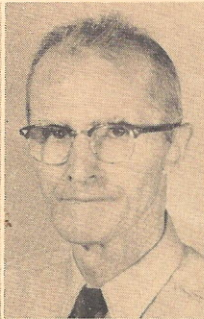
Mary Delaney vacationed at Chief Evergreen Resort in Mauston, Wisconsin . . . Bill Kendall and family motored to California in his new car, stopping at Arizona, New Mexico and other interesting spots, such as the Painted Desert. In



# 40-YEAR EMPLOYEES RECENTLY RETIRED



**William J. Sheffner**, motorman, South Section, will retire October 1 after 44 years of service.



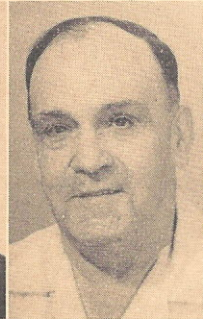
**Owen McGrory**, conductor, Lake Street, retired September 1 after 41 years of service.



**George H. Stuhlmiller**, conductor, South Section, retired September 1 after 44 years.



**William E. Letz**, conductor, North Section, retired September 1 after 42 years of service.



**Joseph E. Brienen**, motorman, 77th, retired September 1 after 43 years of service.



**Charles Sharkey**, bus operator, North Avenue, retired September 1 after 43 years of service.



**Adam Strohman**, switchman, South Section, retired September 1 after 46 years of service.

California, his daughter, *Linda*, especially enjoyed Disneyland and Knott's Berry Farm. The Kendalls accidentally met up with *Helen* and *John Burgman*. All had stopped at the same motel in Alhambra. Later the Kendalls and Burgmans visited *Wally Bruff*, another former CTA'er now living in California.

(Employment) — Escaping the heat in Chicago, *Evelyn Kaross* vacationed in Minnesota and Canada . . . *Alice Pletzke* returned to Wisconsin again. Apparently her first week warranted another seven days at the same spot . . . *Art Stahl* attended the State Fair at Springfield and then motored up to the Dells in Wisconsin . . . *Stan Tadevic* has returned from a wonderful vacation spent at Yellowstone, and in Oregon and Washington. On his return Stan and his family visited friends in Minnesota where he enjoyed a bit of farm life.

*John O'Connor* had a restful three weeks in South Haven, Michigan, while *Elliot McMahon* enjoyed fishing up in Wisconsin . . . *Nancy Naughton* is a newcomer to the CTA Employment Department. We forgot to mention this last month, as well as the news from *Mrs. Jack Rosenow*, formerly *Gerry Griffin*. She's the proud mama of a baby girl named *Jacqueline Ann*.

(Training Department) — *Rose Mary Fahey* recently became engaged to *Richard Perry* and wedding plans have been set for next June . . . *Harry Hogan*, armed with a Geiger counter, vacationed in Canada in search of uranium . . .

*Eliot Hirsch* vacationed with his family in Jacksonville, Florida, where they visited with *Eliot's* brother.

Welcomed to the Training Department recently is *John F. Boyce*, former M.&S. stock clerk at 38th and Cottage. John replaced *Harry Hogan* who transferred to the Claim Department.

(Staff Engineering)—Congratulations go to *Bob Aldworth* and his wife, *Lorraine*, on the birth of their first child, *Robert, Jr.*, born July 2, and to the *Joseph O'Connors* on their newest addition, *Thomas Edward*. The O'Connors now have two boys and two girls.

## California Visitors

(Specifications)—Fond farewells were said to *Helen* and *John Burgman* who left CTA for California where they will make their home. Letters from Helen state that they have found a lovely apartment in Alhambra and that she is anxiously awaiting shipment of her furniture so as to set up housekeeping again. Already Helen was delighted with CTA visitors who were vacationing in California. They were *Ruth Soutter* from Transportation, whose sister lives in Alhambra, and *Mary Isbrandt* from Staff Engineering.

(Suggestion) — At a surprise birthday party given by *Lillian Skora* (Real Estate) on July 30, for *Kay Corcoran*, Kay in turn surprised her friends by arriving wearing a diamond engagement ring which had just been given her by *Pat McBride* of the Schedule

Department. Tentative wedding plans have been set for early spring.

—MARY E. CLARKE

## New Reporter Takes Over At Limits

LIMITS—In making his bow as the new reporter for this station, succeeding *Operator Charles Greer*, the undersigned asks the co-operation of all his fellow workers in providing an interesting column each month. We'll need all the help we can get and hope we can count on getting the personal items that only you can supply. Any news items you can turn in will be appreciated. As one of the larger operating stations, Limits should be well represented in CTA TRANSIT NEWS each issue. Let's see that it is.

*Jimmie Garrity*, bus placer in the repair department, spent his vacation at Lake Geneva, Wisconsin, fishing and taking it easy.

*Mr. and Mrs. Martin Campanella* are the parents of a fine baby boy, born July 20.

*Shop Foreman Tim Reardon* was among our recent vacationers . . . The *Charles Greers* spent their vacation in beautiful Kentucky . . . Your reporter paid a short visit to his parents in Ohio.

*Instructor Morris* is doing a great job with the operators on the route No. 153 and No. 156 buses. He's always ready to be of whatever help he can.

This first column was pretty brief, but we can build it up with your help. We're looking forward to it. Send your items to

—IRVING J. METZGER

## Family Gathers In Chicago For Reunion

LOOP—*Frances Brandl*, agent, and her sisters, *Mary Edward* and *Mary Theathane* of the Dominican and Franciscan orders respectively, and *Ann* and *Katherine*, all from Wisconsin, held their annual get-together in Chicago this year. Frances enjoyed the pleasure of having the Pilgrim Virgin placed in her home during their stay.

*Albert Dodge*, agent, visited his 93-year old mother, who resides with his sister in Macom, Missouri.

*Sylvia Welter* traveled to her hometown, Nauvoo, Illinois.

The enthusiasm of *Margie White* and her sister and brother-in-law, *Mary* and *Pat Flanagan*, about their enjoyable trip to Hot Springs, Arkansas, was an inducement to *Marie Blanchfield* to spend her vacation there with her aunt and a friend.

Wedding bells rang out for *John Field*, student, and *Bernadette Sweeney* on August 20 at St. Kilians church. It was an all-white wedding. The bridal couple took a motor trip honeymoon.

After a tour through Glacier Park, *Lillian Scott* went to Seattle and took a boat to Victoria and Vancouver. The itinerary also included several days at Lake Louise and Banff, Canada.



*Ann Walsh* and *Sara Cadden*, agents, spent their time in Colorado Springs, visiting *Pikes Peak*, *Garden-of-the-Gods* and other interesting points. On their way home they spent several days in Denver.

*Porter Paul* and *Marie Grant*, with their sons, *William* and *Paul, Jr.*, covered a wide area, visiting his brother in *Columbus, Georgia*. Then they went to *Williamsburg, Virginia*, and *Cincinnati, Ohio*, to visit relatives. After their return trip home, they drove to *Detroit* to pick up their daughters, *Casandra* and *Dolores*, who were visiting there.

Glad to welcome back *Mary Avalone* after her accident and *Ann Wastier* after her operation.

*William Holmes* and his family drove to *St. Ann de Beaupre* and eastern Canada and some of the New England states, managing to stay just one jump ahead of hurricane *Diane*.

*Jean Verbrick* took a Chicagoland area vacation, visiting friends in *Rockford* and *Joliet*.

*Elizabeth Hill's* son, *William*, and his wife, *Gloria*, were here on a pleasure-business trip from *San Turce, Puerto Rico*, where he is an engineer. They were continually entertained by the many relatives. On the return trip, they made stops at *Dayton, Ohio*, where he attended school, and also in the east to visit relatives.

—EDITH EDBROOKE

## North Avenue Folks Really Get Around

**NORTH AVENUE**—Our fellows report wonderful vacations in all sections of the country. From *St. Louis, Missouri*, came word from *Tom J. Slaterry* of a nice visit with his brother . . . *Jim Nolan* enjoyed a visit at *Virginia Beach, Virginia* . . . *Art Moilanen* reports a fine time around *Lake Superior* . . . *George Tyriver* was off to *Los Angeles* . . . *Bill Echols* visited the "you all" country in the *Ozarks* . . . *Harry Born* did his fishing at *Fish Lake Wisconsin*, as did our switchboard operator, *Art Sieloff*. Art was surprised to find his son married on his arrival home.

*Robert Sieloff* was married to *Barbara Neises* in the *St. John The Baptist Church* on *July 30*.

*William Egan* reports a wonderful trip to *South Dakota* . . . *Harry Freeman* enjoyed his vacation at *Lake Tomahawk* and *Eagle River*,

## SOUTH SHOPS ANGLERS GET THE BIG ONES



IF THERE were an interdepartmental contest among CTA fishermen, South Shops anglers would be strong contenders. The three photos appearing here would seem to prove the point. At the left, *Bill Shaughnessy*, welder, poses with the 22½-pound, 42-inch northern pike he caught in the *Winnipeg river, Ontario*. In the center, his fellow fisherman and companion on the trip, *Faulkner McCrea*, painter, displays the muskie he snagged in the same river. It weighed 39¾ pounds and was 52 inches long. Mrs. *Ruth Sommers*, right, wife of *John Sommers*, assistant foreman, bus overhaul shop, also qualifies with the 44-inch, 36-pound kingfish she caught while deep sea fishing in *Florida*.

Reported by *Evelyn Clark*

*Wisconsin* . . . *William Redmond* is still talking about the good fishing around *Hayworth, Wisconsin* . . . *Frank Buetow* spent his vacation in the wilds of *Minnesota*. His son, *George*, who is a boy scout, had his compass along so they would not get lost . . . *Herb Quimette* went to *Knife River, Minnesota*, to test out some new fishing gear . . . *Art Olsen* also spent his vacation in *Minnesota* . . . *Johnny Stich* visited *Bovey, Minnesota*.

*William Hornkohl* spent a nice vacation enjoying his mother's home cooking at *Onkama, Michigan*. *Florence Blaa* is still waiting for a sample of those *Michigan peaches*.

*Instructor Fred Hansen* has returned from a pleasant vacation at *Twin Lakes, Michigan* . . . *Teddy Bochnik* reports a fine trip to *Kalamazoo, Michigan* . . . Fishing was good at *Park Falls, Wisconsin*, says *R. Poggensee* . . . *Eddie Fischer* went deep sea fishing at *Golden Beach, Florida* . . . *Jim Kinahan* flew *TWA* to *Ireland* where he visited with old friends.

*Marty Sexton* and *Clerk Jack Hester* both were presented with new sons recently. This makes a boy and a girl for the *Hesters*.

*September 29* is always a joyous day at the home of *Frank De Notto*, for on this day 18 years ago *Frank* said "I do." The same date also

marks the 27th wedding anniversary of *Fern Fox* . . . *Andy Medema* celebrated his 17th on *September 17* and *Joe Bork* celebrated his 18th on *September 15th*.

On *August 20*, *James Tamburino* and *Bernardine Taucher* were joined in wedlock at *St. Priscilla's Church*. The groom is the son of *Operator Sam Tamburino*. The newlyweds honeymooned at *Denver, Colorado*.

Our old-timers met our regular team in the annual game last month. The umpires were "Red" *Corbett*, *Ben Mathey* and "Stoogie" *Harder*. The game was called at 11 o'clock and the umpires were led on to the field by seeing eye dogs. The lineup for the old timers was: *Frank Buetow*, 2nd, *Ed Fischer*, 3rd, *Joey York*, SS, *Kelly*, 1st, *Penn, L.F.*, *Jerry Blake*, R.F., *Eddie Kowald*, C, *Eddie Winters*, P. *Bill Miedema* replaced *Kowald* when he protested a close play. The game was won by our regular team by the score of 12 to 7. If you have never seen one of these games, you don't know what you're missing. You see, the old timers make up the rules as they go along. Even the umpires are fielders. Be sure to see the game next year.

—JOE HIEBEL

## Weatherman Spoils Vacation Plans

**NORTH PARK**—*Louis Schoenfeld* had a bad time on his vacation at *Delavan lake*. He reports it rained for 13 days, and on the way home his car lost all its oil from a leak in the crankcase.

*Paul Leidig* was very thoughtful on his vacation. He sent numerous cards and pictures of the trip he made to *California*.

A bicycle vacation was all that was left for *Edward Dappen* when his wife and family drove off in the car, leaving dad home for two weeks.

*Charles Giersch* has just arrived home from his vacation; he reported having a wonderful time.

*Victor Micetic* suffered the loss of his father, *Andrew*, on *August 7*. The senior Mr. *Micetic* formerly was foreman for the *Track Department*.

The sudden deaths of *Ray Pfeifer* and *Clifford Connors* shocked their many friends. *Ray*, formerly of *Lawrence* and well-known at *North Park*, passed away on *July 24*. *Clifford* and his wife lost their lives in an automobile accident shortly after they started on their vacation. They will long be remembered by all their fellow workers at *North Park*.



The stork has been visiting Nork Park families again. *Jack* and *Harriet Wolff* supplied cigars at the introduction of *Lynn Marla*, their new daughter, born on July 23 . . . *Mr. and Mrs. Ira Trapper* greeted their new arrival on July 13. It was a beautiful baby girl who will be named *Helena*.

*Jim Talent*, our smiling receiver, became a grandfather on July 28. His son, *James, Jr.*, became the father of a baby boy, to be named *Gregory Allen*. *Jim* passed the cigars and cigarettes.

A golden wedding reception was held at the *Edward Deitz* home for his mother and dad from Salem, Wisconsin, on their 50th anniversary. *Ed's* brothers, *Charley* and *Willard*, who also are operators at this station, attended the reception.

Our chief clerk, *Nick Grimaldi*, reports an enjoyable vacation. His whereabouts were a secret until we received that promised post card.

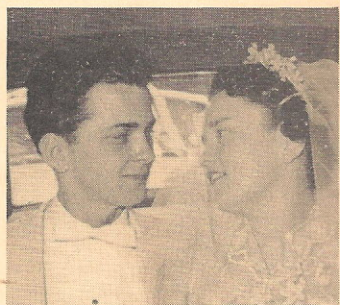
*I. G. Basham*, repairman, won a suggestion award of \$15.00 for his idea for improving the locking of bus body compartment panel covers.

—JACK MOREAU

## Receives A Ring; Wedding In Spring

PURCHASING AND STORES — *Jean Stocker*, typist, Purchasing Department, is wearing a beautiful engagement ring presented her by

## BRIDAL PAIR



A PRETTY bride was *Carol Ann Hanson*, daughter of *Marge Hanson*, switchboard operator, and *George Hanson*, ex-operator at Limits, who was united in marriage on June 25 to *George Wagher*. The ceremony took place at St. Andrews Church. *Carol* is an addressograph operator in the Stores Department general office.

Reported by *Dagmar McNamara*

*Ron Sullivan* on August 13.

We were all surprised and delighted when *Jean O'Neill*, former reporter, and little *Jimmy* dropped in for a visit. A few days later, *Madeline Finlay* and her daughter, *Laura*, stopped to see her many friends.

*Frank Friedl* and *Jerry Page*, stock clerks at South Shops, are sure that the place for a vacation is Wisconsin. However, we hear that *C. Pipowski*, stock clerk, and *J. Mangan*, package wrapper, both from South Shops, will argue that Michigan is the place to go.

*Earl Wilcox*, our new yard foreman at South Shops, vacationed in New Jersey with his daughter and family and brought them back to Chicago with him. Just a few days after his return he broke his ankle.

*Walter Passot*, stock clerk, South Shops, is mourning the loss of his mother who passed away on August 15.

—DAGMAR McNAMARA

## Son Brings Sunshine To Brennan Family

SCHEDULE-TRAFFIC AND BUDGET—The *James Brennan* family welcomed their fourth child, a son, on July 30.

*Clark Johnson* enjoyed the open-toed effect on his right foot while his broken little toe was healing.

Lucky *John Bennis* won a camera and is now recording interesting sights for posterity.

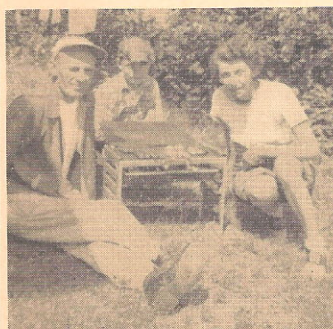
*John Franzen* spent part of his vacation transferring his family and effects from the old to a new home.

California vacations were the choice of the *George Bryans*, the *Norman Johnsons* and the *Ed Joyces*.

*George Johannes* vacationed in his beloved north woods area around Eagle River, Wisconsin . . . *Kathryn Batina* flew to New York to see how the big city people live . . . *Laura Schreck* planned a nice trip to Denver and vicinity . . . "*Pete*" *Donahue* says the Ozarks still is a good place to relax . . . *Sam DeSalvo* visited some of the brighter spots around Chicago and reports a good vacation.

*Richard Goldstein* expects to apply a little paint to his house and

## ROADSIDE LUNCH



SNAPPED while taking time out to relax for a roadside snack on their vacation trip to Bovey, Minnesota, are, left to right, *John Stich*, switchboard operator, North Avenue; *Johnny, Jr.*, and *Mrs. Stich*.

Reported by *Joe Hiebel*

otherwise be a man of leisure during his vacation . . . *Pat McBride* presented the lady of his dreams, *Kay Corcoran*, Suggestion Department, with a beautiful engagement ring while on his vacation . . . *Marie Shumon* enjoyed spending her leisure time in Chicago with her husband *Ted Shumon*, West Shops. (Budget Department) — *Budget Supervisor W. S. Comstock's* daughter presented him with his fifth grandchild, *Denise LeGrande*, at Evanston Hospital on August 13.

*Shirley DeStephano* underwent an appendectomy on August 2.

—L. C. DUTTON

## Railfan Reports On Vanishing Interurbans

SKOKIE—*Walter Moench*, machinist, who is an avid railfan, reports trips on the Cleveland Rapid Transit System, and to Elkhart, Indiana. *Walter* says that of 30 electric railways on which he has traveled, only 16 now operate.

*Dave Gurwich*, clerk, returned to work after a successful hernia operation, and was enjoying more rest with a three-week vacation at this writing.

*Marian Wilson* recently enjoyed a week-end at home with her parents in southeastern Illinois.

*Jack Lucas*, clerk, enjoyed a picnic given by the company by whom his sister is employed. *George Kimmski*, carpenter and service officer for CTA American Legion Post, had a nice visit with Pensioner *Imbur Casimir*, who recently underwent a successful operation at the

Veteran's Administration Hospital, Damen and Polk streets. *Imbur* is now recuperating at home. *Ted Szymanski*, electric worker, suffered an accident over a recent week-end which confined him to his home for a week. *Adeline Nimtz*, wife of the retired Chief Clerk *August Nimtz*, passed away recently.

*Mr. and Mrs. Orville Lang*, upholsterer, became the proud parents of a daughter, *Julie Ann*, on August 15.

*Mr. and Mrs. Joseph Fabits*, armature winder, report the birth of a son, *Richard James*, on July 26.

*Mr. and Mrs. Edward Majkszak*, electrical worker, announce the arrival of a daughter, born July 4, and named *Madeline*.

*Mr. and Mrs. Melvin Johnson*, assistant carpenter foreman, are the parents of a daughter, born August 8, whom they have named *Joann Kristine*.

*Mr. and Mrs. Ted Wolski*, axle department, adopted a baby girl, *Lynn Marie*, 17 months old. This is the second child by adoption. The other one is a boy who is eight and one-half years old now. *Keith* was adopted when he was one year old.

Four Skokie Shops workers were among recent Employees' Suggestion Award winners. They are:

*Alphonse J. Schmitz*, upholsterer apprentice, won an award of \$20.00 for his idea which improved the seat mounting on the new (6000 series) elevated cars . . . *W. G. Herrmann*, carpenter, an idea for aligning doors on Rapid Transit cars was adopted and an award of \$10.00 made . . . The suggestion of *E. Weichmann*, machinist, for an improvement on wheel press resulted in an award of \$10.00 . . . *Frank Olszewski*, truck shop foreman, won a \$10.00 award for his development of an actuator assembly.

—DAVE GURWICH and EVERETT ENGLAND

## Loomis Repeats On Safety Performance

SOUTH SECTION—*Loomis Street* had the distinction of again winning the quarterly Safety Achievement Award. The presentation was made on August 3, with refreshments being served and old acquaintances renewed. This was the second quarterly award earned by *Loomis*, in



## 27 POUNDS OF PIKE



THE LATE HOME of these two northern pike was Cedar Lake, Northern Ontario, where they were swimming peacefully until **Anthony Calvert**, Transportation Department general office, came along and reeled them in. They were 17-pound and 10-pound beauties, according to "Cal," who indignantly denied that they were property fish which could be rented for photographic purposes.

Reported by **Julie Prinderville**

addition to the annual award, presented in February.

**Prosper Standaert**, conductor, really was surprised at the start of his vacation. It seems that there were many places to visit but transportation was lacking. Therefore Mr. Prosper's three children presented him with a new car.

**Switchman Peter Frascella** was busy passing out cigars at 61st Street as he announced the arrival of little **Donna Nita**.

**Agent John Keller** spent his vacation riding an air-conditioned Greyhound bus. The itinerary included Canada, the New England States and a tour through the South Central States. One of the sights which will be long remembered, according to John, was the inspiring sight of the historic ship, **Old Ironsides**, which was saved from the scrap heap and rebuilt from pennies contributed by school children. The vessel is now in Boston Harbor.

**Conductor Paul Downey** had a series of unusual experiences while

visiting Ireland. First, as he alighted from the train at Limerick Junction, he bumped into **Mr. Walsh**, who years ago worked at 61st Street. As Paul arrived at Tipperary station the cab driver who picked up his bag was an old school chum of many years ago.

**Trainman John Kaltsas** really arranges to get around when it concerns fishing. First, he went to the east coast, where he caught a fair share of flounder, in addition to a large tuna which John entered in a fishing contest there. Next, he journeyed to Wisconsin for a try at fooling the finny specimens in that state.

**Andrew Machtemes** gave the New York subway a good going-over and admits in an unbiased statement that our subway and trains are superior.

**Conductor Mike Sheerin** had the luck of the Irish, as the saying goes, and was pleasantly surprised when informed that he was a winner in the Irish sweepstakes. Mike didn't get too excited as the amount was only sufficient to buy a new sport coat.

**Dominic Capriola**, repairman, won a suggestion award of \$10.00 for a better self-locking nut on pinion bearings on rapid transit cars. This is Capriola's fourth award so far.

**Charles E. Southard**, motorman, suggested that additional speakers be installed at Roosevelt Road subway station and an award of \$5.00 was made.

—LEO J. BIEN

## He's All Set For Next Summer Now

**SOUTH SHOPS**—Just after the end of the July torrid spell, **John Golden**, woodmill, won an air-conditioner at his parish carnival, St. Clare of Monte Falco. However, John didn't have to wait long for another hot spell. He had a chance to try out his prize in August.

**Ray Klaub**, tin shop, and wife, **Florence**, announce the arrival of their fourth child on July 22, a boy named **Ronald**.

**Bob Smith**, bus overhaul, had an unfortunate accident while on vacation when he fell from a ladder and broke his arm.

**Frank Mollath**, bus overhaul, was beaming with pride when his wife, **Elizabeth**, presented him with a son, **Frank Bernard**, on August 3.

We said adieu to **Mary Ann Yercich**, clerk, when she left South Shops to work in the Mart.

Talk about lucky people. **Jim Kozak**, bus overhaul, won \$250 when he presented his "lucky buck" to the Herald-American.

**Fran Louward**, clerk, her son, **Edward**, and her mother drove to Miami, Florida, for their vacation. They swam in the ocean and did a lot of sightseeing, stopping in Tennessee on their trip home. They were glad they didn't meet hurricane Connie who was on a wild rampage at that time.

**Jean Panek**, clerk, went on a tour to Denver, Colorado, and points thereabout. She reports a wonderful time.

A new arrival in the home of **Max Kuchen, Jr.**, woodmill, and his wife, **Loretto**, is **Nancy Lee**, who was born on August 8. Nancy has a big sister named **Karen**, and their grandfather is **Max Kuchen, Sr.**, foreman of the woodmill. Max now has eight grandchildren.

**Pat McGuire**, motorman, miscellaneous, planned to County Clare, Ireland, to visit his mother, brothers and sisters. This is Pat's first trip home in quite a few years.

## Vacation Interrupted

**Harry Ott**, bus overhaul, went to Texas on his vacation but was called home because of the illness of his son.

**Minnie Stoffle**, clerk, spent her vacation visiting her sisters and brothers in Muskegon, Michigan, and came back to work with a nice healthy sun tan.

**Leroy Goering** suffered the loss of his wife on July 20 and **John McGuire** the loss of his mother on August 1. Both men are electricians in bus overhaul.

**Dick Bulak**, foreman, machine shop, his wife, **Betty**, and daughter, **Cynthia**, vacationed at the Wisconsin Dells. Little Cynthia, who is a model, appeared one Sunday on Super Circus in a commercial advertising dixie cups.

**Peter Poska**, auto mechanic apprentice, won a suggestion award of \$25.00 for his idea of a signal system to improve safety when working under bus.

**Francis E. May**, electrical worker "A", won an award of \$25.00 for his idea for improving the method of changing fuses on tractor-loaders. This is May's second award. Of two suggestions submitted he has had two suggestions adopted.

—EVELYN CLARK

## Operator Founder Of Community Boys' Club

69TH—Operator **George Wagner** is carrying out his own neighborhood boys' club program.

He organized and is the leader of the Bluehawks, a group of 24 boys, 15 to 19 years old, who meet weekly in the basement of his home. During the summer they have their own ball team, sponsored by a local auto dealer.

This year, for the first time, the Bluehawks will meet throughout the winter. George has a tool box and table tennis outfit in his basement for recreation and **Mrs. Wagner** provides popcorn, cookies and cake. Money comes from weekly dues paid by the members.

George became interested in the boys through his 15-year old son and thought the club idea would help keep them off the streets and out of possible mischief.

—TOM DANIELS

## 'Twas A Big Day At The Shields' House

WEST SECTION—Two very important events occurred in the family of **Motorman Pat Shields** on June 25. His daughter, **Anne**, was married to **Maurice Kelly** at St. Peter Canisius Church, the solemn nuptial Mass being offered by Shields' two sons, **Father William** and **Father James**, assisted by the groom's brother,

## GETS SCHOLARSHIP



WINNER of one of the Division 241 annual scholarship awards was **Coastguardsman George Schletz, Jr.**, who has been stationed at Camp May, N.J. The son of **Operator George Schletz, Beverly**, he was home in time to enter fall classes at DePaul University.

Reported by **Frank M. Black**



## A GOOD CATCH



SEEMS LIKE there's always enough fish to go around if you know where to find them. Evidence bearing out this fact is displayed here by Operator **Art Muir** (right), North Park, pictured with **Riggie Anderson, Jr.**, son of Operator **Riggie, Sr.**, who has a summer place at Thunder Lake, Michigan, where this photo was taken.

Reported by **Jack Moreau**

**Father Joseph Kelly.** Fathers James and William were student trainmen on Lake street when they were students at Quigley some time ago. Also on the same day, Pat's granddaughter, **Jeanne Marie**, was born. Her parents are **Mr. and Mrs. Robert Williams.** Mrs. Williams is Pat's daughter, **Jane.**

**Stella Kokocki**, our office secretary, left Lake Street and is now at the Douglas Park terminal. Stella is replacing **Mrs. Dorothy Vail**, who left CTA.

**Motorman Thomas McGourty** and **Conductor Leo Ford** attended the annual retreat at Mayslake, June 24-26.

**Switchman Ed O'Brien** passed on after a year of illness. He died July 26 and was interred in Oak Ridge Cemetery . . . **Conductor John Gaynor** died in his sleep August 2.

**Conductors O'Flarghtery** and **McDermott** are presently on the sick list and we hope that they will have a speedy recovery.

**Ex-motorman H. Dvorak**, brother of **Trolleyman Bill Dvorak**, came out to Forest Park to say hello to his former associates last month. He left our ranks seven years ago and has been living since with his family in Rock Falls, Illinois.

**Motorman Thomas McGrail** is one CTA man who really practices what we commonly call courtesy. He aided an elderly lady with a heavy suitcase to get from LaSalle-Van Buren to the subway. He put her on the Englewood train, which she wanted, but had a terrible time convincing her that he was trying to aid her. She rewarded him on learning that he was an honorable man.

**Ed Howe's** daughter, **Shirley**, was graduated from Providence high school this June and is already busy at work as a stenographer. Ed is a trolley-man at Laramie.

**Metropolitan Motorman George Clark** suffered the loss of his mother on June 19.

**Motorman Mike Bellezzo** is looking quite proud and mature these days because his daughter, **Lorraine**, was married June 11 to **James T. McGuire** at St. Thomas Church.

—WALTER J. REICH

## Canada Beckons To Vacationing Agents

**WEST SECTION (Agents)** — **Agents Rose Stritesky** and **Sadie Rowe** drove to Canada. They got quite a thrill riding on an open street-car. They parked their car and took a bus to Montreal one day and the next day they went by boat to Quebec.

We are glad to hear that **Agent Nellie Reidy** is home from the hospital . . . **Agent Ruby Pierson** fell and injured her shoulder . . . **Agent Mary Avolone** suffered a chest injury in an automobile accident . . . **Agent Margaret King** is still at home. We wish them all a speedy recovery.

We regret to report the recent passing of **Agents Eva Devitt, Elmer Hanes** and **Laurence Burns.**

Other vacation notes: **Rose Quasek** flew to California to visit her daughter . . . **Marcella Byrnes** visited her aunt at the Dunes.

The vacation plans of **Mary Ellen Nolan** and **Assignment Agent Nancy Fogarty** called for them to take the Novena Tour to Portland, Oregon, and then to go on to California to meet **Agents Marcella Hogan** and **Mary Isbrandt** of the Staff Engineer's Department . . . **Mary Dalton** spent her vacation between Antioch and Chicago . . . **Edward Durkin** and his wife motored to Black Hills, South Dakota . . . **Leone Nelson** visited with her mother in Antioch . . . **Mary Winters**

and **Mary Sheilds** spent one week of their vacation at the union convention in Denver.

**John Filepek** motored to St. Joseph, Michigan, with his family . . . **Laura Sullivan** spent some time trying her luck at fishing in Joliet, but all she could catch was little swimmers . . . **Nora Coughlin** spent a week at Lake Geneva with her nephew and family.

**Porter Sam Johnson** drove to Three Rivers, Michigan, and Covert . . . **Porter John Perry** drove to Iowa, Michigan and Tennessee . . . **Co-reporter Ruth Hanson** couldn't wait for her vacation, so she took a week-end excursion with **Agent Ann Dunleavy** to Niagara Falls by train.

**Agent Julia Brousek** was elected as delegate to the convention in Denver, Colorado.

**Sarah Simmons**, agent, recently suffered the loss of her brother, **George Hurd.**

—KITTY CONROY and  
RUTH HANSON

## It's Good News When This Lady Smiles

**WEST SHOPS**—**Lady Luck** smiled on **Walter Richards**, bus overhaul ma-

chinist, on August 23. **Walter** smiled, too, when he learned he had won a Chevrolet Bel-Aire in a contest sponsored by an American Legion post.

**Angelo Falbo**, machinist, won a Suggestion Award of \$25.00 for his idea improving the operation of the honing machine. This is Falbo's eighth suggestion award.

On July 25, **Lori Ann Kaminski** arrived at the home of **Stanley Kaminski**, bus overhaul clerk . . . On August 8, **Bonnie Lee Pszczola** checked in at the home of **Stanley Pszczola**, overhaul machinist . . . August 10, **Jerrilyn Uryasz** made her debut at the home of **Joe Uryasz**, overhaul machinist.

**Guy Garro**, machine shop clerk, suffered the loss of his mother recently.

October 15 will stand out as a red letter day in the life of **Joan Harnett** of **Mr. Gillen's** office. That is the day she will march down the aisle of Queen of All Saints Church and become the bride of **James Ward**, instructor at the CTA school at Division and Western.

—TED SHUMON

## For And About Our Pensioners

**ACCOUNTING**—**M. V. Morton**, former assistant to the treasurer of the Chicago Surface Lines and his wife, **Emma Miller**, formerly of payroll department, spent several weeks around Chicago visiting friends and relatives. They have been making their home in St. Petersburg, Florida. They stopped in to visit their former co-workers on August 15.

—HELEN LOWE

**BEVERLY**—A welcome visitor to Beverly recently was **Henry Moss**. After retiring in 1952, Henry moved to St. Petersburg, Florida. Anyone wishing to look him up may obtain his address from the Chamber of Commerce in that city.

The boys down in repairs said a reluctant goodbye to **Frank Cikas**, who hung up his gloves for a well deserved pension.

**Tommy Brennan**, formerly of Burnside, has been on the sick list, but is much improved now . . . **Albert** and **George Furguson** are steady riders. George enjoyed himself up in Wisconsin all summer

. . . **Juno Anderson** is hale and hearty and never misses a lodge meeting . . . **Steve Dombro** has moved to Michigan . . . **L. C. Hodapp** has quit raising rabbits in Mt. Greenwood and has moved to Harvey, Illinois.

My old instructor, **Harry Leach**, former one man car operator, could still run a car down 71st street if he only had the tracks.

—FRANK M. BLACK

**LOOP**—**Nellie Keating** was here, giving the "Old Town" the once over from her home in Delta, Colorado. Besides seeing her numerous friends in Chicago, she visited Lake Geneva, Wisconsin, and her niece in Bloomington, Illinois.

**Exley Barker**, employed June, 1924, and retired, July 1949, died during August. He leaves two daughters and seven grandchildren.

—EDITH EDBROOKE

**WEST SECTION (Agents)**—**Pensioner Florence Todd** recently visited one of her school chums in Milwaukee, Wisconsin.

**Margaret Verschure** spent one



month at Wheeling, Illinois, and now is feeling fine.

*Ann Gillespie* is having a grand time at Rice Lake, Wisconsin, with her daughter and family.

—KITTY CONROY and RUTH HANSON

**CLAIM AND LAW**—There must be something to this retiring business. *George Schaefer*, retired adjuster, came in from Beatrice, Nebraska, looking more chipper than ever . . . *Fred Payne*, retired superintendent, visited us from Palm Beach where he has acquired the most beautiful tan, not to mention a few pounds. . . . *Josephine Kelly*, retired switchboard operator, spent a few weeks in Chicago but her husband, *Clarence Kelly*, Track Department, decided to remain in Bradenton, Florida, where he said the weather was more to his liking.

—EL-JE

**DEVON**—*Leroy S. Felten*, pensioner, and a member of CTA Post, No. 1216, the American Legion, is presently confined to the Veterans Administration hospital, Hines. His address is Ward 30, south.

**GENERAL OFFICE**—*Ed Hansen*, looking younger than ever and bronzed to a golden brown, recently visited his co-workers in the radio room. He has just completed a do-it-yourself-home for himself and *Mrs. Hansen* at DeWart Lake, Syracuse, Indiana, just 12 miles from Warsaw.

—JULIE PRINDERVILLE

**LAWNDALE**—*Mr. and Mrs. Charles W. Steinbrecher* celebrated their 50th wedding anniversary on June 30, and were honored at a reception at the home of their daughter, *Mrs. Eleanor Blaha*. In attendance was their other daughter, *Mrs. Charlotte Trezek*, Broadhead, Wisconsin; their son, *Edwin E.*, Harvard, Illinois, nine grandchildren and two great-grandchildren. *Mr. Steinbrecher* is a retired motorman.

**NORTH AVENUE**—From far away places comes mail from our old side-kicks. From Sunnyvale, California, comes word from *Henry H. Burt*, who is 79 years young. His address is 184 Charles St., Sunnyvale, California. He tells of his old conductor, *Anthony Zeidler*, who had to have his leg amputated due to an infection. Shortly after his operation he had a stroke and is now confined to a wheel chair. Let's flood him with mail. His address is 6947 Jellico avenue, Van Nuys, California.

Silver Springs, Maryland, is the place chosen by *William R. Fell* to spend his pension days . . . From St. Petersburg, Florida, comes word from *Clarence "King" Tutt*. He says fishing is great—and that big ones are caught every day. Some of the fish are as big as his old buddy, *Herman Neeley*. "Tutt" will be 70 on his next birthday and he is enjoying every day of his pension playing checkers and shuffle board.

We are sorry to report that *Leslie E. Cotton* and *Laurence Burns* passed away during August.

There was hand shaking all over the place when *Alfred Wiedemann*, *Christ Bilotich*, *Bill Reinke* and *J. McGrath* visited our station. All are in good health and send their best wishes to all their old friends.

Received a nice letter from *James Valenta*, who lives in the Fox Lake region. His address is Box 73, Rushmore road, Ingleside, Illinois. He is in good health and sends his regards to all . . . *Al Berndt* and *John Murphy*, who reside in Florida, were visitors to Chicago last month, both looking fine. Berndt's address is 806 26th street, Orlando, Florida. Pensioner *Emil Miller* reports a nice vacation to Lake Louise and the Canadian Rockies.

—JOE HIEBEL

**NORTH SECTION**—Another old pensioner, *Ed Tierney*, motorman, spent the summer with his daughter's family at the old homestead in Pullman, Michigan. He celebrated his 80th birthday in July, surrounded by his family and friends at the Town Hall in Pullman.

—CHUCK RATTRAY

**69TH**—*Ralph Kloeze*, old time one-man operator, is on the sick list and confined to his home at 7428 South Sangamon street. A visit by any of his old friends to pass the time of day will be greatly appreciated.

We regret to record the passing of *Bill Butler*, retired, who worked 63rd street for many years, and *Sam Kalchbrenner*, retired, who was a motorman on Ashland avenue for 40 years.

—TOM DANIELS

**SOUTH SECTION**—Our good wishes go along with the following employees who went on pension August 1, after many years of faithful service: *Agents Elizabeth Buckley* and *Clarence Metcalf*, and *Conductors Fred Christie* and *James Murray*.

Former clerk *Jim Gallagher* dropped us a note indicating that he was touring through Canada.

—LEO J. BIEN

## RECENT DEATHS AMONG EMPLOYEES

**J. E. ALDRIDGE**, 88, retired watchman, Utility Department. Died 7-11-55. Employed 1910.

**H. E. ANDERSON**, 63, retired motorman, North Section. Died 7-28-55. Employed 8-1-24.

**EDWARD BAXA**, 72, retired conductor, 77th. Died 7-18-55. Employed 12-30-19.

**CHARLES BRAZAS**, 71, retired car cleaner, Archer. Died 7-15-55. Employed 5-3-24.

**LAURENCE P. BURNS**, 61, ticket agent, Laramie. Died 8-6-55. Employed 10-12-21.

**W. J. BUTLER**, 68 retired conductor, 69th. Died 8-4-55. Employed 2-2-11.

**C. O. CARLSON**, 73, retired carpenter, South Shops. Died 7-17-55. Employed 4-16.

**F. X. CHABALOWSKI**, 78, retired repairman, Division. Died 7-18-55. Employed 11-13-07.

**WILLIAM CRONIN**, 80, retired instructor supervisor, General Office. Died 7-22-55. Employed 6-16-23.

**FRED DURST**, 82, retired motorman, North Avenue. Died 6-30-55. Employed 10-25-95.

**JOHN GAYNOR**, 52, conductor, Lake Street. Died 8-1-55. Employed 5-29-46.

**ELMER HANES**, 53, ticket agent, Douglas Park. Died 8-9-55. Employed 11-23-27.

**J. J. JANDESKA**, 70, retired gateman, West Section. Died 7-17-55. Employed 1-5-25.

**ANTON JANET**, 50, carpenter, Skokie Shops. Died 7-31-55. Employed 3-1-50.

**W. F. KELLERMAN**, 74, retired conductor, Metropolitan. Died 7-15-55. Employed 6-24-04.

**MAURICE KELLY**, 66, retired motorman, Cottage Grove. Died 7-26-55. Employed 6-28-23.

**CHARLES KIMMEL**, 60, operator, North Avenue. Died 7-30-55. Employed 11-26-23.

**A. R. KNUTSEN**, 67, retired conductor, Kedzie. Died 7-19-55. Employed 7-2-18.

**L. B. KOSTER**, 56, retired motorman, West Section. Died 8-6-55. Employed 1-27-31.

**J. F. LANGEROCK**, 80, retired motorman, Lincoln. Died 7-15-55. Employed 7-29-07.

**M. P. LEWANDOWSKI**, 66, retired conductor, 69th. Died 7-14-55. Employed 4-28-10.

**WENZEL LISKA**, 82, retired car repairman, Kedzie. Died 8-6-55. Employed 4-24-13.

**OWEN McVERRY**, 74, retired motorman, 77th. Died 8-5-55. Employed 11-17-05.

**A. I. METRICK**, 82, retired car cleaner, Kedzie. Died 7-13-55. Employed 4-10-10.

**A. L. MICETIC**, 70, retired general foreman, Track. Died 8-8-55. Employed 1-29-04.

**E. T. O'BRIEN**, 53, retired yard foreman, West Section. Died 7-23-55. Employed 9-23-29.

**RAYMOND R. PFEIFFER**, 45, carpenter, Way and Structures. Died 7-23-55. Employed 9-26-40.

**JOSEPH PLACATKA**, 68, retired gateman, West Section. Died 7-13-55. Employed 8-26-47.

**MATTEO RUSSO**, 62, retired laborer, Track. Died 7-29-55. Employed 6-28-27.

**ERNEST SEEFELDT**, 62, retired car repairman, Kedzie. Died 8-4-55. Employed 11-13-23.

**RICHARD SHINE**, 66, retired conductor, 77th. Died 7-26-55. Employed 4-28-20.

**ARTHUR SMITH**, 85, retired laborer, South Section. Died 7-28-55. Employed 4-2-15.

**WILLIAM P. STRISSEL**, 58, clerk, Track Department. Died 8-9-55. Employed 4-17-34.

**PATRICK J. WALSH**, 54, motorman, 77th. Died 8-4-55. Employed 2-28-28.

**HOWARD L. WELLING**, 47, clerk, Archer. Died 8-5-55. Employed 10-27-44.

**SOUTH SHOPS**—*Martin Byrne*, retired, miscellaneous, visited us recently and was planning a trip to Hot Springs, Arkansas.

*Ernest Humphreys*, retired machinist, who has been such a steady visitor at South Shops, has been ill with pneumonia for about a month but is now looking tip top again.

When the snow starts to fall and the cold wind is blowing, *Joseph Hecht Sr.*, retired foreman, paint shop, and his wife, take off for the sunshine of Florida. The remainder of the year is divided between their home in Chicago and their cottage at Grass Lake, Ill.

—EVELYN CLARK





# our public speaks



Virgil Wolfe

A GROUP of regular riders on a Sheridan Road express bus southbound to the Loop during the morning rush period recently joined in signing a letter of commendation for *Operator Virgil Wolfe*, Devon, in recognition of the never-failing courtesy and consideration he shows in his day-to-day contacts with the public.

Terming it "a pleasure to be one of his passengers," the letter, with individual signatures attached, stated: "his enthusiasm, helpfulness and courtesy no matter what the driving conditions may be, the weather or the irritable mood of his passengers, is never diminished. Some riders have the choice of other transportation, but they prefer to ride the bus due to Operator Wolfe's extreme tactfulness in handling every situation that arises. He has a fine public spirit, sense of duty, and is a skilled and careful driver."

In the same complimentary vein are letters received expressing appreciation of service rendered by *Operator Nathaniel Welborn*, also of Devon; *Operators Mack Robinson* and *William Leak*, 77th, whose courtesy and general all-around efficiency in performance of their duties moved riders to forward written comments telling of their favorable reactions to the way these men behind the wheel handled their jobs. For example, here is one of the many letters received commending an operator:

"Despite the terrible heat and crowded bus, *Operator Albert Giles*, North Park, was, indeed, most polite, helpful and informative towards his passengers. He called the streets loudly and distinctly. He certainly is a wonderful salesman for CTA service."

**DUE TO** discourteous actions and thoughtlessness shown by some of our employees, letters like these reprinted below also are received from our patrons:

"Several people were waiting for a westbound bus at the corner of Clark and Foster. Because of street traffic ahead of him, the operator had to stop about a quarter of a block away from the corner. Several of the waiting passengers walked to the bus and boarded it there, but two others and myself waited at the corner, expecting the driver to stop there, too. As the bus started up, I signalled for it to stop, but the operator passed us by. By the time I had to wait for the next bus I was late for an important business appointment."

**COMMENT:** To deliberately ignore a patron's request to board or alight at a designated stop is a distinct violation of operating rules and regulations. Such actions are inexcusable. Whenever an

employee fails to realize that his wages depend upon the patronage of CTA service, and neglects his responsibility to his job, he performs a disservice to himself as well as CTA.

"As the bus my husband and I were riding approached the stop where we were to alight, we walked to the rear of the bus and pulled the cord. When we saw that the operator was not going to slow down, we pulled the cord again. Since the operator made no attempt to stop, my husband shouted to him that we wanted to alight, but to no avail. Finally we walked to the front of the bus. The driver was totally indifferent towards us and acted as though we didn't exist. When we were able to alight, we had to walk back four blocks to our intended destination."

**COMMENT:** CTA vehicles are operated to provide service for the convenience and accommodation of our patrons. When a stop is made short of the designated location, CTA rules and regulations require that a second stop must be made at the regular loading zone.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for August, 1955, July, 1955, and August, 1954:

|               | August<br>1955 | July<br>1955 | August<br>1954 |
|---------------|----------------|--------------|----------------|
| Complaints    | 843            | 747          | 804            |
| Commendations | 98             | 106          | 91             |



# A Here's How For Home Hobbyist

HOME CRAFTSMEN or hobbyists take delight in creating useful and decorative items for the house and for those CTA employees who are so inclined this authentic reproduction of an early American Pennsylvania wallbox is easy to make in a few hours with fir plywood.

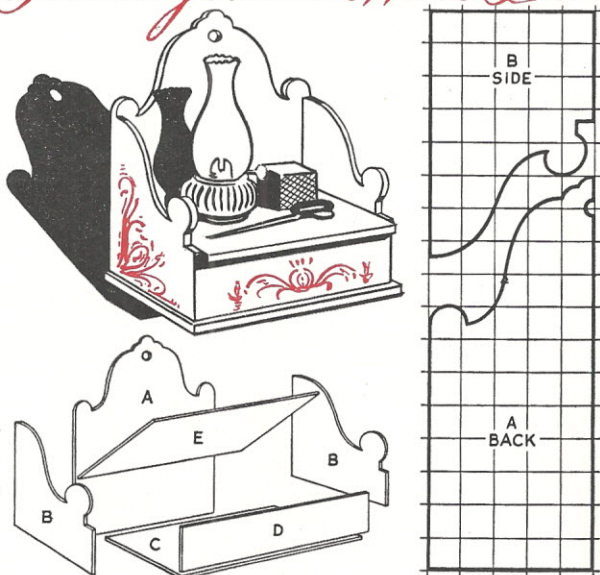
The pattern was developed from an original in an extensive collection of antiques. It was found in Manheim, Pennsylvania, home of the renowned *Baron Henry William Stiegel* in whose furnaces many of the cannon balls used by *George Washington's* revolutionary forces were forged.

Typical of the work of early craftsmen of the time, the wallbox was used for candles, spices, books and other items. Today it makes a nice display setting for your favorite bric-a-brac or for some fine china.

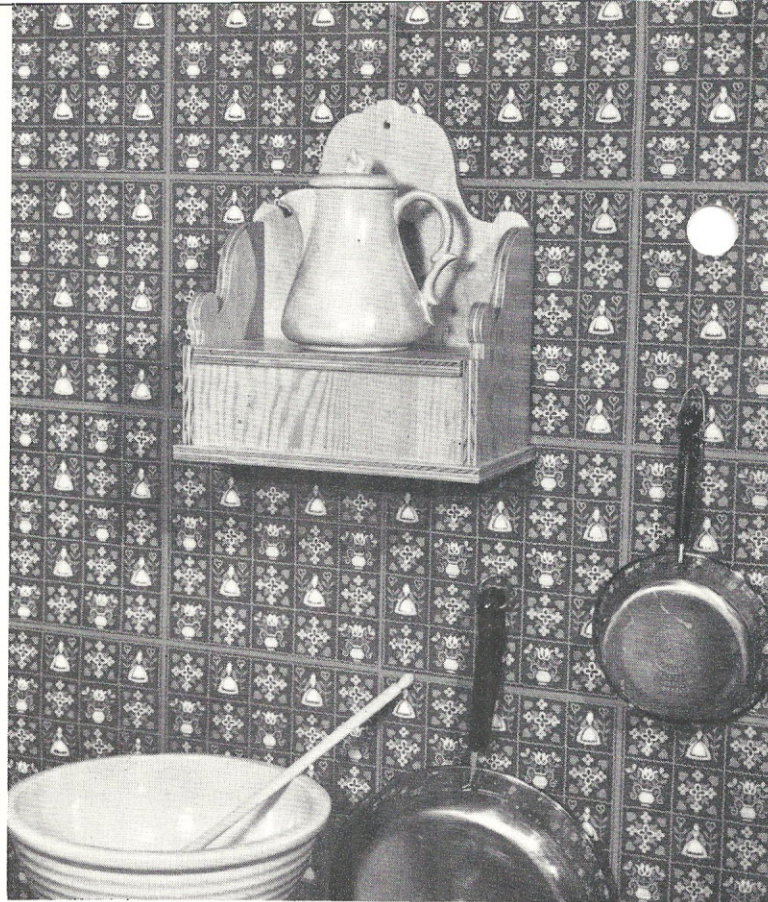
The wallbox can be made with the plan shown here from a small panel of fir plywood. A  $\frac{1}{2}$ " thick piece is suggested. Lumber dealers have fir plywood in stock. Small panels are available and a piece as little as 16" by 23" will do.

Start by making a full-size pattern. First draw a grid on a piece of paper, spacing lines one inch apart. Then, using the illustration as a guide, draw the pattern on the

## Pennsylvania Wall Box



A SMALL panel of plywood is all that is needed for this "do-it-yourself" project.



A DECORATIVE display setting for bric-a-brac or fine china that looks well in any room is this authentic reproduction of an early American Pennsylvania wall box which is easily made in a few hours.

grid. Next cut the following pieces from the panel of plywood:

- 1 Pc. 10" by 12" for back (A)
- 2 Pcs.  $4\frac{3}{4}$ " by  $7\frac{1}{2}$ " sides (B)
- 1 Pc.  $5\frac{1}{2}$ " by  $10\frac{1}{2}$ " bottom (C)
- 1 Pc.  $2\frac{7}{8}$ " by 9" front (D)
- 1 Pc. 5" by 9" lid (E)

When this is finished, the next step is to fashion the scalloped or shaped edges shown for the various parts by tracing the pattern on the wood and cutting along the line with a jig or a coping saw. Only half of the back piece (A) is shown. Reverse the pattern to get the full-size shape. File and sandpaper all curves at right angles to the face of the parts. Round the back edge of the cover (E) with a plane or wood file and sand smooth.

Attach back to sides, gluing edges of sides where they contact. Nailing each joint with three one-inch brads will develop enough pressure to set the glue. Insert front D, glue edges and nail each joint with two brads. Next fit in the bottom, making sure that the box is perfectly square. Now fit cover into place and nail one brad into the edge through the sides so they will work like hinges.

First sand the item with 0 sandpaper and then dampen slightly with a wet cloth. After about 12 hours sand it again with 00 sandpaper or fine steel wool. After this, wax, stain or varnish the piece. Also, it can be painted a bright color. Finally, if wished, buy some decorative decals at the dime store and place some kind of design on the sides or back.



# DON'T GIVE **Fire** A PLACE TO START

CHICAGO HAS been the scene of some of the most disastrous fires in history.

According to the National Fire Protection Association, the great Chicago fire in 1871, which destroyed 17,430 buildings and caused property loss of \$168,000,000, was the second costliest conflagration ever to occur on the North American continent. Only the San Francisco fire following the earthquake in 1906 resulted in greater loss.

In terms of human life lost, the Iriquois theatre fire in 1903, which claimed 602 victims, resulted in the second largest death toll from any single fire in the United States.

The annual observance of Fire Prevention Week — October 9 to 15 this year — focuses attention on the hazards that always exist, in home and industry, in forests and factories.

A few tips on what to do in case of home fires and how to help avoid fires on the job are provided in the accompanying text and cartoons.

Ask any fireman and he'll tell you that fires, like icebergs, often are largely concealed.

Because a bad fire can and too frequently does build up

hidden and undetected in wall spaces, attics and under piles of rubbish, the smartest thing to do the minute anyone even suspects a fire is to call the fire department at once.

And calling the fire department just for an investigation is nothing to be ashamed of. Firemen without exception appreciate such alert action and you certainly will appreciate it, too, if they actually do find a fire.

Another word of caution about little fires that could be bigger than they seem: never over-estimate your own fire fighting ability — before attempting to fight even the smallest fire, first call the fire department.

Minutes count in any fire — so make sure an alarm is turned in by calling the fire department yourself. And don't wait until an actual emergency forces you to learn how to do it quickly and correctly. Right now, learn the location of the nearest fire alarm box and check whether you know how to operate it properly.

Remember, too, to stay near the box after pulling the alarm so you can direct firemen right to the fire.

Reporting a fire by phone, remember to give: the street and number; what's burning; and your own name and phone number.



Keep flammable liquids in safety cans and away from ignition sources.



Sprinklers should not be obstructed by stock.



Know what YOU should do when the fire alarm sounds.



Don't smoke in hazardous areas.

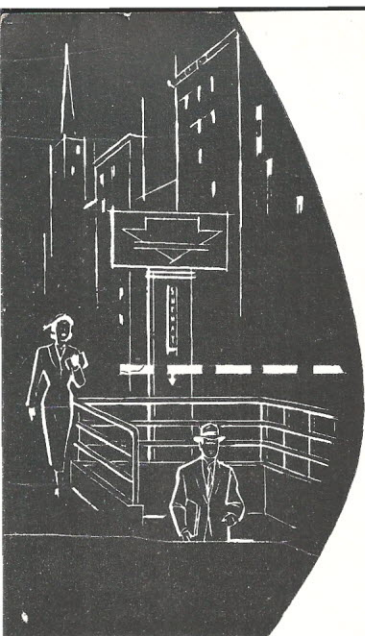


Don't grind where explosive or flammable materials are stored or used.



Inspect fire appliances regularly and keep them easily available.





## RED FEATHER SEMI-FINALIST

PICKED TO represent Girl Scout Troop No. 138 of St. Paul's Lutheran School in the 1955 Red Feather Kids Contest, *Rosemary Presti*, 10-year old daughter of *Frank Presti*, carpenter at West Shops, was one of a group of 57 youngsters who reached the semi-finals of the contest, but didn't quite finish among the six winners.

However, Rosemary had a chance to be named to the select group right up to the final day of the contest and that she was judged as one of the ranking candidates was an honor in itself.

Rosemary, a fifth grade student at the school she represented, appeared before a panel of judges who made the final selection on August 16. All the youngsters called in for the final judging were chosen for their leadership qualities in activities of their sponsoring organizations.

In the accompanying picture, Rosemary (center) is shown with her sisters, (left) *Dorothy*, 6, and *Christine*, 5, and her parents.

The 1955 Community Fund Drive opens officially on October 3 and will hit its peak during that month. It will seek \$10,304,548 to help maintain 174 local health and welfare agencies in the city.





## SPECIAL BUS SERVICE TO POWERAMA FOR STUDENT GROUPS

SEVENTY-FIVE chartered CTA buses operating two round trips each weekday from Chicago high schools to the Powerama on the lake front transported some 87,000 students on an "Operation Education" as special guests of General Motors.

"Operation Education" started September 12 and continued through September 23, with representative groups from public and parochial schools visiting the exhibits each weekday. Scheduled to view the "world's fair of power" during this period were 70,000 students from Chicago public high schools, 15,000 from Chicago Catholic high schools and 2,000 from Chicago Lutheran high schools.

Harlow W. Curtice, president of General Motors, said he was extremely pleased that so many thousands of high school pupils had this opportunity to view the latest developments in diesel and gas turbine power.

"For our high school visitors, the Powerama was an exciting one-day course in what well could be called current events," Mr. Curtice said. "The advances dramatized in our show have occurred very recently—many of them within the comparatively short spans of these pupils—and many more lie within the near future."

Joining in acclaiming the opportunity given students to see the exhibits were Dr. Henry Boettcher, superintendent of Chicago Lutheran high schools; Dr. Don C. Rogers, associate superintendent for administration and research of the Chicago Public School system, and the Rev. David Fullmer, assistant superintendent of Chicago Catholic Schools.

The admission-free Powerama, running from August 31 to September 25, on a one-million square foot site adjacent to Soldier Field, included some 250 exhibits.

In addition to the charter buses for the student and other groups, CTA provided special supplementary shuttle service to and from the Powerama site in conjunction with the two permanent routes, Michigan-State-Wacker (No. 149) and Jackson (No. 126), that regularly serve the Soldier Field-Powerama site.

## Praises CTA Co-operation in "Cleaner Chicago" Campaign

THE following letter was received by Chairman V. E. Gunlock of Chicago Transit Board commending CTA's co-operation with the city's campaign for a cleaner Chicago:

"Thank you for sending me a copy of TRANSIT NEWS, featuring the clean-up campaign. We are grateful to the

CTA for its strong support in this project. As the drive progresses, we see more and more visible evidence of the CTA's efforts and I trust they will continue on the same fine way.

Sincerely yours,

(signed) Richard J. Daley,  
Mayor

## CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JULY 1955 AND 1954, SEVEN MONTHS ENDED JULY 31, 1955 AND 1954 AND  
TWELVE MONTHS ENDED JULY 31, 1955

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

|   | Month of July |             | Seven Months Ended<br>July 31, |              | Twelve<br>Months Ended<br>July 31, 1955 |
|---|---------------|-------------|--------------------------------|--------------|---|
|   | 1955          | 1954        | 1955                           | 1954         | July 31, 1955                           |
| Revenues                                    | \$9,462,406   | \$9,881,180 | \$70,093,440                   | \$69,725,459 | \$121,507,496                           |
| Operation and Maintenance Expenses          | 7,722,744     | 8,113,203   | 59,767,963                     | 60,710,054   | 102,469,446                             |
| Available for Debt Service                  | 1,739,662     | 1,767,977   | 10,325,477                     | 9,015,405    | \$ 19,038,050                           |
| Debt Service Requirements:                  |               |             |                                |              |   |
| Interest Charges                            | 409,199       | 417,592     | 2,905,070                      | 2,953,580    |   |
| Deposit to Series of 1947 Serial Bond       |               |             |                                |              |   |
| Maturity Fund                               | 233,333(1)    | 200,000     | 1,433,333                      | 1,100,000    |   |
| Revenue Bond Reserves (Note 2)              | 30,000        | 30,000      | 210,000                        | 210,000      |   |
|   | 672,532       | 647,592     | 4,548,403                      | 4,263,580    |   |
| Balance Available for Depreciation          | 1,067,130     | 1,120,385   | 5,777,074                      | 4,751,825    |   |
| Provision for Depreciation - Current Period | 756,993       | 790,495     | 5,607,475                      | 5,578,037    |   |
| Balance Available for Other Charges or      |               |             |                                |              |   |
| Deficit in Depreciation Provision (Note 3)  | \$ 310,137    | \$ 329,890  | \$ 169,599                     | \$ 826,212 r |   |

r Red Figure

## PASSENGER STATISTICS

|                                |            |            |             |             |             |
|--------------------------------|------------|------------|-------------|-------------|-------------|
| Originating Revenue Passengers | 47,531,271 | 49,495,645 | 362,400,404 | 377,067,299 | 626,499,606 |
|--------------------------------|------------|------------|-------------|-------------|-------------|

## STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at July 31, 1955

| 1952-53-54 Orders:  | Delivered<br>to Date | Remaining to<br>be Delivered | Total |
|---|----------------------|------------------------------|-------|
| Propane Buses   | 500                  | -                            | 500   |
| El-Subway Cars  | 270                  | -                            | 270   |
|   | 770                  | -                            | 770   |
| Delivered under previous orders                               |                      | 2,814                        |       |
| Less - P.C.C. Streetcars to be converted<br>to El-Subway Cars |                      | 270                          | 2,544 |
|   |                      |                              | 3,314 |

## NOTES:

- (1) Equal monthly installments to retire \$2,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1956.
- (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.



INQUIRING REPORTER: Leo J. Bien

LOCATION: South Section

## What was your most interesting vacation experience?

**PAUL DOWNEY, Conductor:** "It was most amazing to me to realize, on a vacation flight to Ireland, that one could leave this country after breakfast and have dinner across the sea the same day. My fellow passengers helped make it one of the most interesting trips I have ever taken."



◀ **ANDREW MACHTEMES, Conductor:** "One of the most impressive sights I've ever seen is the Statue of Liberty in New York harbor. It gave me a feeling of pride that I lived in this country. Certainly, to me that was one of the greatest thrills I have ever experienced."

**FRANK DEBERRY, Porter:** "My most satisfying and interesting experience was the pleasure of seeing my dog in action while on a hunting trip. A wounded pheasant fell to the ground and Tim, my faithful beagle hound, started after the fleeing bird. After a run of about three blocks, during which time I lost sight of both bird and dog, Tim returned and proudly deposited the pheasant at my feet."

**LILLIAN CULLINAN, Agent:** "An auto trip of over 7,000 miles with three co-workers, during which we traveled through mountains and desert without mishap, helped to make my most pleasant and enjoyable vacation trip. We made a short-cut that brought us into the town of Indio, California, and we could hardly believe our eyes. It was so beautiful — almost like an oasis — with palm trees and beautiful flowers everywhere. Our enjoyment was heightened by a steak dinner, with all the trimmings, for \$1.25."

◀ **FRANK TERRANCE, Switchman:** "My first hunting trip for deer in the north woods turned out to be not only the most exciting, but also my most terrifying experience. After becoming separated from my companions, I leaned against a tree to survey the situation. There was a thud as a bullet lodged in the trunk just above my head. You can be certain that I crawled on all fours for some distance before getting to my feet."





to the ladies

from Ellen

## TIPS FOR HOME FREEZING PACKAGING

THE GLEAMING home freezer has brought convenience and economy to many an American kitchen. What to freeze next and how to do it are popular topics of conversation as new tricks and new, easier methods of storage are discovered.

With all these new tricks, cellophane packaged meats from the store can be put right in the freezer and kept for a period up to one month. Bakery products, bread, sweet rolls and cakes, can also be frozen right in their commercial cellophane wrappers.

If you do your own freezer packaging — right from “scratch” — we have obtained a booklet entitled, “Freezing in Cellophane” which we are offering to you FREE of charge.

Here are only a few of the tips offered in this booklet:

Select your materials with care. Make

sure the cellophane used is moisture-proof and air-proof. The first concern in wrapping or bagging any food for freezing is to exclude air from inside the package. If you are wrapping meat, chicken, cakes or other large items, simply draw the sheet of cellophane snugly against the food, excluding air as you go along. A good trick for storing cakes is to freeze them before packaging, and then wrap them in cellophane. Thaw them in the package.

When bagging foods, be sure the bag is fully opened. Poke your fingers into the lower corners until they're square and sharp, so the food can fill them completely, without air pockets. Then fill the bag or liner. Exclude all remaining air after filling by simply pinching upwards with your fingers. Quickly fold and seal the top.

One of the most effective closures for



**TIGHTLY** seal cellophane bags with heat applied with an electric iron set at “low.” A pressing mit or a cloth-covered board is especially convenient for this operation. Many packaging tips are described in a free leaflet, “Freezing in Cellophane,” which is available to you on request.

cellophane freezer packages is the heat seal, the fusing of the thin coating on the cellophane, which makes a completely airtight seal.

To obtain the free “Freezing in Cellophane” booklet write Women's Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois.

## SEASON WITH CARE!

A DELICIOUS, economical dinner for during the week can be prepared with left-over ham, mixed with corn flakes and seasoned with such kitchen-shelf staples as catsup, minced onions and mustard. Served with a sweet-sour sauce made from corn syrup, vinegar and cloves, these Ham Patties Supreme would make a French chef proud.

### Ham Patties, Supreme

2 cups corn flakes  
1½ cups ground ham  
⅓ cup catsup  
2 eggs, slightly beaten  
2 tablespoons minced onions  
½ teaspoon dry mustard  
Crush corn flakes into fine crumbs.  
Combine with remaining ingredients;

mix thoroughly. Shape into 6 patties. Place in a greased shallow pan. Bake in moderate oven (350° F.) about 20 minutes.

### Sweet-Sour Sauce

1½ tablespoons flour  
¼ cup brown sugar  
⅓ cup dark corn syrup  
⅔ cup water  
3 tablespoons vinegar  
6 whole cloves

Combine flour, sugar, corn syrup, water, vinegar and cloves. Cook over low heat, stirring constantly until sauce thickens. Pour over patties. Continue baking about 15 minutes longer. Yield: 6 servings.

**TASTE-tempting** Ham Patties Supreme are a delicious and economical way to make use of those baked ham dinner leftovers.





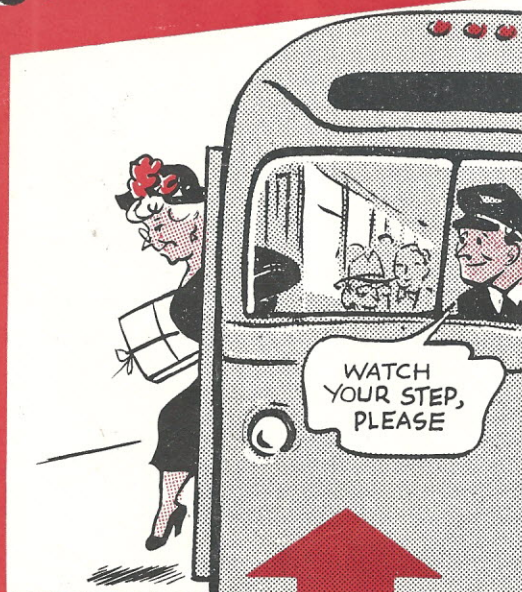


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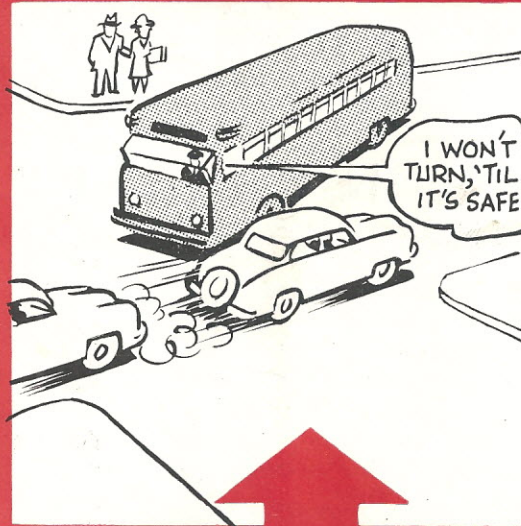
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**YEP - COURTESY PAYS  
- IN MANY WAYS!**

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