

# NEW SYSTEM MAP

A WIDE DEMAND is being experienced for the new CTA system-wide map and street directory recently issued and available for free distribution.

Requests mounting into the thousands were received within a few days after the publication of the new informational guide was announced and are continuing at an accelerated pace.

The map, which folds easily to pocket or purse size, is attractively printed in green and black and contains pertinent service information about all CTA lines.

The folder lists CTA streetcar, bus, and "L"-subway routes by numbers as well as descriptions of the streets over which they operate. It also contains a condensed directory of streets and their locations in relation to the basic east-west dividing line of State street and the north-south line of Madison street.

Key points of interest served by local transit lines are spotted in the map for the guidance of visitors or other riders unfamiliar with the location of the various centers of attraction in and around the city. Information on lines operating "owl" service and headways maintained during late night and early morning hours also is contained in the folder.

Many favorable comments on CTA service have resulted as public distribution was made. Typical is this excerpt from a letter received from a patron: "After having lived in another large city for many years I know how poor public transportation can be. So it has been a continual pleasure for me to ride the "L" and subway here in Chicago almost daily for the past three years. It saves me money, time, and frustrations."

Free copies of the new map folder may be obtained by writing CTA Public Information Department, Room 742, Merchandise Mart.



OUR COVER: One of the "must" attractions on most sightseeing trips of Chicago is Chinatown, the center of which is at 22nd and Wentworth. The influence of the orient is seen in its architecture and in the character of its shops and restaurants. Symbolic is the Chinese Merchants Association headquarters building, easily recognized by its pagoda-like towers. Clark-Wentworth streetcars and buses pass directly by its doors. (See Know Your CTA Routes story on page 6.)

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# RECENTLY RETURNED FROM MILITARY SERVICE

M. J. Ziocchi—Shops and Equipment (Skokie)

A WISE man will make more opportunities than he finds.



WATCHING SPEEDOMETER needle climb as CTA's special train of high-performance, light-weight cars accelerate during speed run between Lawrence avenue and Loyola are (from left) CTA Board Chairman V. E. Gunlock, Mayor Richard J. Daley, and CTA General Manager Walter J. McCarter. The test train attained a maximum speed of 76 miles per hour with a full load of passengers.



ALL SET for high speed run of CTA's special train of highperformance, light-weight cars from Lawrence avenue to Loyola on Monday, October 3, are (from left) V. E. Gunlock, CTA Board Chairman; Mayor Richard J. Daley, Alderman J. E. Egan, Board Members W. W. McKenna, P. W. Collins, and J. R. Quinn, Alderman Otto F. Janousek, and Board Members John Holmes and John S. Miller.

#### **TEST NEW CARS ON**

SPEED RUNS of four high-performance, lightweight rapid transit cars developed by CTA in co-operation with the General Electric Company and the Westinghouse Electric Corporation were made on October 3 over a straight two-mile stretch of the north-south rapid transit route between Loyola and Lawrence avenues.

The cars attained a speed of 76 miles per hour. Present rapid transit equipment has a minimum speed of about 45-48 miles per hour under similar conditions.

The new cars, described as the fastest of their kind, were developed at a cost of \$300,000 in a research project financed jointly by the three participating agencies. The two electric equipment companies produced new type, lightweight powerful motors and new motor control equipment, and the CTA provided the cars, new high speed gears and trucks and the services of its equipment engineers.

CTA plans to use the new cars in regular and/or special service on each of the CTA's major transit routes to determine through actual operation the full range of the advantages high-performance cars have over the slower lightweight rapid transit cars.

The four units can be operated as a single train, as two 2-car trains, or as two-car units in trains with CTA's other lightweight rapid transit cars. The car bodies of the train are four standard cars from a lot of 130 which were built by the St. Louis Car Company in 1950. The only change was the installation in two cars of fluorescent lights provided by Luminator, Incorporated, of Chicago.

Heavier "B-4" trucks, manufactured by the St. Louis Car Company, replace the original, lighter "B-2" trucks built by Clark Equipment Company. Solid rolled steel wheels,

# Speed RUNS

28 inches in diameter, replace the standard 26-inch steel wheels with rubber inserts.

The cars, and 470 others of the same type in operation on the CTA system, are equipped with the conventional system of electric brakes wherein the propulsion motors provide braking down to a few miles per hour when a friction brake cuts in automatically to finish the stop. Magnetic track brakes are provided for emergency stops. Two of the cars are equipped with American Steel Foundries' friction brakes in the form of discs mounted on the motor drive shafts. The other two cars are equipped with brakes manufactured by the Westinghouse Brake Company.

On conventional cars of this type, two motors on each truck are permanently connected in series and the two groups are in parellel all the time. On the experimental cars all four motors start in series first and then are reconnected so that the motors are in series parallel. This arrangement, with the addition of new 100 HP, high speed motors, results in a continuation of the rapid, constant accelerating rate up to 30 miles per hour, compared with 15 miles per hour on the standard cars.

This extended constant acceleration rate was demonstrated in a speed run matching performance with a train of regular lightweight cars making the same station stops. It was noted that while the trains accelerated at the same rate up to about 15 miles per hour, the test trains then started to pull away. The object of this test was to demonstrate the higher station-to-station speed and time-saving features of the new high-speed cars.

Transit engineers, civic representatives, and officials from Chicago and other cities as well as county and state public officials concerned with transportation rode the train during the speed trial runs.



CO-OPERATING WITH city and civic officials, CTA posted car cards in some 4,200 vehicles calling attention to the observance of Fire Prevention Week, October 9 to 15. One of the cards is being put into place here by *Donald Norsic*, 18, student at the Chicago Art Institute, who designed the card

which was declared the winner in a city-wide contest. Looking on is Anthony J. Mullaney (center), fire commissioner of the City of Chicago, and Earl Vogt, chairman of the Fire Prevention Week committee for the Chicago Association of Commerce and Industry.

#### Fire Inspection . . .

#### POINTS UP PREVENTION

WITH ELIMINATION of fire hazards and improvement of system-wide "good housekeeping" practices as the objective, the second annual fire inspection of CTA operating properties started October 10 under the direction of the Insurance Department.

The annual inspection tour supplements the fire prevention program which is carried out regularly throughout the year with periodic fire and safety inspections.

Keyed to the observance of National Fire Prevention Week—October 9 to 15—the inspection also lends further support to the mayor's campaign for a Cleaner Chicago and reinforces CTA's continuing efforts to encourage employe co-operation in matters pertaining to cleanliness and safety in all phases of operation.

A special committee, made up of representatives from various departments, conducted the annual inspection tour which included all CTA operating stations and facilities. The committee was given full responsibility for reporting and recommending correction of any unsafe conditions that were found. Immediate action for improvement was taken whenever possible. Conditions that required further study were referred back to the various departments concerned for correction.

The special committee, which functioned only until the system-wide inspection was completed, was concerned primarily with checking basic fire prevention practices. Carrying the program into effect throughout the year rests fundamentally with specially trained and appointed personnel at the respective stations and locations.

The year 'round fire protection activity under the direction of the Insurance Department has been set up to provide standards, based on fire prevention regulations and fire safety considerations, for buildings and other physical properties of the CTA. The Insurance Department, in co-operation with other departments, determines requirements for proper fire protection and recommends quantity and type of equipment best suited for each location.

The program includes fire drills twice monthly in all Shops and Equipment Department locations. These are conducted at the larger shops by appointed fire brigade chiefs and at terminals, garages and carhouses by the foremen.

All departments were covered, however, during the annual inspection. During the inspection observations were made with respect to: (1) the availability, nature and condition of fire-fighting equipment, such as first aid fire extinguishers, fire hose and water supplies, and the training of personnel; (2) the adequacy of safeguards for the protection of life and property, such as sprinkler systems, alarm systems, fire doors, and emergency exits; (3) the existence of hazardous conditions resulting from improper structural or electrical construction practices, or the overloading of such facilities; (4) general housekeeping practices such as the accumulation of combustible materials; (5) methods of working, handling, and storage of highly flammable liquids, and (6) the requirements of special hazards found at various locations.

Following the inspection, a report on findings and recommendations of the committee will be issued by the Insurance Department, of which *H. B. Storm* is superintendent, with overall responsibility for the fire insurance program.



CTA WILL go all-out again in its efforts this year to make "Safe-Driving Day" a perfect accident-free driving day.

This is the goal set following the announcement of *President Eisenhower's* Action Committee for Traffic Safety that December 1 has been designated as the second annual S-D Day throughout the nation.

As the largest operator of vehicles in the Chicago area, CTA is vitally concerned with Chicago's traffic accident problem and full co-operation of employes is sought in setting a record that not only will be outstanding for the city, but for the nation as well.

To do this, it is pointed out, will require early concentration on safe and courteous operation as a requisite build-up for the climatic day.

Plans are in preparation to enlist CTA employes in all departments in active support of the safety campaign. It will be a "team" effort, designed to bring a notable reduction in accidents and thus set an example for drivers of both public and private vehicles.

A similar program to the one initiated last year, when the results of S-D Day were especially gratifying, will be placed in effect by CTA this year. A 30-day campaign will be launched, climaxing with S-D Day to demonstrate forceibly to Chicago that CTA employes, as the largest group of professional drivers in the area, are setting the standard for safe, courteous driving.

The results achieved last year are indicative of what can be accomplished by a united effort. On S-D Day, CTA operated 371,469 vehicle miles (equivalent to 15 trips around the world) and experienced only 26 traffic-type accidents, or seven for each 100,000 vehicle miles. This compared with 87 accidents, and a frequency rate of 23.3 per 100,000 vehicle miles during the 24-hour period on December 15, 1953. Nor were all the 26 accidents chargeable to CTA operators. Every traffic-type accident in which CTA was involved, regardless of blame, was included in the day's record. This made the reduction in total accidents and frequency rate all the more gratifying.

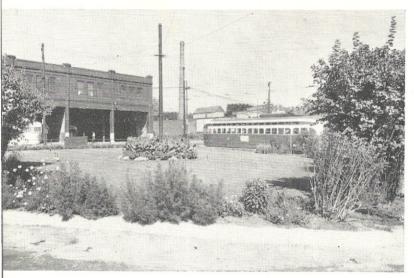
The final analysis disclosed that CTA reduced its traffictype accidents 70 per cent on S-D Day compared to the same date a year before. This was considerably better than the 61 per cent reduction registered by the city and a 19.8 per cent reduction for the nation.

Equally impressive was the record for the 30-day "warm-up" period immediately preceding S-D Day, when the entire CTA system reduced the traffic-type accident frequency rate by 23 per cent compared to the similar 30-day period in the previous year.

Five surface system stations had perfect records for the day, and the entire rapid transit system also marked up a zero score.

A carry-over of the fine spirit of co-operation and teamwork that prevailed through last year's campaign will better that record.

# KNOW YOUR CTA ROUTES



TERMINAL for Clark-Devon and Broadway-Devon cars and buses is this off-street facility at Clark and Arthur streets. It is directly across the street from Devon station, shown in the left background.



THE INTERSECTION at Clark and Howard streets is at the northern city limits of Chicago, bordering Evanston, in the heart of one of the city's busiest outlying business districts. This view looks east along Howard towards the Howard street rapid transit station in the center background.

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

IT WAS 96 years ago—in 1859—that the Clark street route, one of the three remaining streetcar lines in Chicago, officially began operations as a horse car line between Water street and Chicago avenue, a distance of less than a mile.

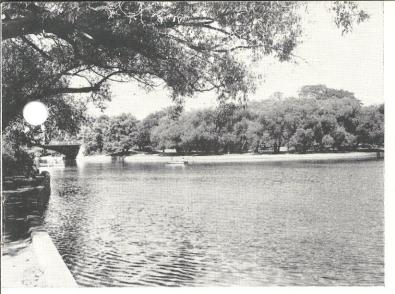
But even at that time it was beginning to shape the pattern of the city's future transit system for, according to records of that early period, it was one of four lines which were placed in service that year—the forerunners of the present CTA system. The other three pioneer lines to be established in 1859 were Division street, Madison street and Sedgwick street.

So it is that no history of Chicago's public transportation could be written without going back nearly a century ago to the era of the first horse cars on Clark street. Today, keeping pace with the growth of the city, the Clark-Wentworth route covers a measured round trip between outer terminals of 39.70 miles, or nearly 20 miles per one-way trip.

Skipping the extensions northward and southward during the ensuing years, the Clark-Wentworth route now runs between Howard street (7600 N) and 81st and Halsted, spanning a cross-town area from the extreme north side to the far south side of the city. It provides direct service to the downtown Loop district and, by convenient transfer with intersecting east and west lines, easy access to many sections and neighborhoods lying within the expansive limits of the city proper.

Northbound, the routing is east on 81st street from Halsted (800 W) to Vincennes; northeast on Vincennes from

# APPISON 3600 N SCHREIBER 6432N APPISON 3600 N BELMONT 3200 N SCHUBERT 2700 N SCHUBERT



OUTINGS on the lake front are among the attractions afforded at Lincoln Park, which provides year-round recreational facilities. The lagoon is the scene of aquatic events, while the tree-shaded areas on the shore are ideal for family picnics and outdoor fun in pleasant surroundings.

73rd street and Wentworth (200 W); north on Wentworth from Vincennes to Cermak (2200 S); east on Cermak from Wentworth to Clark; north on Clark from Cermak to Harrison; east on Harrison from Clark to Dearborn; north on Dearborn from Harrison to Kinzie; west on Kinzie from Dearborn to Clark and north on Clark from Kinzie to Howard. Southbound, the cars operate along Clark street to Wentworth, then over the regular route.

Most of the service operates the entire length of the line. However, during the day some northbound cars terminate their trip at Schubert (2700 N) and Devon (6400 N). Southbound, some runs terminate at 77th and Vincennes and at 81st and Vincennes. Saturdays, Sundays and holidays, street cars are replaced by buses operating over the same route.

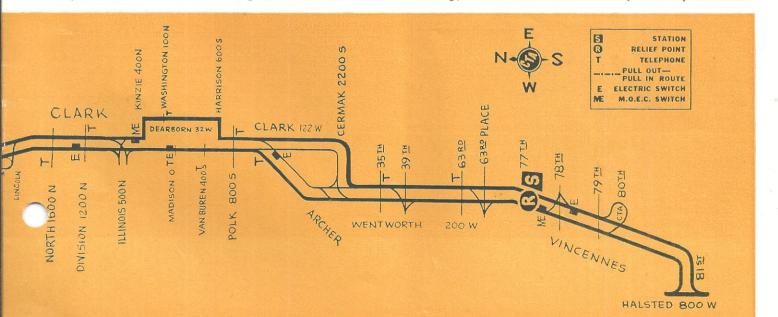
The Clark-Wentworth route may well be classified as one of the key lines in the operating pattern of CTA's surface system. It has 76 direct connecting routes which contribute heavily to its traffic volume, and for its entire length it bisects "live" areas of the city—areas of great commercial activity and substantial residential neighborhoods. Therefore,



SMALL FRY have no fear of the animals at the Children's Zoo in Lincoln Park. An affinity quickly develops between the tots and the friendly, curious and unpredictable animals exhibited there. The deer are special pets of the youngsters, two of whom are taking over at feeding time. The Children's Zoo and other Lincoln Park attractions are easily reached by the Clark-Wentworth route at Webster avenue.



ERECTED AS a tribute to a famed evangelist was the Moody Memorial Church at North avenue and Clark street. It is one of the more notable of Chicago's more than 2,000 places of worship, most of which are conveniently served by CTA lines.





THE FAMILIAR dome of the block-square United States Court House identifies this photo of the south Loop district along Clark street. In this building are the Federal Courts and offices and post office departments. The Field Building, one of the city's largest office buildings, is nearby. This is a view looking north from the Van Buren street elevated platform.



DESTINATION of over one million baseball fans during the 1955 season was Comiskey Park, home of the Chicago White Sox, at 35th and Shields avenue. During the football season it becomes the home gridiron of the Chicago Cardinals professional football team.

it is necessary to maintain adequate service at convenient intervals around the clock.

This consideration is the governing factor in the schedules set up for normal traffic conditions, based on rush and nonrush hour service needs.

During week-day morning rush hours, streetcars are dispatched on one and one-half to two-minute intervals, and in the evening rush hour period the headway is every two minutes. Midday and evening intervals are four and five minutes respectively.

Saturdays, when traffic is lighter than average weekdays, operations are geared to four-minute intervals during rush hours. These are spaced out to five minutes during non-rush hours and six minutes in the evening. Sundays and holidays, the headways vary from five minutes throughout the day to seven minutes during early morning and evening hours.

The running-time between far outer terminals of the Clark-Wentworth route varies from 87 to 106 minutes, depending on street traffic conditions. A factor influencing the time element in this case particularly is that the line operates directly through the heart of the Loop and the near north and south sides where peak street traffic conditions prevail throughout most business working hours.

The extent of operations is indicated by equipment requirements. Ninety-three PCC two-man streetcars are assigned for weekday service, and 61 51-passenger propane buses are available for week-end operational needs. The streetcars operate out of Devon and 77th stations, and the buses from North Park and 77th stations.

A traffic study of the Clark-Wentworth route, based on a transfer analysis made recently, lends emphasis to the key position it occupies both as an originating route and as a connecting link in the CTA city-wide network of service facilities.

The analysis showed that on the check date a total of 83,533 riders paid cash fares on the route, and of this total 46,300 passengers terminated their rides thereon, while transfers were issued to 37,233 riders. Of the transfer passengers, 35,003 terminated their trips on one of the 76 direct connecting routes, and the remaining 2,230 made a second transfer to one of 48 non-connecting routes to reach their destination.

The total of 37,054 transfers collected on the Clark-Wentworth route on the check date came from 129 separate routes. Direct conecting routes contributed 34,964 of these transfers, and non-connecting routes the other 2,090 transfer passengers.

A few of the many attractions and places of interest located along the Clark-Wentworth route are shown in the accompanying pictures.

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

CLUSTERED AROUND a spacious campus at 68th and Stewart avenue—just a short distance west of Wentworth avenue—are the buildings of Chicago Teachers College and Wilson Junior College. The domed structure in the center background is the administration building.



# THE INSIDE NEWS

#### -AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

#### Feels Shock Of Refinery Blast

ACCOUNTING-Clifford White, stores department, was visiting relatives in Gary, Indiana, during his vacation at the time of the Whiting refinery blast. His relatives' home was some distance from the scene so they did not have to evacuate. However, they did feel the shock and saw the flames shooting skyward.

Mary Carol Blackmore, revenue, said "I do" to Robert Hughes on September 3 at Faith Presbyterian Church. The bride received a Nesco roaster and a cook book from her CTA associates. . . . Mary Alice Donohue, revenue, brideelect, was guest of honor at a dinner given her by her co-workers at George Diamond's restaurant on September 21 and was presented a set of Revere ware cooking uten-

#### Vacation Reports

Lenore Burns, general, attended a family reunion of her mother's relatives in La Crosse, Wisconsin, during her vacation. About 85 people were present from various states. To accommodate the guests, Mrs. Burns reserved the entire facilities of a local motel. A gala picnic climaxed the festivities . . . Ann O'Brien, general, spent her vacation at Fish Creek, Wisconsin, where the Peninsular Players, a summer stock theatrical group, were performing. Her niece, Jeanne Bolan, was starred in "The Four Poster" and also had a part in the "Rainmaker."

Olive Battersby, payroll, visited Treasure Island, off St. Petersburg, Florida, for a few days of rest and relaxation. She saw the Aqua Show at Cypress Gardens and drove home via New Orleans, where she visited the French quarter. . . Roy Wilson, assistant supervisor, Stores Department, spent a week in Iron Mountain, Michigan, with his daughter and her

Albert Lathouwers, revenue, had a fine time playing golf at Pistakee Bay and McHenry, Illinois, during his vacation. His enthusiasm for the game is now shared by his wife, Margaret . . . Phyllis Cusic,



#### TRIPLE TRAFFIC PROBLEM

TROLLEYS, autos and bicycles all share the same streets in Copenhagen, Denmark, as this picture taken at the rush hour peak in Town Hall Square shows. It is one of a collection brought back from that country by Kay Lorentzen, planning engineer, who recently made a trip to Europe. He commented that nowhere in Copenhagen, Paris or Germany did he see a speed limit sign.

Reported by Mary E. Clarke

revenue, visited in Columbus, Ohio, with the former Jo Dooley of Chicago Surface Lines, now Mrs. Charpier.

Margaret Flowers, IBM, motored to Savannah, Georgia, where she spent a few days with relatives, then went to Jacksonville, Florida, and did some sightseeing in the vicinity . . . Esther Anderson, payroll, visited her cousin in Seattle, Washington, and enjoyed a scenic ride to Bainbridge Island in Puget Sound . . . Bernard Kane, payroll, took his family to Dowagiac, Michigan. Barney landed some 11inch blue gills.

Helen Franson, payroll distribution, who spent some time in Duluth, Minnesota, visited her home town of Port Wing and nearby Bayfield, Wisconsin, where her sister resides . . . Joan Georgeson, stores department, stayed at Skyline Lake, New Jersey, and visited her sister in New York City. A trip around Manhattan Island, a tour of the United Nations Building, and a night at the theatre to see the nautical "Ankles Aweigh" wound up her vacation.

#### Some Go By Highways; Others By High Seas

ARCHER-Operator Don Ulbas and his family traveled 7,000 miles along the west coast this summer, while Repairman John McKee took his family to Ireland by boat and had a wonderful time . . Repairman Tony Lombardo and family enjoyed their vacation in Canada . . . Superintendent John O'Connor spent his last week in Michigan, not fishing, or boat riding, but close to the fireside because it was too chilly . . . Instructor Joe Will acted as night superintendent while Les Keag took over for Mr. O'Connor.

It seems that our board members, Bert Sheehy and Bill Cawley, enjoyed themselves in Denver, where the union convention was

September was a month of anniversaries for Repairman Pete Szafranski and his family. Both he and his wife celebrated birthdays and their 40th wedding anniversary also occurred during the month. Others whose wedding an--HELEN A. LOWE niversaries were marked during

the month were: Operators John Kozlowski, 25 years, and Joe Bushinski, 42 years . . . To correct the record-Operator and Mrs. Frank Muczynski have been married 35 years instead of 18 years as reported in our last column.

Supervisor Art Roepke and his wife received an air-cooler fan recently as a prize on the Tom Duggan TV show.

John Kramer, superintendent of District "B", enjoyed his vacation with his family in Hot Springs, Arkansas.

Supervisor Frank Russell has been transferred from District "B" to Central, and Tom Loftus, from "B" to "C."

Welcome to Clerk C. E. Stych, who is now our No. 5 clerk.

Glad to see that Operator W. M. Lytle is back on the job.

Operators W. Dixon, David Hartford and A. Woolfolk were on the sick list as this was written.

Deaths reported recently were: John Begy, formerly of Archer; Anna Liss, wife of Operator Elmer Liss; Mrs. Cathrine Kaminski, mother of Operator Thomas; the mother-in-law of Louise Krause: the mother of W. Wroble, and Mrs. Carol Ronczkowski, sister of Operator A. Gernenz.

-R. H. FORTIER

#### Return To Jobs After Serving Uncle Sam

BEVERLY-A new face at Beverly is that of Operator David Hinman. Dave served in the Navy and was a draftsman 2/C. While stationed at Pearl Harbor he met his wife, Mary Ann, who was a Wave with a T.E.I. rating. They have two youngsters, Karen, aged two, and Paul, aged nine months . . . We also say "Hello" to Chester Soltys who came to us from the U.S. Air Force. He was a R O A 1/C. serving two and one half years in Bermuda.

The boys are still coming back with fish stories. Mr. and Mrs. Frank Zellner and their three sons went to Algoma, way up in the northeast corner of Ontario, and

#### **LUCKY ANGLERS**



SMILING WITH satisfaction. Grace and Ed Cummings display the pair of northern pike caught during their recent vacation at Twin Pine resort, Fish Lake, Spooner, Wisconsin. Ed is a buyer in the Purchasing Department.

Reported by Dagmar McNamara

returned with enough bass and walleye to supply the Fulton market for two years.

Bill and Marie Farrell and their two children, Robert and Noreen, put 7,200 miles on the family car going to California by the southern route and returning by the northern route. While visiting Coronado, the folks were thrilled to see an aircraft carrier lying serenely at anchor. But for just plain, beautiful scenery, Bill says, "Give me the Ozark Mountains every time." . . . Also back from California are Mr. and Mrs. Phil O'Malley who took the "Happiness Tour" by rail and bus to our great southwest. They stopped at many places of interest including Catalina Island, Tijuana, San Diego and the Grand Canyon.

Tom Judge visited the Treasury Department in Washington, D. C., and was annoyed to see all the old currency being destroyed. He said he could have used some of it . . . Mr. and Mrs. Les Gaffen enjoyed their vacation visiting in a different town or city every day.

Mr. and Mrs. Jack Fisher had a pleasant visit in Philadelphia, Pennsylvania, which is the home of Jack's mother, and also where their son, Jack Jr., has completed his service for Uncle Sam at Munstin Field, U.S.N. . . . Mr. and Mrs. Tom Valquit went around the lake taking the ferry from Ludington to Manitowoc, and stopping at Escanaba for a visit.

Mr. and Mrs. Milt Hansen spent three enjoyable weeks at their cottage on Big Lake Gilmore, near Minong, Wisconsin . . . Bernard Lazisky, repairs, had much more than three weeks' work to do around his new home, but hopes to be caught up in time to hit the road next year.

Alexander and Frances Brand passed through many states in the south and east on their way to and from St. Petersburg, Florida. On their way home they stopped at Chattanooga, Tennessee, for a view from Lookout Mountain and a visit to Rock City . . . Mr. and Mrs. Eddie Trost and their three kiddies had a great time up at Twin Lake near Dowagiac, Mich-

Harry Gottsch, past commander of the V.F.W. Ava-Cross Post, Chatham, and junior vice commander of the state of Illinois, together with his pal, Douglas Cronn, 2nd District Trustee, represented the Post at the V.F.W. convention held in Boston, Massachusetts, re-

Operator Ed Sorensen and Miss Lorraine Pettigrew were united in marriage at the Methodist Church of Valparaiso, Indiana, recently. They honeymooned at Sorensen's Retreat on Bass Lake, Indiana.

Miss Arlene Reynolds, daughter of Operator Bill and Mrs. Reynolds, wed James Fanson at the Morgan Park Christian Church. They chose Grand Lake, Colorado, for their honeymoon.

Frank Duczman, repairs, is looking great now, having fully recovered from a long illness . . . Dan Murphy, repairs, also has been on the sick list but is OK now.

-FRANK M. BLACK

#### Now It's An **Even Half-Dozen**

CLAIM AND LAW-On August 24, Mr. Stork paid his sixth visit to the home of John Daley, and left baby Joyce to be enjoyed by her brothers and sisters . . . On September 7 he delivered Michael to Don and Gerry (Poteracki) O'Sullivan.

The Law Department welcomes three new attorneys Peter Harrison, Motor Resnick and Edward Kirchen; Stenographer Marie Creedon, formerly of the Treasury Department, and Typist Phyllis Torrey who was transferred from job classification.

Henry Praiter and his son-in-law, complete with red woolies and spinning reels, rods and axes (to break the ice) spent their vacation in Ely, Minnesota.

-EL-JE

#### 200 Guests Present For 25th Anniversary

ELECTRICAL-John Rusnak, operator at 20th substation, and his wife, Emily, celebrated their 25th wedding anniversary on August 20 at Hamlin Hall, 57th and Hamlin avenue. Over 200 guests were present to help them enjoy the occasion.

Edgar Jewell, operator at Sedgwick substation, reports the arrival of a baby girl on September 2. Her name is Mary Eleanor. This adds up to two girls and one boy for the Jewells.

Frank Gilson, operator at 48th substation, passed away from a heart attack on September 15 while on vacation.

Forrest Clemens, operator at 20th substation, sustained the loss of his mother on September 2.

Rocco Masesso, "B" electrician, has been dismissed from Veterans Hospital and was recuperating at home at this writing.

Amos Smith, "B" electrician, sustained the loss of his mother on September 18.

Frank Dorsch, chief operator at Blue Island substation, motored some 6,000 miles while on vacation. He traveled the southern route to the west coast, north to the state of Washington, and returned via the northern route. It was hot, but he says he enjoyed the scenery, every mile of it.

Quoting a card received from Pensioner Leo Behrendt: "Had a very nice trip on the S. S. South American and enjoyed my visit to Mackinac Island."

Jack Becker, chief operator at 82nd substation, motored some 2.000 miles while on vacation in the sunny south. His itinerary included the states of Mississippi, Tennessee, and Kentucky.

Howard Geier, operator at Crawford substation, vacationed at Pelican Lake, Wisconsin, where he did some fishing.

-GILBERT E. ANDREWS

#### Dispatcher, Tabby Share Limelight

GENERAL OFFICE (Transportation)

#### **PROOF POSITIVE**



JUST TO PROVE that fish stories are true sometimes are these fine finny specimens which Switchman Ed Feil, South Section, brought back from a recent fishing trip.

Reported by Leo J. Bien

the recent popularity of Dispatcher Carl Gibes. Following a report that a cat was entangled in the mechanism of a subway escalator and was making its plight known in a loud, catlike manner, Carl directed a rescue squad, flanked by several newspaper reporters. Although it was a false alarm, Carl made headlines in all the papers.

On a recent trip to California to visit relatives, Ruth Soutter dropped in on Helen Doherty Bergman. John and Helen recently moved to Alhambra, when John accepted employment on the West Coast. The couple have the welcome mat out for vacationing CTA delegates.

Mary Ann Yercich, whose third finger is resplendent with a pearshaped diamond, is at present attached to Transportation personnel. Her sister, Jay, in the Accounting Department, will be married some time in October, while Mary Ann plans a 1956 wedding.

Marie Krausman suffered the loss of her mother, who died recently after a brief illness.

Charles Stephenson is still at -A stray cat was responsible for home convalescing at this writing.

#### 40-YEAR EMPLOYES RECENTLY RETIRED



Michael Hickey, supervisor, District "A", retired October 1 after 42 years of service.



Charles Matschke, conductor, Devon, retired October 1 after 42 years of service.



Robert A. Schmidt, conductor, North Section, retired October 1 after 40 years of service.



William J. Lynch, motorman, 77th, retired October 1 after 40 years of service.

A card each day for 15 days, received by the telephone operators, failed to describe adequately the beauty and grandeur of the Happiness Tour enjoyed by Frank Thompson, Information, and his brother, who is an operator out of 69th. They toured the Far West, the Southwest, and Canada (where they visited Banff and Lake Louise) and all adjacent locations. The telephone room resembled a Christmas Eve scene as souvenirs selected by Frank from quaint cities were opened by the telephone operators: Beleek Irish China for the collection of Marilyn Neffus, and an English Bone China ashtray from Vancouver for Wanda Krause's collection were among the items.

(Insurance) — Nancy Eustace Meerman recently paid a visit to Insurance and Transportation to show young Jimmie where his mother worked before his arrival cut short her career.

Mary Berry and her pals, in buying tickets for Lake Geneva, through an error were sold tickets for Geneva, Illinois. They arrived in Geneva at 3:30 in the morning, bedecked with tennis rackets, etc. and had to solicit the aid of a policeman. The rest of their vacation was spent in Saugatuck.

—JULIE PRINDERVILLE

#### Vacationers Babysit, Nap, Loaf, Have Fun

(Chief Engineer's Office)—S. D. Forsythe took naps along with his grandchildren while babysitting as he spent a week of his vacation in Michigan.

Frank Maguire and family spent two weeks at Esther O'Brien's summer home in Twin Lakes, Wisconsin . . . Jack Larkin spent his two-week vacation at his new home in Sturgeon Bay, Wisconsin . . . W. S. Helmer visited his son and family in Washington, D. C., during his two-week vacation.

Jo Ann Spanos spent a week of her vacation at home house cleaning . . . Audrey Peterson and her husband drove along the Lake Superior shoreline all the way to Canada during their vacation.

(Traffic Engineering) Jim Murray spent three weeks in London, Ontario, where he witnessed a friend, who is becoming a nun, make her final vows. He also visited the Wisconsin Dells . . . Annette Hefter took it easy during her vacation at South Haven, Michigan . . . Vacationers Dick Mackey stayed home catching up on his sleep and having a good time. Fred Barker showed his children the sights of Chicago, while Paul McStay and his wife had a restful time in this city.

(Training) Stuart Maginnis, training assistant I, and his family visited relatives in Muskegon, Michigan . . . Frank Johnson, training assistant I, and his family drove to Minneapolis, Minnesota.

John Baker is moving to Glen Ellyn.

(Personnel) Harry Hogan, former training clerk I, has been transferred to the Claim Department. John Boyce, former stock clerk at 38th and Cottage Grove, now is training clerk I.

(Stenographic Duplicating) A grand time was had by all at the department's second annual picnic held September 11 at Little Sand Lake.

Gene Sullivan, White print operator, is on the road to recovery, at this writing, after his automobile accident in May in which he suffered a broken neck.

Creamery Caldwell became the bride of Willie E. Turner August 14. A reception for 100 guests followed the ceremony at the home of the bride. The couple spent their honeymoon at Idlewild, Michigan

Adele Ackerman's son, Jimmy, started kindergarten this fall.

Marlene Neher, the last vacationer of the department, flew to New York September 23.

-MARY E. CLARKE

# Quarter Century Of Connubial Bliss

KEDZIE—Operator Walter Tajdus and his wife, Betty, celebrated their 25th wedding anniversary on September 20. They have a daughter, Louise, and a son, Walter, Ir.

Night Station Superintendent Stanley Bitel was presented with twin grandsons by his daughter on September 20.

Clerk John Culhane passed away suddenly, September 17, and Receiver James McGann suffered the loss of his father-in-law on September 19.

Operator Don Moseley was married on September 24, and Robert Favors became a benedict on October 2.

-C. P. STARR

#### Keeler Eyes Safety Award

KEELER—By the time you read this we hope to have learned that our garage won both of the safety awards for last quarter. If we failed it won't be because of Superintendent Eddie Loughran or the men. Everyone here has been putting out 100 per cent to win this coveted award.

Operator L. Kallgren's father passed away in Minneapolis, but not before his son reached his bedside, thanks to fast work by all concerned. Operator Al Beck and his wife, Ellen, flew to New York on their vacation to watch the three days of Davis Cup tennis competition, and see three plays.

Operators Henry Schramm, Fred Feller, and Art Oldham, die-hard White Sox fans, conceded their pennant hopes and sounded that familiar chant, "Wait until next year."

Operator Art Higgins and his family are making plans for a new home come true in Wheeling.

All of the old motor coach operators gathered in the Svithoid club to pay homage to Supervisor John Granahan who retired October 1. The boys gave John a savings bond.

#### **EXCHANGE VOWS**



A SEPTEMBER bride was Helen Loncarevich, Revenue Accounting, who was united in marriage to Mihailo Mihailovich on September 3 at Holy Resurrection Church in the colorful ritual of the Serbian Orthodox Church. Many of her co-workers were present at the ceremony and at the reception for 300 guests at Serbian Church Hall.

Reported by Helen A. Lowe

#### COMPLETE NURSING TRAINING



AMONG THIS year's graduates from Little Company of Mary Hospital nursing school were these two daughters of CTA employes. At the left is Kathleen Murphy, daughter of Operator J. F. Murphy, 77th, and at the right, Nancy Thomas Rusnak, daughter of John Rusnak, operator at 20th street substation, Electrical Department.

Operator Al Krieman has retired from bowling-Al says that the ball is too heavy, and that the alleys get longer and narrower as years pass.

-AL BECK

#### **Extend Big Welcome** To First Daughter

LIMITS-Operator Sal Vitacco is the proud parent of a fine baby girl, born August 5. This is the couple's first child. They named her Theresa Ann. Grandpa is Pat Fiareto, who is on pension.

Michael Angelo Locassio, father of Paul M. Locassio, passed away on August 31.

Ed Nowicki is back on the job after being off duty for several months due to an accident.

Edward Federowicz, Limits janitor, fractured his left thumb. It was in a cast at this writing.

John Brennan rented a car and took his family to visit his son near Gresham, Wisconsin. His son is Brother Melvin of Alexian Brothers hospital.

Clerk John Walthier made a trip to Milwaukee in his new car a few weeks ago.

Ed Platt and his wife were recent visitors to Detroit. They also stopped over in Canada. We are after his operation.

Tim Reardon also reported a trip to Canada and Detroit. In the "motor city" he made a tour of the Ford plant.

Keep the news coming. We can use more items about you and you and you. Let's have 'em.

-IRVING J. METZGER

#### **Enjoy Scenic Tour** Around Lake Michigan

LOOP-Margaret Brennan and a friend drove around Lake Michigan, spending a week at Saugatuck and Mackinac Island. They were intrigued with the surreys with the fringe on top. They just missed Mary Morgan and her sister, Catherine, who stopped off there the same day from their cruise of the Great Lakes. A tour of the lakes at Sault Ste. Marie and a trip to Buffalo and Niagara Falls also were on Mary's and Catherine's itinerary.

Josephine Giblin divided her time between her father's farm in Wisconsin, the Dells and visiting friends in Winona, Minnesota . . . Julia Duffy vacationed in Cleveland, Ohio, with friends.

Agent Arbie and Frieda Baxter took their niece to see Niagara Falls and Buffalo. They then drove to Altmar, New York, a spot they enjoy because the terrain is simglad to know Ed is feeling fine ilar to that of Germany. It is also the home of Arbie's brother.

The Jim Barretts vacationed with friends and relatives in Kewanee, Illinois. Friends visiting Lydia Ruck while on her vacation enjoyed the refreshments served by her daughter, Dorothy. Dorothy is a graduate of the Pope Cooking school. Her son-in-law took them on auto trips around Chicago.

Mary and George Ohnesorge drove to their cousin's home in Sarasota, Florida. They visited the Hands at St. Petersburg and also went to Clearwater and other interesting points . . . Genevieve Harding vacationed at a farm near Kandallville, Indiana.

Mary O'Malley and Ann Dunleavy are convalescing at home after their siege in the hospital . . . Gertrude McCarthy was also on the sick list at this writing.

Elizabeth Hill, executive board member, attended the convention at Denver, Colorado. Although most of her time was taken up with meetings, she managed to tour Pikes Peak and the Garden of the Gods. She also attended a barbeque and an Indian Pow Wow at the outdoor amphitheater at Colorado Springs staged by college students studying this almost lost art . . . Porter Augustus McGill visited relatives in his home town. Harrisburg, Illinois . . . To avoid the heat, Towerman Harry Erickson went only to places that advertised air conditioning . . . Towerman Richard Barter and his family visited his aunt's farm at Lake Geneva, Wisconsin . . . The ideal spot, Wisconsin, drew Jimmy Friedman to his favorite sportfishing.

James Loftus recently underwent a major operation at the Marine hospital.

Maintainer Walter Messer and his wife toured Indiana and Wis-

-EDITH EDBROOKE

#### **TRANSITAD**

FOR SALE-87th and Normal - by Owner - 6-room brick, 3-bedroom, full basement, gas heat, aluminum awnings and doors, combination storm and screen windows, wall to wall carpeting, venetian blinds, electric and gas ranges, 66' x 144' corner lot, nicely landscaped, excellent transportation, one block to school, three minutes to CTA location at 77th and Vincennes. Phone STewart 3-1720.

#### **Section Champs** Are Real Sluggers

NORTH AVENUE - Although our softball team did not win the CTA championship, we would like to congratulate Manager Bill Mediema, and the players as well, on winning the section championship. Let's check the batting averages of our team; Blanks .683; Taxis, .636; Dickens, .590; Gorski, .570; McCurrine, .500; Smith, .490; Burt, .477; Roeckl, .438; Lindsey, .432; Cannon, .432; Guerde, .430; Hightower, .400; Garrity, .360, and Deane, .300. Eddy was at bat only nine times and batted .111. The White Sox could have used that kind of power in their line-up.

Board members Jerry Blake and Walter Straubing attended the 33rd convention of our association at Denver, Colorado.

Operator Ed Dowling reports a wonderful vacation to Long Island. New York, where he visited his mother . . . Operator John Papanek visited friends and relatives in Georgia.

Instructor Bill Kennedy spent a pleasant vacation at Lake Delavan . . . Operator Ed Lee drove through the Smoky Mountains and visited at Fort Lauderdale, Florida. The axle on his car waited until he got home to break. After the car

#### MAKES LAST RUN



**CONGRATULATING** Conductor George Stuhlmiller, South Section, (right) at start of his final trip August 31 is Motorman John Burns. Stuhlmiller rounded out 44 years of service with a farewell run from Indiana avenue.

Reported by Leo J. Bien

was unloaded, his son drove it around the corner and bingo went the axle.

Operator J. Weaver, Jr., was presented with twin girls last month... Operator Harry Forbes has added another son to his family, Jerry Paul. This makes six boys and three girls for the Forbes'.

Operator Marty Myers celebrated his silver wedding anniversary last month with an open house at his home . . . Operator Lester O'Shea marked his 26th wedding anniversary October 1, while Operator Ray Ebel will celebrate his 27th wedding anniversary October 27 . . . On October 15 Superintendent Myles Harrington celebrated his 25th wedding anniversary.

Operator Roy Zimmerman was presented with a boy named Michael Roy.

"Red" Corbett became a grandfather last month. His new granddaughter is named Patricia Agnes
. . . Al Pfeiffer joined the grandpappy's club last month after the arrival of a boy, Gerry.

-JOE HIEBEL

#### Back To Civvies After USAF Service

NORTH PARK—John R. Miller returned from service with the armed forces on September 12. John, who enlisted in the Army Air Force on September 11, 1951, was stationed at various air bases, serving in the air police. John is planning to return to his job as clerk and receiver in the Transportation Department.

Carney Kerr just returned from two enjoyable weeks with reserve group 437 Troop Carriers Wing Headquarters in which he is staff sergeant. He returned in a C-46 two-carrier transport from Bakalar airforce base, Columbus, Indiana. Time for the trip of 190 miles was one hour and 15 minutes, Carney won a trophy for first place in marksmanship on the rifle range with a carbine 30. Sergeant Kerr can be proud of a splendid record. He served 10 years in the United States Army, and was stationed at Pearl Harbor on December 7, 1941. the day of the Japanese attack. In 1947, when Kerr was discharged, he re-enlisted in the air force, was shipped to March Air Force Base and served at various bases until March, 1950. Carney has five children, four boys and one girl.

The buttons popped off Louis Bieniek's shirt when he was asked about the addition to his family. He replied proudly that it was a boy, of course. His wife, Irene, agreed to naming the new baby Louis J., Jr.

Frank Katkus and his wife entertained the Frank Kellers for dinner at their home to celebrate a friendship that has lasted since their boyhood days. Katkus and Keller are both operators at North Park.

Friends of Mr. and Mrs. John Lange were shocked to hear of the death of their son who lost his life in an automobile accident in LaPorte, Indiana.

-JACK MOREAU

### Clerk Inventories New Daughter

Purchasing and Stores — The Patrick McCanneys announce the arrival of Patricia Ann, born August 13. Patrick is a stock clerk at South Shops.

Mr. and Mrs. David Stetcher and son drove through Canada and especially enjoyed their stop in Callander, Ontario. Dave is a stock clerk at Skokie Shops.

John Gubbins, stock clerk, South Shops, has recently purchased a new home.

John Jankus, stock clerk, South, and his family enjoyed farm life in Illinois and Indiana while on vacation.

John Kurgan, stock clerk, South, visited Wisconsin and Michigan.

Tom Handley, stock clerk, South, recommends Connecticut and New York for a vacation. However, Harry Schober, laborer, South, who also vacationed in New York, does not recommend it during the hurricane season.

John Goetz, laborer, South Shops, enjoyed vacationing in Wisconsin and Indiana... Stanley Hall, stock clerk, South Shops, visited his grandmother in Cleveland and vacationed in Wisconsin... Edward Grzenia, laborer, South, says the fishing was very good this year and Wisconsin is the place for it.

My spies inform me that Duncan Murray, stock clerk, Montrose, got as far as Washington (Park) on his vacation this year.

Dick Daly, stock clerk, Montrose, and his family vacationed in Eagle

#### DADDY'S DAUGHTERS



LITERALLY up to his ears in children is John Filipek, agent, West Section, as his three youngsters crowd around his shoulders for a picture taken on his recent vacation. The little ones are, left to right, Marie,  $2\frac{1}{2}$ ; Charlotte, 5, and Eleanor,  $1\frac{1}{2}$ .

Reported by Kitty Conroy and Ruth Hanson

Lake, Wisconsin . . . Charles Gubala, laborer, Skokie, was another of our New York sightseers.

Dick Hendrick and family enjoyed Brown's Lake, Wisconsin, as a vacation spot . . . John Dunne, laborer, Montrose, found plenty to do around Chicago this year.

Grace and Ed Cummings had the good fortune to receive a \$1,000 U.S. Savings Bond as a result of a donation to Our Lady of Fatima Church in Maryville-Alcoa, Tennessee. Ed Cummings is a buyer in our Purchasing Department.

We want to welcome John Kuta as the latest member of the Purchasing Department.

Having spent three weeks in England earlier this year, John Guinter, material clerk, general office, just couldn't settle down. With that extra week vacation this year he flew to Bermuda where he spent six wonderful days cycling, walking and riding to the many interesting points on the island.

-DAGMAR McNAMARA

#### Vacation Notes From Ohio To Oregon

SCHEDULE-TRAFFIC AND BUDGET— Bob LaVoie and family made their usual summer visit to Canton, Ohio.

#### LAW DEPARTMENT RETIREMENT



A LARGE group of friends gathered to extend good wishes to Jules V. Lellinger, Law Department, at a dinner held in his honor September 27 at the Chicago Bar Association. Mr. Lellinger retired October 1 after 52 years of service with the CTA and predecessor companies. Among those present were judges, attorneys, and members of the Claim and Law Department staff with whom he had been associated during his long legal career. Gifts presented him on the occasion included a big-screen television set. In this picture Mr. and Mrs. Lellinger, who also is employed in the Law Department, are seated before the television set. Standing behind them are, left to right: Judge J. E. Braude; James R. Quinn and John S. Miller, CTA board members, and Thomas C. Strachen, Jr., general attorney.

Reported by El-Je

#### **CLOSES OUT CAREER**



**CLOSING A transit career of 46** years, during which he built up a record of 32 years as chief clerk in the Transportation Department of the former Chicago Surface Lines and CTA, Louis J. Bohlin retired on pension October 1.

Mr. Bohlin's long service dates back to September 20, 1909, when he joined the old

Chicago City Railways Company as an office boy in the Accounting Department. He was four days short of his 16th birthday at the time. Subsequently he became office boy in the president's office. In 1912, he was named chief clerk of the Transportation Department under Chicago Surface Lines management.

Despite his retirement, the Bohlin family name continues on CTA rolls. Mr. Bohlin's son. Richard, is a statistical clerk at 77th and Richard's wife, Dorothy, is employed in the Accounting Department.

At a special luncheon held in his honor on September 29, "Lou" was presented with a service plaque, made by the Shops Department, which he is displaying here, a special pin, and a savings bond by his CTA friends.

Reported by Julie Prinderville

time in Texas with his son and grandson . . . Joe Karel worked hard on that new home in Westever had.

Bill Devereux sent many cards back from Denver where he was a delegate to a convention . . . Ted Cowgill made his annual trip to the Oregon ranch.

Jake Sumner painted his house, completing the job with a fall off a ladder.

Harold Andrews recently suffered the death of his sister.

Frank Iacono finally licked the bugs that had him under medical care off and on during the summer.

Bob Sedlack, Arvid Brandt, Dave Jacobs, Arvin Kreutzer and Bill Worcester vacationed in and near Chicago.

Traffic checkers were scattered far and wide by vacations. Wisconsin was a favorite. William Doeden and Lawrence Vance were at Black Hawk Island; Jim McBride at Wisconsin Dells; Bob Hengl at Cable, and Fred Weber at Aniwa.

Fishing in Minnesota was enjoyed by Roy Williams and George Hanus . . . Tim O'Rourke enjoyed a visit to Canada and E. Freedman went to St. Louis, while Sol Indes

Tony Hess spent an enjoyable enjoyed Michigan. Bob Loughran, John Urban and Joe Werner decided Chicago and vicinity were good enough for them . . . Walter mont for the hardest vacation he Thomas took the westbound train to Portland, Oregon, where his cousin loaned him his car for numerous local trips.

The Budget Department's grandfather club has increased again this month. An honorary member, W. S. Comstock, became a granddad for the sixth time. The infant's name is Donald, Jr.

We're hoping that Bob Baxter, presently on the sick list, will be hale and hearty again very soon.

-L. C. DUTTON

#### Gun, Dog Good Ones, **Burglars Agree**

77TH - Paul Munson's home was broken into several times in the past few months so Paul purchased a dog and gun. The gun was of high caliber, as was the dog, which was a thoroughbred Doberman-Pinscher. Again the Munson home was broken into and when the Munsons arrived home, they found both dog and gun missing.

Mrs. Elmer Gobielle was stricken with a heart ailment September 26, and is confined to her bed at this writing.

Peter Smith, son of Joe Smith, switchboard operator, enlisted in the United States Army and, according to Pete, he will take over the United States Secretary of Defense offices immediately after the next Presidential election. He insists that the incumbent in that office finish his term.

Andy Berny and Mrs. Berny visited relatives in Ontario. The Bernys rode a Canadian airline that recently advertised "airpocket with pie, food and babies taking off on a flight of their own within the plane."

-JOE SMITH

#### Tangles With Rat, **Ends Up In Hospital**

SKOKIE-Alex Dorociak, motor line, was recently taken to Garfield Park hospital for treatment of a rat bite. A rat entered his home and was being chased by his dog. The dog grabbed the rat which managed to escape. Dorociak took hold of the rat and was bitten.

New parents at Skokie are Mr. and Mrs. Sam Glover, machine shop, who are parents of a daughter, born September 7 and named Ovetta, and Clerk Ted McMillin and wife, Betty, who are parents of a boy, also born September 7 and named Robert Charles.

Welcome back to Mario Ziocchi, upholsterer, who recently returned from military service.

Veterans, whether or not members of CTA Post No. 1216 of the American Legion, are advised to contact the Service Officer, George Kimmski, Spring 7-3845, if in need of hospitalization or medical serv-

> -DAVE GURWICH and EVERETT ENGLAND

#### Conductor Helps Make Visitor Happy

SOUTH SECTION—Conductor Harry Jacob's alertness resulted in happiness instead of disappointment to an out-of-town visitor. A passenger left her purse with a sum of money and two plane tickets on his train as she alighted in the Loop. Harry retrieved the purse. Meanwhile, a Loop porter contacted the 61st street Office, the train was intercepted, and the woman claimed her purse.

Loomis Street Clerk James Martinek made his vacation one of visiting historical places. The state capitol at Springfield was appreciated by Jim and his family.

Porter Willie Sudduth had an extra big grin when he announced

#### **ANNIVERSARY PARTY**



THE 40TH wedding anniversary was the occasion of this dinner party given Mr. and Mrs. David Gurwich (second and third from right) by their children at the Polynesian room of the Edgewater Beach hotel. Following this affair, the next day a surprise party was given them at their home by friends at which the Gurwichs received many valuable gifts. The celebration would have been a complete success if their oldest son, Jack, who lives in California had been able to be present. Dave is a material clerk and an Inside News reporter at Skokie Shops. that he was the father of a boy born August 16.

Night Station Superintendent Matt Feaheny and Mrs. Feaheny flew to St. Petersburg, Florida, where they visited many of our pensioned co-workers.

Charles Burns, our Division 308 Board member, mixed business with pleasure when he attended the Union Convention in Denver, Colorado.

Conductor John Seery made an extensive tour of Ireland, England, Germany, France and Spain. The most impressive place visited, he tells us, was Lourdes, France, where he spent ten days. John feels that the people in the countries he visited have been rehabilitated rather well, and are living quite normally.

Clerk Roland Hartney and his wife, Verna, 61st Street steno, spent part of their vacation in the vicinity of St. Joseph, Mich.

Motorman John Danek was very proud when he read in the paper that his son, Robert, was selected as a delegate to the Junior Achievement National Convention at Miami University in Oxford, Ohio.

Switchman Adam Strohmenger and Conductors William Sims and George Stuhlmiller went on pension September 1.

-LEO J. BIEN

#### Former Mechanic Now Budding Farmer

SOUTH SHOPS—Andy Pavlic will be referred to as farmer instead of auto mechanic from now on. Andy, who formerly worked in bus overhaul, and his wife and two daughters have moved to Medford, Wisconsin, where Andy purchased a home on 87 acres.

Joe Lukes of bus overhaul and Albino Topel were married August 20.

Joe Kehoe, bus overhaul, and his wife, Margaret, announce the arrival of baby Helen Geralyn on September 1.

Ray Evans, bus overhaul, moved to Carpenterville, Illinois.

The third son of Jim Lamont, electrician, car repair, born September 16, was named Phillip Roy.

Harvey Harders, electrician, and Ray Klaub, tin shop, lost their mothers recently.

John Del Medico, bus body, tells of Karen Joyce who was born on July 13.

Frank Sladcik, carpenter, car repair, retired October 1 after 35 years of service. He received a cash gift from his co-workers.

-EVELYN CLARK

#### Vacationing Stars Didn't Help Much

TERMINAL INSPECTION SHOPS—The Metropolitan Shops' softball team finished in fourth place in the softball league. Although the boys are disappointed, they are already talking about next year. It seems that every time they had an important game to play some of their key men were on vacation.

'(Kimball) — Walter Nowielski whose hobby is racing pigeons, finished sixth in the North End Concourse in a recent 200-mile race. Out of 15 birds, only 11 returned because of a severe storm.

Repairman Francis Fawcett had been sick for over a month when this was written.

(Logan) — Repairman Tommie Pertee recently lost a sister in an accident in Miami, Florida.

(Lake Street)—Repairman Guy Nocerino, after 36 years service, retired September 1. He was presented with a cash purse by his fellow workers.

(Wilson)—Repairmen Ed Wynn and George Kerns were transferred recently to Skokie Shop.

Repairman Ralph Sullivan suffered the loss of his father.

-JOE FEINENDEGEN

# Sits Out Vacation With New Grandchild

West Section (Agents) — William and Patricia Fitzgerald announce the birth of Lynn Marie on August 21. Lynn makes Agent William Fitzgerald eligible to join the granddads' club. The last two weeks of his vacation were spent babysitting, and how he enjoyed it!

Beatrice Schewe and her sister flew to Eureka Springs on their vacation . . . Anna Dowling and Minnie Tunn stayed in Chicago.

Molly Sheil, Julia Bwzak and Mary Winters spent one week of their vacation in Denver, Colorado, at the convention. They all were enthusiastic about Denver and enjoyed the convention . . . Grace LaBel toured Wisconsin.

Nellie Reidy and Margaret King are still on the sick list. Broken bones take a long time to mend.

Mrs. John L. Dodd, wife of Porter John Dodd, underwent surgery at the Mayo Brothers hospital in Rochester, Minnesota. She is now at home and feeling fine.

-KITTY CONROY and RUTH HANSON

#### For And About Our Pensioners



WITH A service record of 36 years behind him, Jack Smith, left, car cleaner at Douglas Park inspection terminal shop, retired on August 1. Here he is being presented a wallet and savings bond by Anthony Porcaro, right, general foreman of the inspection terminal shops, the gift from his fellow workers.

Reported by Joe Feinendegen

ACCOUNTING—Carl "Marty" Martinson said farewell to his friends and followed the birds back south to Tampa, Florida. He spent most of

the summer in Chicago and was a frequent visitor in the "Mart."

Sidney Underwood stopped in to say "howdy" recently. He and his wife are residing with their daughter in the city. Triplets, two boys and a girl, aged 1½ years, keep granddad occupied.

-HELEN A. LOWE

BEVERLY—Art Borrman, our night engineer, reports that August Saar is about ready to leave his cottage on Steger Lake in northern Michigan and will see us all soon.

Herman L. Becker, formerly of Cottage Grove, would like to be remembered to his many friends. Herman lives at the Sequoia Hotel, Redwood City, California . . . Joe Vandergraff of Burnside fame travcls extensively and has been to many climes and countries since turning in his badge. He returned to Chicago recently from California and will take off again soon . . . Scribe Jerry Gleason of the Union Leader says that our old motorman, George Brown of 77th, has returned to Breezy Hollow at Winslow, Arkansas,

Addresses of old-timers are pouring in to me from all over the country. Here are some of your old buddies' addresses: Carl Bergstrom (Burnside) Beltany Beach, Sawyer, Michigan; Charles Beyer (77th) 3804 E. 3rd Street, Tucson, Arizona; Leo Blumner (Burnside) R.R. #2, Valparaiso, Indiana; Edward Boehn (Burnside) R.R. #2, Culver, Indiana; Cliff Blackmer (77th)

(Cont. on page 16)

#### Team Comes Through When Chips Are Down

West Shops—The West Shops ball team got off to a very shaky start this season, but after being razzed in the July issue of TRANSIT NEWS they really began playing bang-up ball. They wound up in a three-way tie and had to take on Kedzie Garage twice in one week, beating them both times. This gave them the chance to tackle North Avenue for the championship. On Sunday, August 28, they humbled North Avenue with a score of 19 to 7 to take the championship.

The royal newcomer in the home of Mr. and Mrs. Earl Larson is Kathleen Sue. She arrived on her big brother's 13th birthday, Sep-

tember 3. Earl is assistant engineer in Mr. Essington's office.

Star of the Rafferty rafters is Patrick Martin Rafferty who made his debut on August 16. He is the young son of Bill Rafferty of Johnny Burke's office. Bill now has three boys and a girl.

Johnny Burke now has five grandchildren. Johnny's daughter, Mrs. Don Wessels, presented him with his fifth grandchild on September 1. The young man was named Donald William Wessels, Jr.

Their many friends at West Shops were sorrowed by the deaths of Carpenter Carl Bajko and Machinist Joe Jarosz, both of whom passed away recently.

-TED SHUMON

11155 S. Washtenaw, Chicago 43; Cyprian Bowman (Cottage Grove) Rt. 3, Box 133, Hickory, North Carolina; John Apple (Beverly) 2555 E. River Road, Rt. 1, Twin Lakes, Wisconsin; John Beisiegel (77th) 2595-50th Avenue, N., St. Petersburg, Florida; James Broad (Cottage Grove) St. Ann's Home, Techny, Illinois; Arthur Dunham (77th) 342 W. 63rd street, Chicago 21; Petri Elfverson (77th) 731 Aneras street, LaJolla, California: Rudolph Elitzer (Burnside) Rt. 2. Juda, Wisconsin . . . Watch this column next month for many more addresses of our old friends.

#### -FRANK M. BLACK

DEVON-Four members of the family of Otto E. Falk, who retired as a conductor on August 1 after 43 years of service, are present or former CTA employes. His son, Carl, has been an electrician at Skokie Shops for 14 years; his daughter, Lorraine, is an IBM operator in the Accounting Department; a son-in-law, William Peterson, is in the Claim Department. and William's wife, Ethel Falk Peterson, was employed in that department for eight years as a typist. Otto was a one-man car operator at North Avenue for about 35 years, starting with the Chicago Union Traction Company in 1912. He is now living at Lake-in-thehills, Algonquin, Illinois.

#### -SIMON GOLDMAN

GENERAL OFFICE—Charles Gyllings. formerly with the instruction section, now has two brand new grandchildren, one in Milwaukee and one in California. It is quite simple to hop a train for Milwaukee, but the west coast grandchild may have to wait awhile to meet grandpa.

#### -JULIE PRINDERVILLE

NORTH AVENUE-Charles M. Sharkey, who retired as a bus operator on August 31 after 43 years of transit service, was the recipient of a number of gifts from friends he had made among regular riders of his bus. His record for courteous, efficient operation was outstanding. Before becoming a bus operator he was a motorman on the Blue Island and 24th street lines.

-JOE HIEBEL

Skokie-Pensioners visiting Skokie recently were Gus Hyde and Charles Golz.

Had a letter from F. G. Regnier, pensioner, who is now a guard at SOUTH SHOPS-We had a nice sur-

#### RECENT DEATHS AMONG EMPLOYES

- CARL BAJKO, 57, carpenter, Shops and Equipment. Died 9-16-55. Employed 8-24-42.
- EXLEY BARKER, 74, retired agent, Loop. Died 8-16-55. Employed 6-4-29.
- H. L. BARTH, 71, retired conductor, Elston. Died 8-12-55. Employed 8-15-17.
- JOHN BEGY, 64, motorman, 77th. Died 8-30-55. Employed 6-22-16.
- HAROLD BENSON, 66, guard, Lake Street. Died 8-30-55. Employed 5-28-36.
- T. A. BRENNAN, 71, retired motorman, 69th. Died 8-27-55. Employed 2-12-12.
- M. C. Burke, 69, retired clerk, General Office. Died 9-11-55. Employed 10-3-44.
- PETER COLLING, 59, switchman, Transportation. Died 9-4-55. Employed 6-20-20.
- L. C. COLOMB, 68, retired motorman, Lincoln. Died 8-15-55. Employed 11-16-18.
- JOHN CULHANE, 46, clerk, North Avenue. Died 9-16-55. Employed 10-5-36.
- JOSEPH DeMICHAEL, 77, retired laborer, Track. Died 9-4-55. Employed 6-22-27.
- EVA DEVITT, 58, ticket agent, Transportation, Died 8-17-55. Employed 8-2-23.
- J. J. DEVLIN, 66, retired conductor, 77th. Died 9-10-55. Employed 12-4-24.
- VITO FACELLA, 68, retired laborer, Track. Died 8-18-55. Employed 5-17-28.
- ROBERT FANNELLA, 54, gateman, Transportation. Died 9-11-55. Employed 12-1-41.
- L. S. FELTEN, 63, retired motorman, Devon. Died 8-22-55. Employed 1-26-26.
- WILLIAM FINLAY, 58, motorman. Utility Department. Died 8-25-55. Employed 5-17-22.

- J. H. FLOWERS, 73, retired porter, South Section. Died 8-13-55. Employed 6-30-37.
- W. M. FLYNN, 77, retired motorman, Kedzie. Died 8-27-55. Employed 7-7-06.
- JOHN FORDAN, 84, retired watchman, Limits. Died 8-18-55. Employed 12-13-05.
- MARTIN GALLAGHER, 47, operator, 77th. Died 9-14-55. Employed 1-20-43.
- FRANK GILSON, 52, Electrical Department. Died 9-15-55. Employed 11-4-30.
- W. G. GOLDSCHMITT, 65, retired motorman, South Section. Died 8-17-55. Employed 5-15-06.
- J. R. GUILLIAMS, 87, retired general counsel, Legal Department. Died 8-17-55. Employed 11-1-03.
- A. G. HAMPE, 70, retired conductor, Lincoln. Died 8-25-55. Employed 5-15-08.
- LOUIS JAGMIN, 78, retired carpenter, South Section. Died 8-26-55. Employed 7-8-25.
- W. F. JOY, 65, retired motorman, Devon. Died 9-3-55. Employed 5-29-17.
- SAMUEL KALCHBRENNER, 72, retired motorman, 69th. Died 8-9-55. Employed 4-19-18.
- A. G. KINER, 74, retired motorman, Archer. Died 8-9-55. Employed 1-23-17.
- WALTER KNOBLESDORF, 80, retired carpenter, West Shops. Died 8-17-55. Employed 8-9-04.
- W. J. LEWERENZ, 63, retired laborer, West Shops. Died 9-1-55. Employed 1-8-21.
- STEVE LOMBARDO, 75, retired laborer, Track. Died 8-26-55. Employed 8-16-29.

- HENRY G. LORENZ, 59, operator, North Avenue. Died 9-12-55. Employed 6-9-20.
- JOSEPHINE McCLOSKEY, 70, retired agent, South Section. Died 8-20-55. Employed 8-7-29.
- RICHARD O'CONNOR, 68, retired flagman, Beverly. Died 8-16-55. Employed 8-10-10.
- AUGUST OLSON, 82, retired conductor, 77th. Died 8-10-55. Employed 12-11-05.
- T. OLSON, 61, retired trainman, West Section. Died 8-22-55. Employed 10-18-26.
- W. E. PASCHKE, 64, retired gateman, North Section. Died 8-17-55. Employed 11-20-17.
- SWAN PETERSON, 81, retired janitor, General Office. Died 8-16-55. Employed 11-16-25.
- ANTHONY PETRAUSKAS, 66, retired car cleaner, Lawndale. Died 8-17-55. Employed 7-28-26.
- L. J. REIS, 69, retired conductor, 69th. Died 9-4-55. Employed 10-2-07.
- DAVID L. ROBINSON, 53, motorman, 77th. Died 8-19-55. Employed 9-10-26.
- MICHAEL RUSSELL, 76, retired conductor, Kedzie. Died 8-15-55. Employed 12-18-09.
- ROSE SCHAUER, 65, ticket agent, Transportation. Died 8-30-55. Employed 5-1-45.
- P. W. SHEIL, 66, retired conductor, 69th. Died 9-8-55. Employed 5-3-16.
- WILLIAM SULLIVAN, 68, retired motorman, Kedzie. Died 8-25-55. Employed 9-13-13.
- STANLEY YANKUS, 66, retired car cleaner, Cottage Grove. Died 8-18-55. Employed 9-8-43.

Huntington Art Gallery and Library at Pasadena, California.

> -DAVE GURWICH and EVERETT ENGLAND

prise recently when Ed Torluemke, former foreman of the woodmill, paid us a visit. Ed has been on pension for eleven years and looks wonderful . . . Others we have seen

around the shops are Tony Againtas, who was a truck repairman; Walter Moss, machinist, and Sam Heasley, electrician.

-EVELYN CLARK



#### TRANSIT IN THE





# NEWS

#### NEW APPOINTMENTS

FOUR appointments affecting supervisory personnel in the Department of Investigation and Claims were announced by C. J. Mersch, superintendent, effective September 12.

Named in the announcement, which was approved by General Manager Walter J. McCarter, were: Edward J. Healy as administrative assistant to superintendent of investigations and claims; James F. Anderson as chief adjuster; Michael J. McDermott as assistant chief adjuster, and Edward F. Weingartner as chief investigator.

Effective the same date, Mr. Healy was appointed as alternate to Mr. Mersch on the Claims Settlement Committee.

In another bulletin issued September 21 signed by E. A. Imhoff, general superintendent of personnel, and approved

by General Manager Walter J. McCarter, announcement was made that effective that date the Training Department and Accident Prevention Department were consolidated under the supervision of John A. Baker, who was appointed director of training and accident prevention.

A third bulletin issued October 1 signed by Charles E. Kieser, superintendent of transportation, and approved by T. B. O'Connor, general superintendent of transportation and shops and equipment, announced the appointment of James R. Tucker as chief clerk, Transportation Department general office, replacing Louis E. Bohlin who retired as of that date.

TWO ADDITIONAL American Transit Association bronze certificate awards for outstanding employe safety records were presented to CTA operating stations recently. They were won by 77th and 69th depots which qualified by hanging up records of 250,-000 operating man-hours or more without a losttime accident. The picture shows C. W. Smith, (left), superintendent of accident prevention, presenting one certificate to J. J. Theis, day superintendent, 77th, and T. F. Moore, (right), superintendent of operating stations, giving the other one to C. W. Zeiher, night superintendent, 69th.



#### **NEW HEALTH FEATURE**

STARTING with the November issue, CTA TRANSIT NEWS will carry a new health feature each month which will be of interest to all employes and their families.

The new column will be prepared by Dr. George H. Irwin, director of CTA's medical department.

It will provide information that will be helpful to all who value their health and will offer advice and counsel on what to do to avoid serious illnesses that may start with simple ailments. Watch for this new feature on keeping physically fit.

#### CHICAGO TRANSIT AUTHORITY

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

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

	Month of August		Eight Months Ended August 31,		Twelve Months Ended
	1955	1954	1955	1954	Aug.31, 1955
Revenues	\$9,996,164	\$10,018,606	\$80,089,604	\$79,744,066	\$121,485,054
Operation and Maintenance Expenses	8,266,173	8,153,277	68,034,136	68,863,332	102,582,342
Available for Debt Service	1,729,991	1,865,329	12,055,468	10,880,734	\$ 18,902,712
Debt Service Requirements:					
Interest Charges	409,199	417,592	3,314,268	3,371,173	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	1,666,667	1,300,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	240,000	240,000	
	672,532	647,592	5,220,935	4,911,173	
Balance Available for Depreciation	1,057,459	1,217,737	6,834,533	5,969,561	
Provision for Depreciation - Current Period	799,693	801,489	6,407,168	6,379,525	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 257,766	\$ 416,248	\$ 427,365	\$ 409,964	
r - denotes red figure					
P	ASSENGER STA	TISTICS			
Originating Revenue Passengers	50,419,821	50,150,194	412,820,225	427,217,493	626,769,233

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

1955 Orders: E1-Subway, Cars	Delivered to Date	Remaining to be Delivered	Total 80
Delivered under previous orders	3,314		
Less - P.C. C. Streetcars to be convert	ed		
to El-Subway Cars		80	3,234
			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.
- 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 at a \$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.



A SALUTE to the flag is given by George Kimmski (right), service officer of CTA Post No. 1216, American Legion, as Commander Robert H. Buerger (left), and Jack Dwyer, post member, raise the colors on the new flagpole recently installed in front of Skokie Shops.

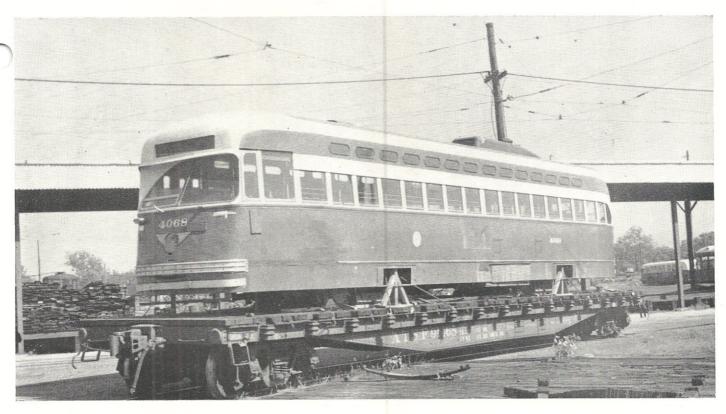
# BAN SMOKING ON VEHICLES

AN ORDINANCE was passed recently by the Chicago City Council making it unlawful for any person to smoke or carry a lighted cigarette, cigar, or pipe on any bus, streetcar, elevated or subway train and providing a fine of not more than \$5.00 for each violation.

CTA operating personnel, as well as riders, are expected to comply with the ordinance, and appropriate signs calling attention to the new law have been placed in the advertising racks in all vehicles.

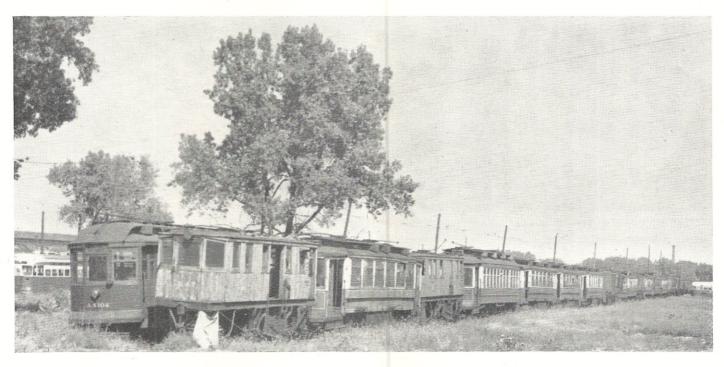
# OFFICES RE-LOCATED

OFFICES of the Internal Auditor and Budget Director were re-located on September 15 when the move was made to Room 7-144, Merchanise Mart, from former quarters in Room 7-111. Telephone extension numbers remain the same as before.



ONE OF the first 80 "Green Hornet" streetcars which will be converted to rapid transit cars on a recent order is mounted on a flat car for shipment to St. Louis. The job of conversion is being undertaken in the shops of the St. Louis

Car Company which was recently awarded the contract by the Chicago Transit Board. The PCC cars, formerly in service on the Western avenue route, are loaded for shipment at 77th station.



TIME AND the CTA modernization program has brought this old streetcar equipment to the end of the line. Standing in the storage yard along 79th street, just south of 77th station, these retired snow-sweepers and salt cars will be burned and

metal parts salvaged and sold for scrap. With buses having replaced streetcars on all but three surface routes, this equipment, most of which was converted from old trolleys, will not need to be replaced.

INQUIRING REPORTER: Jack Moreau

**LOCATION: North Park** 

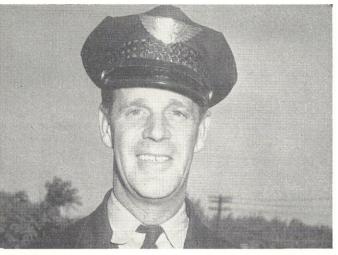
What is your favorite activity when you and your wife have a night out?



EDWARD LAWRENCE, Operator: "We do not have any special activity that is a favorite. But just knowing one has the evening out to relax without having to get up early the following morning makes an enjoyable evening. I enjoy being with friends and talking shop."

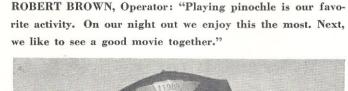


WILLIAM DROSSER, Operator: "My wife and I enjoy most visiting our grandchildren. We have seven of them, and we like to spend as much time with them as we can."



EDWARD DEITZ, Operator: "My wife and I look forward to playing Canasta with my sister-in-law and brother-in-law. It is very relaxing, and topping it off with coffee and cake adds to the enjoyment."

THOMAS ELLERY, Operator: "When my wife and I have a night out we enjoy a club activity. This brings us together with our friends where sometimes there is music and dancing to make the evening most enjoyable."













# our public speaks



John V. Sobieski

THERE ARE many indications in letters from our patrons that the Courtesy Caravan program of the CTA is proving effective—both in centering attention on efficient on-the-job performance by employes and, by the same token, in observing discourtesies which cause complaints against operating personnel. It has, indeed, brought into sharper focus the commendable features of good personal service as well as those which result in criticism and dissatisfaction.

Examples of both types of public reaction to our service are given in the letters reprinted on this page each month. They reflect the experiences of the individual writers—CTA fare-paying customers—with our service. Here's what one group of riders has to say:

#### "Efficient, Courteous"

"We regular riders on the Jeffery express feel that Operator John V. Sobieski (52nd), should be highly complimented on his work. He is efficient, extremely courteous, and his disposition

is about the most pleasant we have ever encountered. Not only that, but he always gets his bus downtown on time. We all think he is 'tops' on the whole line. Many others share our opinion, but we can't reach them all to sign this letter of our appreciation."

THESE COMMENTS, quoted from still another letter, speak for themselves:

"I am just three to four days old in Chicago, having come down from Madras State, India. My places of study in Chicago are Grant Hospital and Northwestern University, and these places are quite a distance from my residence. In this connection, I would like to convey to you my sincere appreciation of the help that the drivers of the streetcars and buses, and conductors of the elevated system have extended to me, and the patience with which they have guided me along. I am most grateful to them, and the CTA for employing folks of that calibre."

BECAUSE of some discourteous action or misunderstanding, unfavorable comments such as these find their way into our mailbag, too:

"I am one of those who is affected to some extent by the North Shore Line going out of service. I live in Winnetka. I drive to Wilmette, leave my car there and take a CTA train in. If I leave town before quarter of four, I must change trains at Howard avenue. On several occasions I was on a subway coming into the station when the Evanston train was halted. The door of the train was open as I got off the subway train. I ran for the Evanston, but the conductor closed the door just as I got to it and I was left standing there, thereby having to wait for the next train."

COMMENT: Our service is provided for the convenience of our patrons. To deliberately close the door in a patron's face is inexcusable and it would be wise to realize that it is through our passengers' fares that our wages and salaries are paid.

"Last Saturday when I was going to use the "L," I had to give the ticket agent a \$10.00 bill, with an apology and explanation that it was the only bill I had. The agent very curtly told me that she couldn't change it and threw the bill back at me. I was too astonished to say anything. The agent who was going to be relieved said she had the change and though the first agent was visibly annoyed that the offer was made by the other agent, she took the change and again threw the money toward me."

COMMENT: Although agents are not required to change any bills larger than \$5.00, the manner in which this agent handled the matter was certainly anything but tactful and courteous. To have simply explained the reason for not accepting the bill may have avoided the situation and this letter.

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

	Sept.	August	Sept.
	1955	1955	1954
Complaints	1031	843	945
Commendations	121	98	101



GOOD HUMOR prevailed as Transportation Department golfers gathered on the club house steps after swinging their way around White Pines Golf Course at their tournament on August 19. Winner was *Operator George Hiromoto*, Limits, with a low gross score of 72.



MEET THE CHAMPS of the CTA softball league for the 1955 season. The West Shops team waited until the play-offs to cinch that honor after finishing third in regular season play. Left to right, front row, the members are: Bill Rafferty, John Murray, Stanley Kaminski, Pat Burke, Tom Gilleran and Joe Tunzi; rear row—Emil Rusinak, Miles Coleman, Dick Mackey, Guy Garro, Charles Ferrante, Stanley Maturo and Frank Tamburrino.



# SUMMER SPORTS SIGN-OFF

SURE SIGN of the wind-up of summer was the final fling of CTA softballers and end-of-the-season golf tournaments, while bowlers began to limber up their arms for the winter league competition.

Grand finale for the softballers was the playoff games for the CTA league championship held at Thillens Stadium on September 4. Some 800 spectators were in the stands to watch the West Shops team, which finished third in regular league play, win over the North Avenue team by a 19 to 7 score.

In the consolation round, Kedzie defeated Met Shops 15 to 8 for third place. The teams qualified for the playoffs by finishing in the first four places at the end of the league schedule. Archer, North Park and Skokie Shops also had teams entered in the league.

Presentation of trophies to the first four teams and of jackets to the champion West Shoppers was made at a post-season gathering held October 7. By winning, the West Shops team also gained possession of the W. A. Hall trophy, which rotates each year.

Golfers also got in their final swings before putting their clubs away for the winter in two tournaments staged by employe groups.

On August 19, the annual Transportation Department tournament was held at White Pines Golf Club, and on September 24, the South Shops golf outing took place at Maple Crest golf club. The final golf meet of the season was the Mart offices tournament held October 1 at Mohawk Country club.

So now, the field is wide open for the bowlers who, as in past years, have organized teams for several CTA leagues.

RUNNERS-UP in the CTA softball league playoffs was the team representing North Avenue. The line-up, left to right, front row: Byrl Eddy, H. Blanks, Joseph Roeckl, George Geuder, Herbert Burt, Arthur Dickens and Russell Dean; rear row—Bill Miedema, manager; B. Lindsey, James McCurine, J. Smith, Taylor Cannon, Milton Taxis, John Garrity, Dan Gorski and Arthur Hamelin, coach.

# to the ladies from Ellen

#### SMARTLY SEASONAL

THIS SEASON, for all practical purposes, a jumper is almost a "must" in every Junior Miss, Miss or Mrs. wardrobe.

A jumper, according to the dictionary, is a sleeveless dress for wearing over a blouse or sweater. Leave it to fashion to make the most of a good thing like the jumper dress. It never misses.

Whether you like separates or dresses, you will like the way a jumper combines the best features of both. And they are not just reserved for small fry, although youngsters seem to live in them throughout the school season and then some. Jumper dresses associated with uniforms are not a thing of the past. They have grown up into smart youthful fashions.

Jumpers are paired with sweaters or blouses. Add a jacket or a coat and lo, a costume results. By day, the jumper and blouse or sweater combination puts on a business personality—so neat and trim looking — or a smart shopping frock for the housewife. In the evening it assumes a glamorous disposition in luxurious fabrics. It's ideal for neighboring visits.

There is a greater variety in styling this season with interest centered around new necklines or choice of wider or narrow skirts or long waistlines. Sheath jumpers for daytime and evening wear look as new as fall itself in texture, color or both. You will like the colorful tweed jumper, the velvet jumper, (alone or with a satin blouse), the jumper in Black Watch wool, or the flannel corduroy jumper done in new autumn shades of brown, green and red.

If you're a gal who sews, you can save yourself some time and money by using



JUMPERS have become one of the most versatile items in this season's fashion wardrobe.

the same patterns for both daytime and date time jumpers. Your nearest department store has a large selection of patterns and fashion's newest fabrics.

# GHOSTS AND GOBLINS IN THE PARLOR

WHOOO! The ghosts and goblins are on the prowl again. Witches, skeletons, lions and clowns will be prancing through the night, filling the little sacks they'll be carrying with goodies.

However, when the prowling is over

and your parlor becomes the "haunt" of all the neighborhood small fry, try turning the tables by playing Tricks and Treats with them.

After the youngsters have settled down and refreshments (treats) are served, here is a suggestion in the tricks department that will no doubt amaze the little ones:

#### The Magic Nylons

The Trick: Hold an ordinary grocery paper bag up to the audience and turn it down to prove it's empty. You can allow the audience to look into it while you hold it. Then blow up the bag and smash it between your hands. The report has hardly died out when, out of the torn bag, you produce a full-sized lady's nylon stocking.

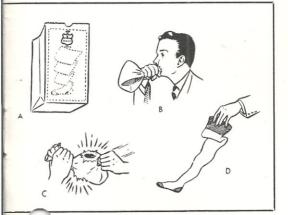
SHHH—The Secret: Get two paper bags of exactly the same type from the grocer (about 12 inches high). Cut out the side



of one bag and paste it on the inside of the complete bag, thus forming a secret pocket.

Before pasting down the top of the pocket, fold the lady's stocking into about six parts and set it in. An ordinary nylon may be used, but for an amusing effect, you might dye it bright orange or black.

You can freely show the inside of the bag to the audience, as you hold it in your hands. If you have done your job neatly, the double wall is undetectable. For even greater effect, have some youngster in the audience blow up the bag and break it.



HERE'S how the "magic stocking trick" is done.

CHICAGO TRANSIT AUTHORITY

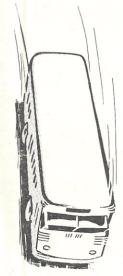
# SAFE DRIVING IS DEFENSIVE DRIVING ...



Yields the right-of-way to avoid an accident, even when, by all the rules of the road, the right-of-way is his.

Exercises extreme care when near other drivers who are inconsiderate, reckless, or indecisive.

Sizes up impending accident hazards from a safe distance and acts to avoid them.





LET'S MAKE EVERY Day

Supplies the Control of the C

U. S. PO

TAGE

PERMIT No. 8021 CHICAGO, ILL.