

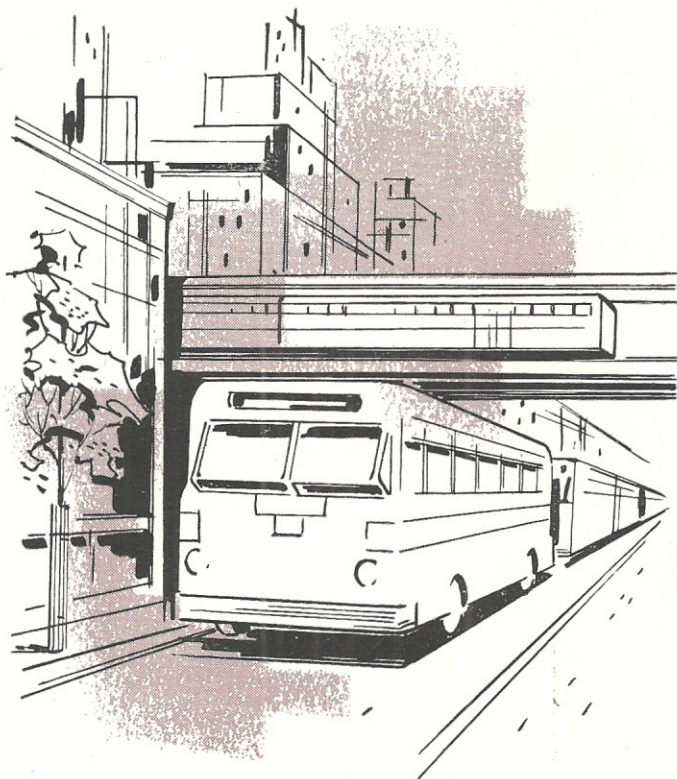


# TRANSIT NEWS

NOVEMBER, 1955







## Launch Second Five-Year Improvement Program

CTA'S SECOND five-year program of financing the purchase of modern transit equipment by the sale of equipment trust certificates was launched October 6 by Chicago Transit Board.

The program calls for the purchase of 330 more "Green Hornet" rapid transit cars to complete modernization of rapid transit equipment and 400 more motor buses to maintain its surface fleet at modern standards.

The action authorized the sale of \$1,245,000 of Series 7 Equipment Trust Certificates to John Nuveen & Company, investment bankers, who to date have purchased and resold to private investors a total of \$32,085,088 of CTA's equipment trust certificates.

The \$1,245,000 obtained from the sale of equipment trust certificates, in addition to \$3,175,000 of CTA cash from other funds, will purchase the 80 "Green Hornet" rapid transit cars recently ordered from the St. Louis Car Company of St. Louis, which constitute the first purchase in the second five-year equipment program.

The sale of \$32,085,088 in equipment trust certificates enabled CTA to purchase \$45,128,923.19 worth of modern equipment during the first five-year program, which began in 1950.

Equipment purchases in the first five-year program consisted of 470 "Green Hornet" rapid transit cars, 1,051 odorless propane buses, and 349 trolley buses.

Of the \$32,085,088 in equipment trust certificates issued during the first five-year program, a total of \$19,904,821 has been retired, leaving only \$12,180,267 outstanding. Under its bond indenture, CTA is limited to \$15,000,000 of equipment trust certificates outstanding at any one time.

Equipment trust financing has enabled CTA to finance more than one-third of the approximately \$95,000,000 overall modernization program it has completed in the 10 years since 1945 when it was created by the General Assembly of Illinois.

With this \$95,000,000 CTA modernized its shops and other facilities, and purchased 900 gasoline and diesel motor buses, 1,051 propane buses, 561 trolley buses, 600 "Green Hornet" streetcars, and 474 "Green Hornet" rapid transit cars.

The surface fleet is now completely modernized and future purchases of buses will be for replacements. The rapid transit fleet is approximately 75 per cent modernized, and will be 80 per cent modernized when the 80 cars now on order are received in the early months of 1956.

A total of 270 of the "Green Hornet" streetcars have been used in fabricating an equal number of the 474 latest type rapid transit cars now in service, and another 80 streetcars will be used in the manufacturing of the 80 "Green Hornet" rapid transit cars now on order.

### VOLUME VIII CTA TRANSIT NEWS NUMBER 11

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, Editor

W. M. Runyon, Assistant Editor

Ellen Miller, Editorial Assistant

W. M. Howlett, Supervisor of Publications

John J. Bowen, Supervisor of Production

H. L. Pollard, Director of Public Information

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

### RECENTLY RETURNED FROM MILITARY SERVICE

Richard J. Frenette—Property Accounting

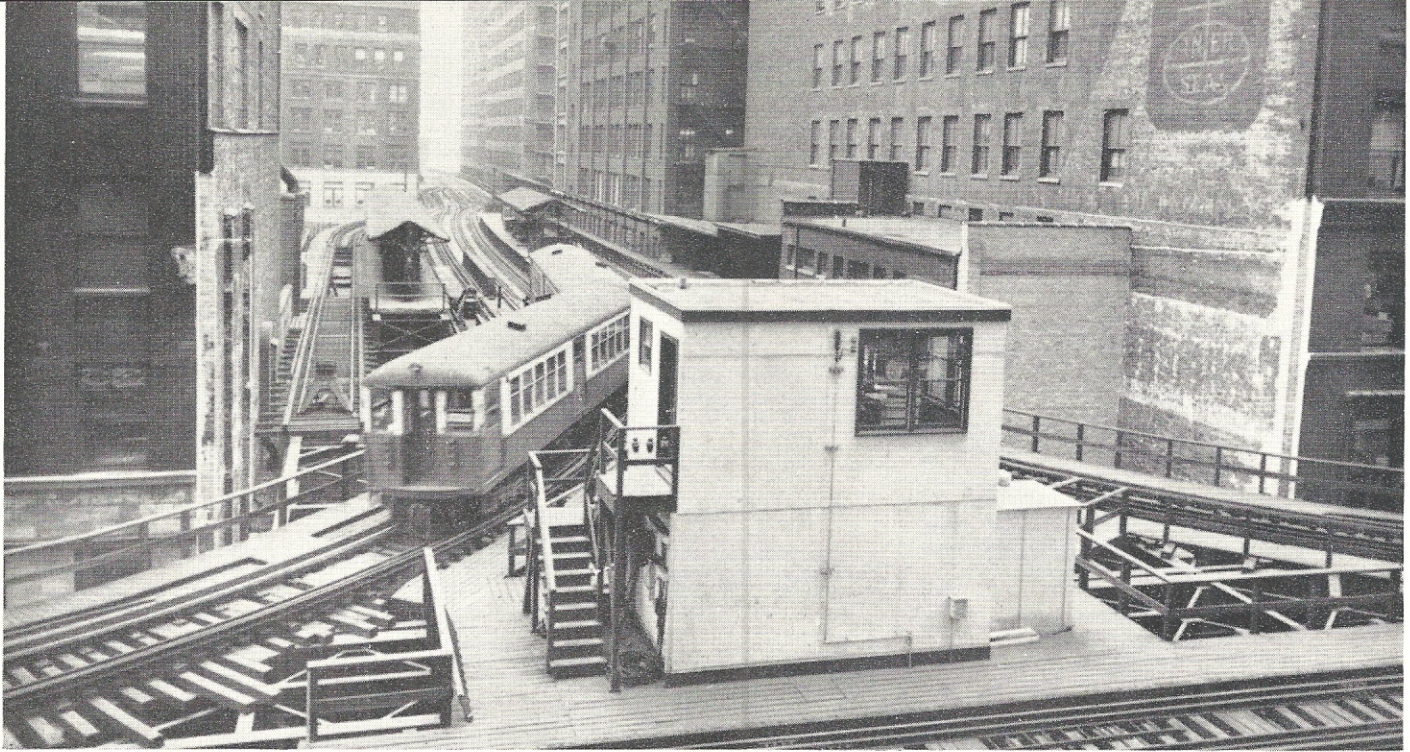
John R. Miller—Transportation

*No man is free who cannot  
command himself.*

—Epictetus.

CTA TRANSIT NEWS





ONE OF the first trains to use the new connection with the downtown "L" loop at the former Wells street terminal crosses over the track extension to the Loop structure. The new

interlocking tower in the center foreground controls the movement of all trains passing through this junction point, including those operated by the CTA and North Shore Line.

## New Loop Connection for Garfield Trains

GARFIELD PARK rapid transit trains began using a new connection with the downtown "L" Loop at the former Wells street terminal between Jackson and Van Buren on October 11.

At the same time, service to the Franklin street "L" station ceased. Passengers who had been using this station are now accommodated at the Quincy-Wells station, one block east and one block north of the Franklin Street station.

The revised routing for Garfield Park trains was required by advancing construction of the Wacker Drive expressway. It was necessary to remove the upper section of the Wells street terminal building, realign existing track, and construct some new track.

A new interlocking tower, at track level directly east of the building, controls all train movements at this junction.

Both the inner and outer Loop canopies will be extended as soon as possible northward 183 feet to give added protection to patrons waiting for trains at the Quincy-Wells station.

The Franklin street station and the tracks and structure east of the river over which Garfield Park trains were entering and leaving the downtown Loop area at Wells and Van Buren will be removed to make way for the construction of the Wacker Drive superhighway.

When the Congress street superhighway is completed sometime in late 1956 or early 1957, Garfield trains will

enter and leave the Loop via the Milwaukee-Dearborn subway which will connect with the depressed median strip rapid transit right-of-way at Halsted street.



HERE'S A view of the Wells street terminal as it looked in 1921 when it was known as the 5th avenue terminal. This photo is looking east towards Wells street.



# S-D DAY

## Fellow Employees:

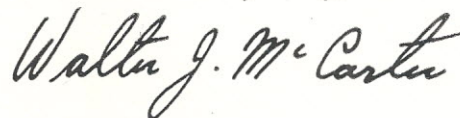
The second annual Safe-Driving Day will be observed on Thursday, December 1, 1955. Again, Chicago Transit Authority welcomes the opportunity to participate in this nation-wide campaign to make the full 24 hours of S-D Day completely accident free.

Last year's S-D Day campaign proved that the daily traffic accident toll can be cut substantially when all motorists and pedestrians make a special, united effort to drive safely and walk safely. The results of the campaign were gratifying all over the nation. Here at CTA we achieved an excellent record of which we can be extremely proud.

While the major share of the responsibility for reducing accidents lies with employees who operate our vehicles, all CTA employees should take an active part in the coming Safe-Driving Day campaign. Each one can tell his family and friends about the purpose of S-D Day and encourage the use of CTA transportation on that day—and every day. The fewer automobiles we have on the streets, the greater our chance of having an accident-free S-D Day and a better accident record for the entire year.

The national S-D Day campaign points out that it is the responsibility of everyone to cut traffic accidents. We at CTA have an added responsibility for the safety of our passengers. S-D Day presents an excellent opportunity for us to show that we can have a day completely free of traffic accidents and passenger accidents. I am confident that all CTA employees will cooperate in making the coming Safe-Driving Day an even greater success than it was last year and will carry on the campaign's safe driving practices throughout the coming year.

Yours very truly,



General Manager



# SHOPMEN'S SUGGESTIONS SCORE

**NEW FIXTURE** designed by *Machinist Louis J. Skulski* (right), and now in use at Skokie Shops, improves method of servicing rapid transit car accelerators. Skulski shows how accelerator can be moved from tilted position to a horizontal or vertical position as *Harry Altschuler*, control foreman, looks on.



**TWO SHOP** employees received a total of \$100 in recent awards made by the Employee Suggestion Committee.

For his proposal, *Walter J. Olenick*, toolmaker, West Shops, in October was awarded \$45 in addition to the \$15 he received back in February, while *Louis Skulski*, machinist, Skokie Shops, received \$55 for his suggestion.

Olenick's suggestion, the second for which he has been given an award, was that expansion spiral reamers, which grind out bushings for machinery, be sharpened in one operation with one "set-up" instead of in two operations with two "set-ups" as before. Formerly, the reamer grinder had to be reset for the second grinding, and often reamer blades, or "flutes," were not fully sharpened. When this happened, bushings were not always ground properly and "chattering" resulted.

The toolmaker improved the sharpening operation by redesigning a flute finger fixture on the reamer grinder, and the reamer now lasts five times as long. Olenick's suggestion resulted in a \$600 saving over a year's period.

Olenick received a \$50 award in July for suggesting that engine "sleeves" be removed hydraulically instead of by a hammer and screw method.

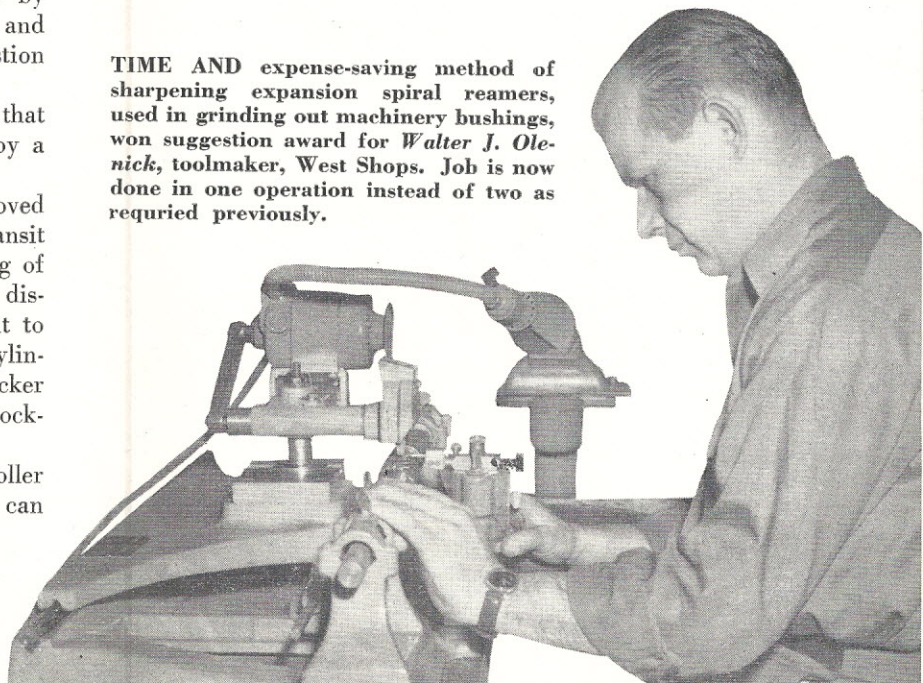
Skulski received his award for designing an improved fixture for the handling and overhauling of rapid transit car accelerators which will result in an estimated saving of \$550 to CTA in a year's time. His device receives a disconnected accelerator from a fork-lift truck and tilts it to the position desired for servicing by means of an air cylinder. On this fixture, a piston rod is connected to a rocker arm, and a safety pin and lug keep the accelerator in a locked position when necessary.

A mobile unit, the new device is mounted on two roller bearings and two swivel wheels. Because an accelerator can

now be held in a vertical, tilted, or horizontal position, and can be revolved while in a horizontal position, greater freedom for work is provided than was possible with the fixture formerly in use.

Olenick has been employed at West Shops as a toolmaker for four years and as a machinist for six years. Previously, he worked for 10 years at South Shops as a machinist. Employed by the CTA and the former Chicago Rapid Transit Company since 1928, Skulski spent his first 20 years at the shops at 61st and Calumet and then worked at Throop street, Lake street and Wilson avenue before being transferred to the Skokie Shops in 1949.

**TIME AND expense-saving** method of sharpening expansion spiral reamers, used in grinding out machinery bushings, won suggestion award for *Walter J. Olenick*, toolmaker, West Shops. Job is now done in one operation instead of two as required previously.





To Serve Our Riders Better

# KNOW YOUR CTA ROUTES



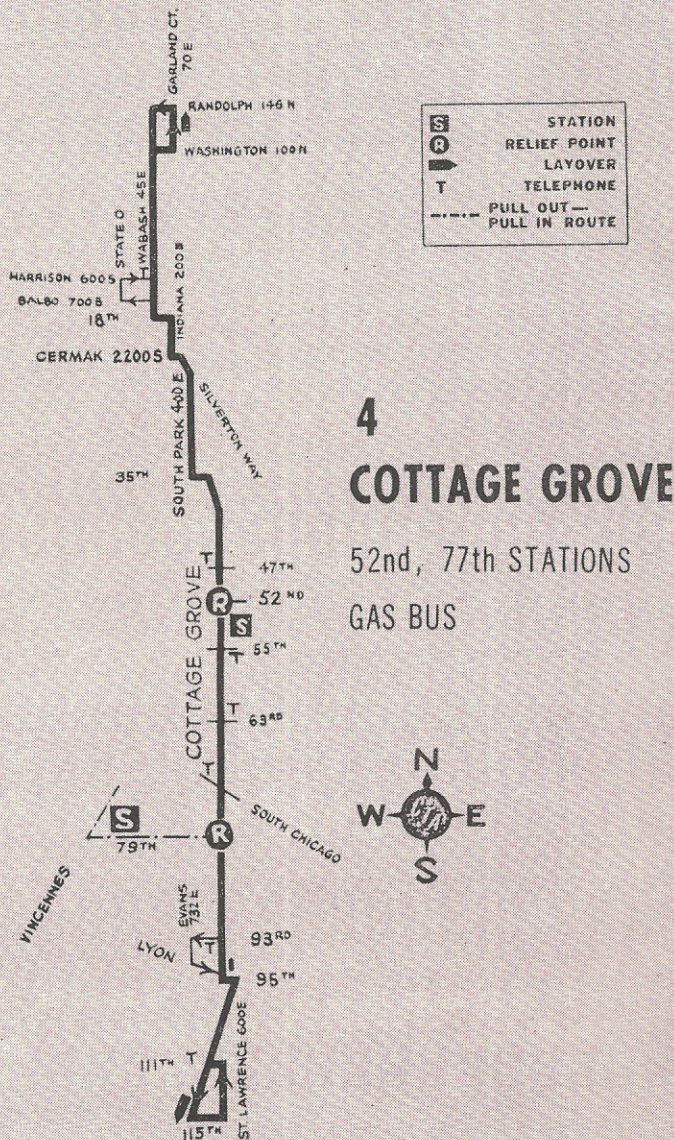
(This is the sixteenth in a series of articles on CTA routes.)

CHICAGO'S marvelously rapid growth from a tiny lake front settlement to one of the world's great metropolitan centers is an absorbing story of the expansion of population areas ever outward from the central business district. To this expansion local transportation has contributed substantially.

A case in point is Cottage Grove avenue which was a footpath and a horse and wagon road before horsecars began operating over it from 22nd to 39th streets in 1865. With the extension of the line from 39th to 55th in 1874, some local excitement was caused when steam "dummy" engines were placed in use to pull the cars.

It was in 1882 that the first cable cars went into service on Cottage Grove avenue, continuing in regular operation until 1893. However, the horsecars survived until 1906, being used in the meantime in "owl" service on cable car lines. When cable cars were abolished in favor of electrically-powered trolley cars in 1893, Cottage Grove became one of the first streetcar lines in the city. It subsequently developed that it also was to be one of the last, insofar as conversion to the present bus operation came as recently as June 19 of this year.

Retracing early history a bit, an interesting footnote on the changeover from horse to cable cars is provided in an early history of the city. It hailed the coming of cable cars as "a great forward step in providing transportation for the city."



**DOWNTOWN** terminal of the Cottage Grove route is at Garland Court, just west of Michigan avenue, between Randolph and Washington. The building in the background is the Chicago Public Library, built in 1897 at a cost of \$2,000,000.







**NEWEST** skyscraper to penetrate the Loop skyline is the Prudential Building, now in the final stages of construction, on Michigan avenue near Randolph. Towering above the street at the north end of Grant Park, it has already become a familiar part of the downtown Chicago scene.

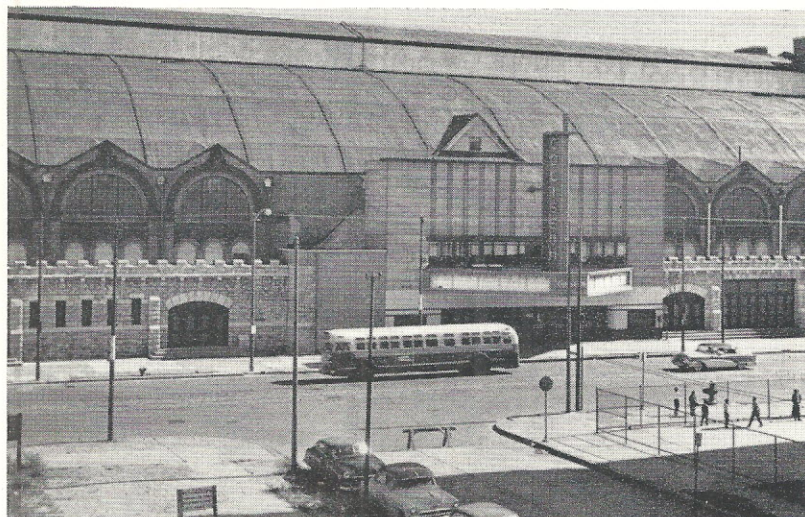
"The cable car," it commented, "was invented by a San Francisco engineer to get street cars over the steep hills of that city where horses were not strong enough. It was adapted to Chicago's streets, and in a few years the heart of the city was connected by cable with Jackson Park, and as far south as 67th street. The cars were capable of a speed of eight to 14 miles an hour, and, of course, were not dependent on the strength or endurance of animals for steady and continuous operation. The cable cars, more rapid in operation and much more dependable, proved a great factor in building up especially the south part of the city, bringing workers in and taking them home with such regularity that they could afford to live farther from the business section."

The Cottage Grove route, No. 4, has a measured round-trip mileage between outer terminals from Garland Court in the Loop to Cottage Grove and 115th street of 28.85 miles

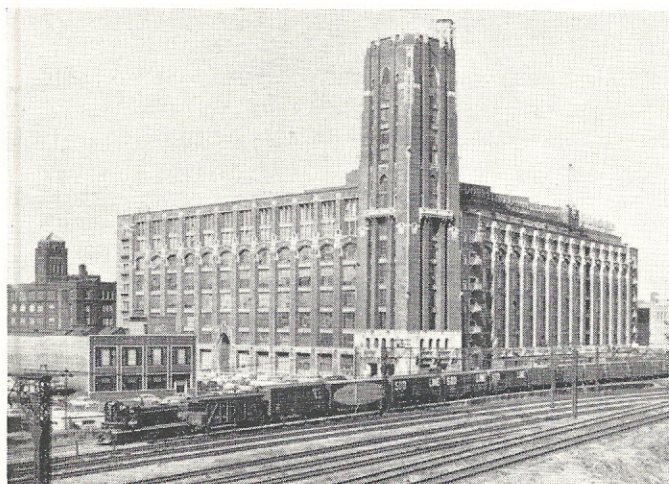
The street routing of the Cottage Grove line is as follows: South on Wabash from Randolph (45 E. - 146 N) to 18th street; east to Indiana; south to Cermak road (2200 S); east to Silverton Way; southeast to South Parkway; south to 35th street; east to Cottage Grove; south to 115th street; east to St. Lawrence; north to 111th street; west to Cottage Grove, thence north over outbound route.

The only variations from this regular routing are in south-bound service, when during certain hours of the day some runs terminate at 93rd street, and in the afternoon rush period a few trips are started at Harrison street instead of Garland court.

Schedules on the Cottage Grove route provide for head-ways of two minutes during weekday morning and evening



**MUCH OF** the reputation Chicago gained as a convention city during the early days of the century was due to the facilities offered by the Coliseum, at 15th street and Wabash avenue. Though larger convention halls now are available, the Coliseum still maintains prominence as a site for business shows and other attractions.

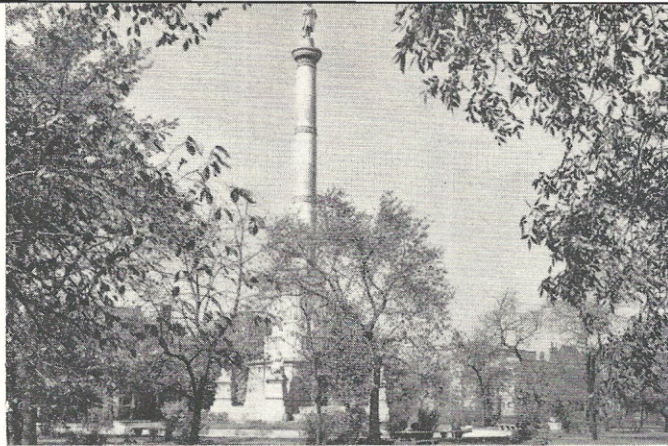


**CONTRIBUTING** to Chicago's fame as a printing and publishing center are such concerns as the Lakeside Press, located at Silverton Way and 23rd street, one of the city's largest commercial printing establishments. This is a view of the main building and general offices looking across the railroad yards from the 23rd street bridge.

**BLIGHT AREAS** on the south side are being replaced by huge public housing projects typified by the Lake Meadows apartments and shopping center on 35th street, between Cottage Grove and South Park avenue, served directly by CTA buses.







**THE FINAL** resting place of a distinguished statesman of his day is the *Stephen A. Douglas* tomb and memorial at 35th and Lake Park avenue. The tomb stands in a section of the former estate of the man history has come to know as "the Little Giant" of the Lincoln-Douglas debates.

rush hours. Intervals at other periods vary from five minutes during off-peak daytime hours to six minutes on evening runs.

Regularity of service on Saturdays is preserved with four-minute headways during morning and evening rush periods; five-minute intervals in non-rush daytime hours, and seven and one-half minute headways during the evening.

Sundays and holidays buses operate on schedules of eight minutes apart in the morning; six minutes through the mid-day and afternoon hours, and seven and one-half minutes during the evening. "Owl" schedules are in effect on 15-minute headways between 1:30 a.m. and 5:00 a.m. southbound, and 12:30 a.m. and 4:30 a.m. northbound.

As on all surface routes, the running time between terminals is largely governed by street traffic conditions, which vary at different times of the day. This explains the range of between 68 to 85 minutes for the trip between the Loop and 115th street.

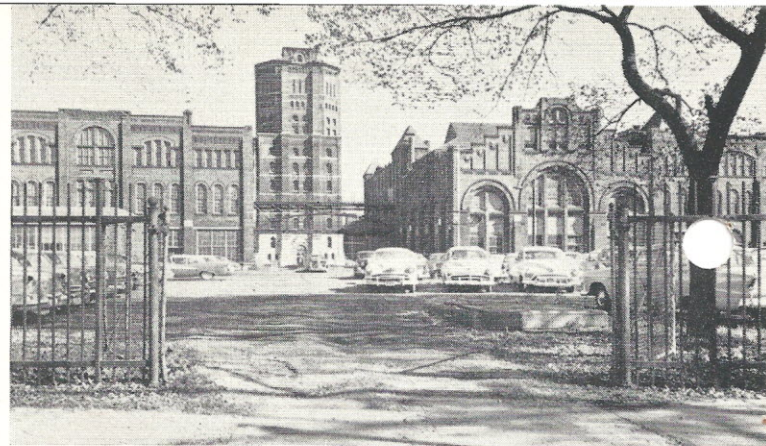
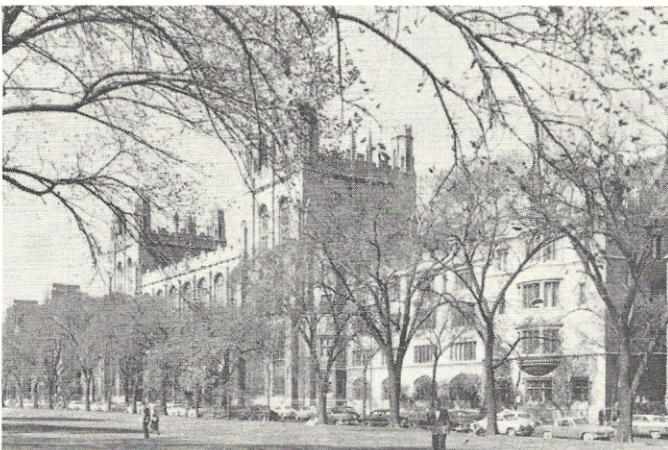
Sixty propane and diesel buses are in service on the Cottage Grove route, 40 of these coming from 77th station and 20 from 52nd station.

The pattern of traffic on the Cottage Grove route on a typical weekday is reflected in a transfer analysis made several months ago by the Schedule-Traffic Department.

On the date the survey was made, a total of 46,391 passengers paid their fares on the route and of this number 22,184 terminated their journey on the route. Transfers is-

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

**THE UNIVERSITY** of Chicago medical center buildings and the Billings hospital group lend architectural grace to the Midway scene. This is a view looking west along the Plaisance towards Cottage Grove avenue.



**A PIONEER** Chicago industry that revolutionized rail travel and prospered as Chicago became a great railway hub is the Pullman Standard Car Manufacturing Company at Cottage Grove avenue and 111th street, near the southern terminal of the Cottage Grove route.

sued to the 24,207 passengers showed that 22,028 riders transferred to 61 direct connecting routes and completed their trips thereon. Another 2,179 riders made a second transfer to 63 non-connecting routes before terminating their journeys.

Conversely, 21,835 transfers were collected on Cottage Grove buses on the sampling date from passengers who started their journeys on 124 routes and terminated them at points on the Cottage Grove line. Of this total, it was found that 19,828 riders came from 64 direct connecting routes, making but one transfer per trip, and 2,007 passengers boarded vehicles on 60 non-connecting routes and made a second transfer to Cottage Grove buses to complete their rides. In all, 124 connecting and non-connecting routes were involved in transfers issued on Cottage Grove buses.

The area between the downtown Loop and Pullman contains many heavy industries employing a great number of workers who are served by Cottage Grove and connecting CTA routes.

The south side particularly is one of the most densely populated areas in the city. Housing problems are acute and complicated. Conditions of congestion, which are common to all large cities with a concentration of industry, require the essential convenience of mass transportation facilities, with service easily available to move workers between their homes and places of employment. Operations of the Cottage Grove route are keyed to this special need.

**TRANSFER** between buses and the north-south "L"-subway route can be made at the 63rd and Cottage Grove station on the Jackson Park branch, visible in center background as a bus approaches the intersection from the south.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## Happy Reunion For Operator's Family

ARCHER—Operator Art Pearson and his wife had the pleasure of having their son, Arlyn, whom they haven't seen in four years, visit them recently. He lives in Hollywood, California. Art's other son, who has been in service for over a year and has been stationed in Guam, is expected home soon.

Our board members, Bert Sheehy and Bill Cawley, and their wives enjoyed their visit to Denver, where the Amalgamated Association held its convention. After the convention, Bert and Pete Flaherty and their wives went on to California.

Operator Fred Gerhart and his son spent their vacation fishing about 50 miles north of Spooner, Wisconsin.

Gilbert Whitman, son of Operator Pete, left for San Marcos, California, where he will get his training for the Air Force. Pete's daughter, Diana, has moved to sunny California.

## Impressed With Show

After watching a veterinarian at work during the recent dairy and rodeo show at the Amphitheater Supervisor Roy Alford of district "B", became so impressed that he wants to take up the veterinary profession.

Supervisor Art Roepke and his wife recently celebrated their 18th wedding anniversary and Operator Emil Felz and his wife their 25th.

We are happy to report that Clerk Herman Goldman's wife, who was stricken with spinal polio and has been confined at Mount Sinai hospital for the last three months, is on the up grade at this writing.

Operator Charlie Kropidlowski, is on the sick list at this writing, as are Supervisors Frank Delong and Walther Hansen, District "B".

Operator Charlie Brodemus died suddenly . . . Operator Tom Hannigan and his wife suffered the loss of their son, John, who died suddenly.

—R. E. FORTIER



## CTA POST INSTALLATION

NEW OFFICERS of both CTA Post No. 1216, American Legion, and its women's auxiliary were installed October 18 in ceremonies at St. Jude Hall. Lined up for pictures after the meeting are: Men's group, counter-clockwise, starting at extreme right, Harrison D. Wilson, past commander second district, installing officer; Robert H. Buerger, who will serve his second term as commander; Joseph H. Karel, senior vice-commander; Calvin J. Valentino, junior vice-commander; Walter H. Jandt, finance officer; Frank B. Rothman, chaplain; William W. Worcester, adjutant; George A. Kimmske, service officer. Front row—J. William Bird, historian; James W. O'Shaughnessy and Charles M. Cubala, sergeants-at-arms. Women's group, left to right: Frances Kimmske, second vice-president; Adeline Nootens, first vice-president; Beth Lasko, president, and Loretta Lyne, past president Cook County Council, installing officer.



## An Accounting Of Accounting Clerks

ACCOUNTING—Fred L. Peterson, Material and Supplies, retired recently after 32 years of service. He worked as a conductor for 22 years at Lincoln and was at West Shops nine years. A year ago he transferred to this office. He received a savings bond and smoking articles from his co-workers . . . Mae Kearns and Irene Wenke, Material and Supplies, spent a week in Colorado covering the tourist attractions during their vacation trip. Los Angeles, California, was their next stop where they saw Farmer's Market, Knott's Berry Farm, St. Gabriel's Mission and Hollywood. Their biggest thrill was seeing the lights at night from a hill overlooking the city.

Albert C. Jann, general accountant, and his wife motored to Denver, Colorado, and went up to Pike's Peak and Mount Evans. They also visited Estes Park, Manitou Springs, the Royal Gorge and the Garden of the Gods. They returned via the Black Hills and Badlands of South Dakota.

## Vacation Notes

Marilyn Wright, Material and Supplies, and her husband drove to Washington, D. C., visiting many historical shrines enroute and viewing the buildings and monuments in the capital . . . Sarah Reed, payroll, and her husband sojourned with relatives in Fayette County, West Virginia. They found a shopping trip and luncheon at the fabulous Green Brier Resort in White Sulphur Springs to be a delightful experience.

Lois Jahnke, revenue, motored through northeastern Canada and New England and had a preview of the fall colors in foliage. Stops for sightseeing included Nova Scotia, Prince Edward Island and the Gaspé Peninsula. Mable Pott-hast, General, and Betty Suhr, Revenue, spent a week touring the coastal attractions of Florida via bus. A two days' flying trip to Cuba was the climax of a wonderful vacation.

Arthur Johnson, supervisor of labor and material distribution, vis-



## CLOSES OUT CAREER



AFTER 42 years of service in transit, **Charles E. Matthews**, yard foreman at South Shops, retired October 1. Starting his career on April 17, 1913, Mr. Matthews worked as a foreman in both the track and stores departments of South Shops under the Chicago City Railway Company, the Chicago Surface Lines, and CTA.

About 75 of his friends attended a dinner in his and Mrs. Matthews' honor at McKeown's restaurant September 29. Here Mr. Matthews (at left) is being presented with luggage by **R. E. Buckley**, assistant superintendent of stores. He also received a portable radio, service plaque, a United States savings bond, and a retirement pin.

Reported by **Dagmar McNamara**

ited friends at Higgins Lake, Michigan. His week's stay netted him a good rest.

**Kenneth McNeely**, supervisor, Billing, and his wife adopted an infant on October 3. Cigars and candy were duly passed around in honor of the baby, **Thomas Edward**.

**Helen McNamara**, formerly of Revenue, became the mother of a boy on October 17 and named the new son **Patrick Paul**.

**Amy Sirotny** transferred to Property Accounting from the Public Information Department . . . **Richard Frenette**, on military leave from West Shops, also became a member of the property accounting staff after his release from the Navy on September 6.

—HELEN A. LOWE

## C'mon, Boys, They Need Your Help!

BEVERLY—Word comes from Merionette Park that the water pressure has been increased and **Fireman Frank Pierson** has sent out an S.O.S. for heavyweights to help man the hose. So far, **Harry Meneou** and **H. Morrison** are the only volunteers.

**Jim Donovan** missed the floods when he toured the East, but that is all he missed. Taking in most of the scenery in New England, he came back across Canada, crossing over at International Falls, Minnesota, and then home . . . **The Wades, Henry and Alma**, are back from a trip to the Smokies and report that the mountains are more beautiful than ever this time of year . . . Bringing the same message but from a different section of our wonderful country is **Marius Dykhuizen**, fresh from a week in the Ozarks.

### Meet in Denver

Board Member **Peter Flaherty** and Receiver **Rudy Albrecht** bumped into each other at the A.F. of L. convention in Denver. Pete continued his trip on toward California, visiting many places of interest . . . Chief Clerk **Bill Franks** and his wife took a leisurely trip to Denver and then up to Montana, stopping on the way to view every stream and river and every historical marker enroute . . . **Carl and Helen Wanderson** spent two weeks loafing like professionals up at Hastings, Michigan . . . **Walter and Mary Barowsky** picked their vacation to coincide with that of their son, **Wilfred**, but Uncle Sam wouldn't cooperate. However, the young man is now on a 20-day leave from Moffett air base in Palo Alto, California.

A recent wedding at St. Willibrord's church united **Marguerite Lull**, daughter of Mr. and Mrs. **Russell Lull**, and **Peter Hoogland**. A reception was held at Veterans Hall and the happy couple honeymooned in New York . . . Also, it was wedding bells for **Operator Mavis Bennett** and **Miss Thomasine Matthews**. Following a lovely home ceremony, the couple motored to Detroit, but will take a long honeymoon in April when they travel to New Orleans to visit Mr. Bennett's parents.

The sick list has been quite large and among those on it was **Mrs. Bette Peplow**, wife of **Operator Carl**, who had a siege of illness that confined her to bed for

two months, but who has since recovered . . . **Mrs. Mary Gertzen**, wife of **Operator Joe**, is home after a long stay at Roseland Community hospital. A surprise visit from her son, **Joe, Jr.**, who is stationed with the Navy at Mare Island, California, was the very tonic that was needed . . . We are happy to report that **Mrs. Barney Novak** is recovering nicely, at this writing, after a long confinement.

Our old friend, **T. J. Wooden**, is home now from the hospital and would like to see some of his old buddies from 77th and Burnside.

**Operator Pete** and **Mrs. Zacharias** have been lonely since their daughter, **Marjorie**, has entered the Illinois Masonic Hospital School of Nursing.

The last man on the board these days is **Willie White**. Willie attended Roosevelt college for two years before Uncle Sam got him. He served 19 months in Heidelberg, Germany, where he visited many places of interest and went to famous cities of Europe, including Paris, Rome and Naples. Willie likes the new CTA uniform much better than the one he discarded.

—FRANK M. BLACK

## Many New Faces Seen Around Here

CLAIM AND LAW—Welcome to **Tony Curcio**, **Mary Anne Pelka**, **Helen Traton**, vault clerks, and **Typist Joan Carol DiSilvestro** . . . **John Allen** is our permanent guest, replacing **Walter Krull**, retired. **Estelle Duell**, is retiring to keep house in Fennville, Michigan, while **Joyce McDaniel Hennessy** will prepare the nursery to welcome little **Junior**.

**Florence Gray**, on her tour through the west, visited **Barbara Andersen** in San Diego and former motor coach employes **F. J. Tomczak** in Alhambra, California, and **B. J. Pepperman** in Sherman Oaks, California.

While **Nora Cronin** was vacationing at Excelsior Springs, Missouri, she met some friends of Former President **Harry Truman** who invited her to visit Mr. Truman in his office in Kansas City. After they spent an hour discussing his favorite hobbies, which are reading and music, **Nora** obtained his autograph.

Don't forget the suggestion box. **John Eckel** won an award for a suggestion last month.

—EL-JE

## Dorgans, Siegels Add To Families

ELECTRICAL — **Richard Dorgan**, chief operator at Lombard substation, is happy over the arrival of little **Maureen Frances** on September 24. This adds up to three girls and one boy for the Dorgans . . . **Joseph Siegel**, testing engineer, is elated over the arrival of **Carol Nettie** on October 9. For the Siegels, this amounts to three boys and two girls.

**Theodore Kawol**, Merchandise Mart, an ardent railfan, covered some 6,000 miles via train, street car and bus. He traveled along the Atlantic and Southern coasts.

**Joseph Herman**, chief operator at 48th substation, motored some 1,500 miles to the Deep South. He enjoyed some fishing enroute . . . **Edward Brechel**, custodian at

## CLEANER RETIRES



RETIRING ON pension October 1 was **John Pappastergiou**, (right, front row), cleaner at Douglas Park shop, who started working at CTA January 1, 1947. Mr. Pappastergiou that year had returned from Greece where he was married in 1938. Before he and his wife could return to the United States, World War II broke out and the two went through a long period of suffering. Until peace came, the couple often went for days at a time without food. In this picture, Mr. Pappastergiou is being presented with a wallet and savings bond by **Foreman Martin Shannon** on behalf of his fellow employees.

Reported by **Joe Feinendegen**



Grand and Leavitt, wrote from Abilene, Texas. He had a grand time in these parts . . . *Arvin Wilmont*, operator at Harding substation, enjoyed boating, swimming, and fishing at Ormand Beach, Florida.

*Peter Ciomber*, operator's apprentice, suffered the loss of his wife on October 5.

Through an error, the photos appearing in our last issue of *Nurses Kathleen Murphy* and *Nancy Rusnak* were incorrectly identified in the caption. Miss Rusnak was on the left and Miss Murphy right in the pictures reproduced. The latter is in her second year of training at Little Company of Mary Hospital.

—GILBERT E. ANDREWS

## See Sightings Via Home Movies

GENERAL OFFICE — (*Transportation*) On a recent Saturday afternoon *Ruth Soutter* chauffeured *Mickey Daly*, *Marie Krausman*, *Marge Rochford*, and the undersigned, to the home of *Lou* and *Floss Bohlin* for lunch. It was a very entertaining afternoon, consisting of a movie trip through Arizona, down through the Grand Canyon, then up to Michigan. *Rickie*, their Schipperke, went through his repertoire of well-performed tricks.

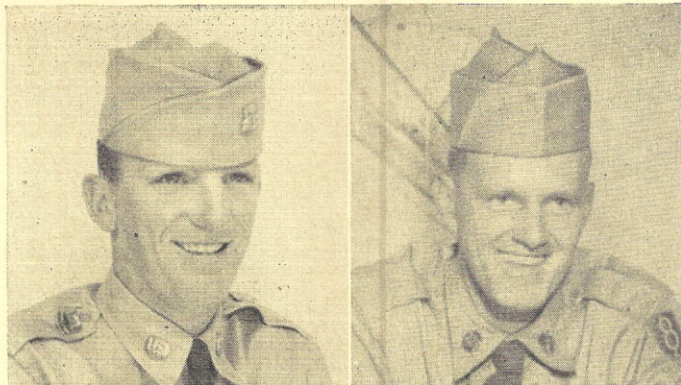
*Burt Wright*, training assistant, has taken over the duties of *Ken Ward*, service section. Now customers who call Public Information will be greeted with, "Service Section—Wright."

Taking advantage of his fourth week's vacation, *Edward Murray* traveled to St. Paul to watch his 10-year-old nephew *Bobby Mecay*, a member of the St. Paul Skating Club, perform in a figure skating demonstration before the American Bar Association convention recently.

To celebrate the 35th wedding anniversary of *Mr. and Mrs. George Roesing*, their two sons, three daughters and 11 grandchildren arranged a festive dinner at Ivanhoe.

*George Kelly* vacationed with relatives at Wilsonville, Illinois, which was once a very prosperous coal mining town, but is now a ghost town since all the mines have closed. A fly-specked, yellowed-with-age post card sent to the operators, advised he was having a "haunting" good time . . . *Menetta Connors* and her husband, *Pat*, vacationed in Florida with her mother and father, *Mr. and Mrs.*

## IN OVERSEAS SERVICE



SEEING THE world are the two soldier sons of *Operator John Harrington, Kedzie*. *Pvt. William C.* (left), 17, formerly stationed at Fort Riley, Kansas, where he was assistant clerk of Company "M", 85th Infantry Regiment, 10th Infantry Division, was scheduled to leave for Germany this month. His brother, *John J., Jr.*, 20, who worked in the Job Classification Department of CTA before entering the Army last March, is now stationed in Japan.

*Joe Rabig*, pensioned from 77th, then on to Miami to watch Notre Dame chalk up a 14 to 0 victory over the University of Miami.

*David*, son of *Russ Elderkin*, line supervisor, a yeoman on the USS *Meredith*, a destroyer, was scheduled to go on a Mediterranean cruise . . . *Dispatcher Edward Budoff* started his vacation in Canada, but when the air became chilled, he took off for Florida to thaw out . . . *Power Supervisor C. F. Gustason* and his wife motored to Birmingham, Michigan. On the way back they visited *Mr. and Mrs. Charles Jones* of the South Shore Line, formerly with the Rapid Transit Lines, who have moved into their new home in Michigan City, Indiana.

(*Insurance*) *Helen Dobbs*, who started her CTA career at 77th street, then transferred to West Shops in order to be nearer her home, is now assigned to the Insurance Department.

A new neighbor has moved in across the hall from Transportation. *Wilma Stancich Lofthouse* has become girl Friday to *J. T. Carney*, a position vacated by *Irene Hill* who recently resigned to become a lady-in-waiting.

—JULIE PRINDERVILLE

## Former Kedzieite Returns To Fold

KEDZIE—We welcome back *Instructor Otto Bruebach* who was working at the North Section all summer.

At this writing *Operator John Wait* is confined to the Augustana Hospital, 409 Dickens avenue.

To the many new men who came to us in the past month we extend a hearty welcome and wish them the best of luck in their new jobs.

A happy Thanksgiving to all.

—C. P. STARR

## Film Star's Passing Brings Back Memories

KEELER—The recent death of *Alice Joyce*, silent film star, didn't mean much to most of us, but to *Night Receiver Art Bates* it brought back many pleasant memories. Art was a matinee idol at the ol' Essaness Vitagraph before World War I and started Alice in on the Nickelodeon along with *Norma Talmadge*, *Gloria Swanson*, and *Marie Dressler*.

Congratulations to all our garage operators and mechanics for winning the Quarterly Passenger Accident Award. We lost the traffic plaque to 69th by .1 of a point (one accident). We thought we'd win them both and if we'd lose one, it would be the former, not the latter.

*Operator Jim Borner* spent his fall vacation hunting and reported he got his limit—of sitting and waiting, that is . . . *Operator John Mart* spent his vacation watching his son, *George Zaleski*, play football with Colorado A. & M. George

was a star at Steinmetz High here and spent two years in Korea. Now 23, he is a tough, plunging fullback and John saw him play in New Mexico, Denver, and Boulder . . . *Operator Bob Lamping* sadly made his annual fall trek up to his summer lodge in Wisconsin and closed it up for the winter.

—AL BECK

## News Scarce At Limits Station

LIMITS—News is pretty scarce again this month, and more items are needed if we are to have a representative showing for Limits station. How about it, fellows? Why not send in a few so we can fill up more space each month?

*Chief Clerk Roger Ward*, who took an October vacation, reported a very pleasant time.

Your reporter and his wife spent their vacation at conventions in Springfield and Kewanee, Illinois. At Springfield we had a chance to visit the governor's mansion and various state buildings, and to attend a memorial service at Lincoln's tomb.

—IRVING J. METZGER

## Some Really Traveled, Others Stayed Home

LOOP—*Julia Curry* drove to Lake Kegonsa, Wisconsin, to vacation with friends and also spent some time at Madison and Watertown. . . . *Agents Marie McAndrews*, *Mable Franz* and *Walter Keith* all had Chicagoland vacations.

Your reporter's sister, *Florence*, after a six-week stay here, returned to Cristobal, Canal Zone, where she is supervisor of nurses at the Colo Solo hospital. On her flight back she spent a week at St. Petersburg and Miami, Florida . . . The *Herbert Templemans* visited with their daughter and her family in Atlanta, Georgia. They also stopped at their farm in the Ozark Mountains.

*Margaret Queenan*, assignment agent, vacationed around home and enjoyed visits from her grandchildren.

*Joseph DeLong* flew to Phoenix, Arizona, for several days. On the return trip he visited friends in Cleveland, Ohio, and Springfield and Rockford, Illinois.

*Mr. and Mrs. Rufus McMillian* drove to Mobile, Alabama, to visit his folks, then went near Jackson, Mississippi, to see her relatives . . .



Leo Adams, porter, also went way down south to Mississippi to vacation with his people.

—EDITH EDBROOKE

## Ducking Ducks Outduck Duckers

NORTH AVENUE—Where were the ducks when the duck season opened? That's what hunters *Ernie Bock* and *Bill Mediema* would like to know. Answer: they ducked, boys, they ducked.

Our "golf pro," Clerk *Ted Hoelen*, has hung up his clubs for another season.

We have just learned that *James Walsh* celebrated his 17th wedding anniversary last month.

Operator *Chester Elke* was a patient at Loretta hospital. We are happy to report he is doing nicely at this writing.

Operator *John Billings* was presented with a baby girl last month. The baby was named *Gail Ann* . . . Operator *Ralph Hartsell* celebrated his 30th wedding anniversary November 3.

## Wedding Anniversaries

Operator *Arthur Weinreich* marked his 24th wedding anniversary November 10 . . . While most people were celebrating Armistice Day, our *Douglas Haleberg* was celebrating his 26th wedding anniversary.

Operator *Joseph Hebda* will celebrate his 16th wedding anniversary November 26, while Operator *John Ziemba* will mark his 31st wedding anniversary November 27 . . . November 19 is always a joyous day at the home of Operator *Phil Smith* for on this day 28 years ago Phil and his wife, *Mary*, said "I do."

Thanksgiving Day is a double celebration day for Operator *John Bednarz* and Supervisor *Owen Calt*. The Bednarzes marked their 19th wedding anniversary this year, while the Calts celebrated their 18th.

On October 20 the annual softball trophy party was held at the Ashland Auditorium. At this time of the year we pay honor to the softball champions. This year's champions were the West Shops who beat our boys in the final. North Avenue had to be satisfied with second place. The "Champs" received the league trophy and

## ACCOUNTING SUPERVISOR RETIRES



MORE THAN 45 years of service in accounting work ended for *Benjamin O. Ratner* on October 18 when he retired as supervisor of accounts payable in the Accounting Department. During his career, which began May 23, 1910, and included work as an employee of the old Chicago City Railway Company and the Chicago Surface Lines, his duties consisted largely of supervising the accounts receivable and accounts payable sections of the Accounting Department. Here Mr. Ratner (second from right) receives best wishes from *Peter J. Menardi*, comptroller (second from left), as *Albert Jann*, general accountant, and *Mrs. Ratner* look on.

Reported by *Helen A. Lowe*

each player received a jacket. Congratulations to the champions, but look out for next year. Many old timers turned out for this affair. It was obvious as one mingled among them that they were enjoying themselves. There was much hand shaking and good fellowship shown as they reminisced the night away.

*Emil Koepper* became a grandfather recently. The newcomer has been named *Louis, Jr.*

—JOE HIEBEL

## Bus Operator Becomes Benedict

NORTH PARK—Bus Operator *Clarence Bruhn* and *Nora Joyce* were married on Sunday, September 4, at St. Patrick's Church in Lemont. After the ceremony, a dinner was served at Wend's tea room, and an open house was held at the bride's home. The newlyweds honeymooned in the Smoky mountains.

Operator *Sol Graff* and *Mrs. Graff* celebrated their 25th wedding anniversary September 12. Their sons, *Larry* and *Ralph*, had dinner with them at the Conrad Hilton Hotel's Boulevard Room.

*Raymond Kenally* returned from his vacation, and reported a very enjoyable time. Raymond says

while driving through the Blue Ridge mountains he ran into a heavy fog and spent five hours traveling 80 miles.

Bowling season has started and the A.M. and P.M. leagues are still short a few bowlers. For information, contact *Ed Stenzil*, receiver.

Operator *Frank Laske* took two weeks recently to visit on the far Northwest side with many of his friends. Frank was tired of walking and made his last visit at the new home of *Joe Origer* . . . *Phil Tully* has returned as a clerk after serving as a bus operator for a short time.

—JACK MOREAU

## There's Nothing Like Life In The Country

PURCHASING AND STORES — *Otto* and *Mrs. Hoyer* enjoyed country life when they vacationed in Wau-paca, Wisconsin. *Otto* is an assistant divisional storekeeper at South Shops.

We wish a speedy recovery to *Phyllis Delaquila* of the Purchasing Department, who was on the sick list as this was written.

*Helen Dobbs*, typist, West Shops, has transferred to the Insurance Department.

*Martin Daley*, stock clerk, South Shops, is now working as a road clerk in the Way and Structures Department.

Congratulations to Mr. and Mrs. *Richard Hendrickx* on their 25th wedding anniversary. Dick is a stock clerk at Storeroom 43.

*John Gubbins*, stock clerk, South Shops, vacationed at Mackinac Island.

*Peter Kovelis*, laborer, South Shops, became a proud grandfather on October 12.

Mr. and Mrs. *Everette C. Bruckner* announce the marriage of their daughter on October 15. Mr. Bruckner is a stock clerk at West Shops.

For the latest news on Florida, a chat with either *R. L. Manville*, *E. M. Devine* or *J. J. Flynn* will bring you up to date.

*Arthur Eggert*, stock clerk, South Shops, and family spent a wonderful vacation in Colorado, Nevada and Wyoming. Some of this time was spent attending the union convention. *Tom Madigan*, stock clerk at West Shops, and *Mrs. Madigan* also toured the West in addition to attending the union convention.

Mr. and Mrs. *John Vihnanek* announce the marriage of their son in October.

*Horace Decker*, West Shops, and *John Kuta*, Purchasing Department, are reported on the sick list at this writing.

—DAGMAR McNAMARA

## Note On Wedding Bells In Offing

SCHEDULE-TRAFFIC AND BUDGET—

The announcement of an engagement between *Gertrude Figge* and *Jim Anderson*, Claim Department, was recently signified by a beautiful diamond which Gertrude now wears.

New officers *Joseph Karel*, senior vice commander, and *William Worcester*, adjutant, were installed by CTA Post 1216, American Legion.

*Bernadette Kizior* has been honored by the award of another scholarship at DePaul University.

*Walter Thomas* suffered the death of his father recently.

The welcome sign is out for *Francis Brady*, *Edward Andracki*, *Walter Schweinfurth*, *Edward Klie* and *James McCarthy*, employees who recently joined our staff.

—L. C. DUTTON

## CTA Members, 250 Strong, At Service

69TH—The St. Joseph branch of the Little Flower Society recently



held its semi-annual Communion Sunday. Over 250 members were present.

It's a grand sight to see this many CTA men march into church. Congressman James Murray was one of the many dignitaries who attended, and the old timers were well represented by Superintendent Terry McMahon, Archer, with his ever-present cigar.

John Hedderman has a lot of new friends hanging around since he won the \$100 in the "lucky buck" contest.

Al Ray is on the sick list at this writing, but still gets around. You can't keep a good man down.

If you have any news about any of the old timers that you want in this column, please leave it with the clerk when you visit the depot.

Ralph Kloeze, who worked at 69th for many years, died recently. Tom Roache suffered the loss of his wife, and J. Joyce and George Malik lost their fathers.

The September 10 number of the AVE MARIA magazine has an editorial concerning CTA on the inside cover. The magazine is published by the Notre Dame University Press.

Peter Gorman, repairman, won an employee's suggestion award of \$15 with an idea for a grease line on the wash rack.

—TOM DANIELS

## Makes Trip To "Sweet Napoli"

SKOKIE — Ben Lucia, electrical worker "A", spent his vacation in Naples, Italy.

Truckman John Collins recently bought a three-apartment house in the Lakeview vicinity. He also owns a farm in Michigan.

The machinists and electricians had a bowling match recently at the Leland Recreation Center. The machinists won a three-game series with a score of 3,096 against 2,758 for the electricians. Scorekeepers were Marian Wilson and C. Bujnowski.

Jack Lucas, clerk, is not getting his meals on time because of the remodeling of the kitchen at his home.

Harvey Meeder, on pension and residing in St. Petersburg, Florida, would enjoy mail or a visit from friends. His address is 982 8th Avenue, South.

Mike Gibbons, watchman, recently underwent an operation for hernia . . . Patrick Duffy, watchman, was ill in the hospital for over a week.

## CONTEST HOPEFUL



COMELY CANDIDATE for Miss Goddess of Liberty contest is Judith Corinne Krupa, 16-year-old daughter of Stanley

Krupa, bus operator, North Park, and Mrs. Krupa. She is one of a group of finalists who also will compete for an all-expense-paid airplane trip to France. Miss Krupa recently won the "Miss Far Northwest Side" title in a contest sponsored by local community newspapers and was awarded a United States savings bond. A graduate of St. Tarcissus Grammar School, she is a student at St. Patrick's Academy, Des Plaines, and sings in the girls' choir of St. Tarcissus church. The Krupas have another daughter, Christine Iris, 6.

Reported by Jack Moreau

William Michalik, air brake foreman, is serving on jury at this writing.

Road or no, Oliver Lang, paint foreman, and his friend, Jack Kirschner, wanted to go hunting in the area around their cabin in northern Michigan. In blasting a two and one-half mile road through the woods and swampland with a bulldozer, Oliver and Jack ran into quicksand but managed to pull their machine out of the quagmire.

Suggestion awards went to four employees recently. E. J. Nolan, wireman, was awarded \$10 for his suggestion for a tool to clean buzzer contact discs on rapid transit cars. This is Nolan's third award winning suggestion . . . An award of \$10 was made to N. J. Paolicchi, machinist, for his idea that relief valves on wheel presses be provided with rubber gaskets . . . F. A. Stoehrman, laborer, received an award of \$5 for his suggestion relating to the sprinkling system. This is his second award . . . W. G. Erlandson, machinist, received an award of \$10 for his idea that lapping bars be used in place of files for surfacing valves.

—DAVE GURWICH and EVERETT ENGLAND

## TRANSITAD

FOR SALE—gas space heater. 60,000 BTU. Heats 4 rooms. \$50.00. Call BR. 8-0630 after 5 P.M.

## Visits Churches During Canada Vacation

SOUTH SECTION—Agent Josephine Mangan decided to stay on the ground while traveling, and therefore took a rail trip into Canada. The most interesting part of her vacation, she said, was visiting Montreal which, she thinks, has some of the most beautiful churches in the world.

Trainman Leo Dillon is back to work and wishes to thank those who sent get-well cards to him while he was on the sick list.

It was a pleasant surprise to receive a card from Chief Clerk Lawson Delvin, North Section, who was recuperating in Paducah, Kentucky. He is now back at work after a prolonged illness.

Supervisor Hugh Kelley selected Florida as the most desirable spot to spend his vacation. The fishing was good although the weather he encountered could be referred to as heavy dew . . . Pat and Mrs. Hickey also spent their vacation in Florida, visiting some of our pensioners.

Motorman Tom Waller took up the challenge of co-worker Bob Thompson, and met him on the fairways of Jackson Park. After the duel, according to Tom, the champ was dethroned.

Mr. and Mrs. Arthur Anderson, assistant station superintendent, celebrated their silver wedding anniversary on Columbus Day. They held a reception at the Surrey, with

further festivities at their new home.

Motorman John Heady visited Kentucky where he received expert advice on growing tobacco. John grows his own burley tobacco and always has the makings on his person. For a real smoke, see him and obtain some home grown tobacco.

—LEO J. BIEN

## Two Tie For First In Golf Tourney

SOUTH SHOPS—The fourth annual golf outing for South Shops was held September 10 at Maple Crest Country Club. Henry Kolar of bus overhaul and Roger Justice, accident investigation, tied for first place. Henry was presented with a trophy that was donated by the CTA and Roger received a beautiful set of jewelry. There were numerous prizes awarded to the runners-up including a Samsonite card table, chairs, and a caddy cart.

Harry Ott, bus overhaul, spent the last week of his vacation at French Lick, Indiana. He also visited the town of Santa Claus, Indiana, where toys and dolls from every country in the world are on display and also for sale. They will hold purchases made now for delivery just before Christmas. Needless to say, Harry's grandchildren will be glad that their granddad made a trip there.

## Family Increases

Bill Tetyk, bus overhaul, has been referred to as William Sr., since William, Jr., made his appearance on October 13 . . . John Grimaldi is the newest member of the home of Anthony Grimaldi, bus body. John was born on August 29.

James Workman, machinist, disability pensioner, passed away on October 10 . . . John Micun, carpenter, car repair, died suddenly on October 16. John was scheduled to retire on December 1.

Chris Nielsen, assistant automotive engineer, and his wife, Margaret, had a wonderful six weeks' vacation when they embarked on the ship Stockholm of the Swedish American Line on September 2 for a visit to Denmark. The trip was a rough one with two days of heavy sea and one day of fog, but in spite of that, Chris and Margaret had loads of fun and met many interesting people. There was a stop-over in Bremerhaven, Germany, on the ship's schedule and then on to Copenhagen, Denmark. Chris has two sisters and a brother living



## MULTIPLE DONOR



A GOOD MAN to have around is **Ed Gorzynski**, repair clerk, 69th, who recently gave his 78th pint of blood to his daughter-in-law who was seriously injured in an automobile-train accident. On the American Red Cross roll of honor, Ed has donated blood for people from coast to coast. He recently was interviewed on a radio program.

Reported by **Tom Daniels**

near Copenhagen and Aarhus, and the reunion was both tearful and joyful. Chris and Margaret spent four days in Stockholm, Sweden, before they returned home via Scandinavian Air Lines with a stopover in Glasgow, Scotland. The plane landed in New York. They spent some time in Flushing, Queens, New York, visiting their son, **Christian**, his wife and their two grandchildren. Chris may well be proud of his son for he was presented with Canada's Distinguished Flying Cross by the Canadian Consul on July 15, 1955. The Royal Canadian Air Force search for Christian lasted 10 years before they found him living in Queens. The citation was drawn up in 1944. He became known as the "Mad Dane" because of his heroic deeds and bravery in the Canadian Royal Air Force.

Three employees were recent suggestion award winners. **Ben Garzynski** and **Stanley Nieman**, mechanics, were awarded \$25 for their suggestion that traffic control signs be installed along the driveway between the bus overhaul building

and 77th Garage . . . **F. J. Pavelka**, carpenter, was awarded \$20 for his idea that discarded window sash be reclaimed and reconditioned. This is his second award, making a total of \$30 he has received for his suggestions.

—**EVELYN CLARK**

## Railfan Goes Riding On Vacation

TERMINAL INSPECTION SHOPS — (*Wilson*) — **Repairman Ed Mizero** spent a busman's holiday of a sort on his vacation. He visited the rapid transit systems of Cleveland and Shaker Heights, Ohio; the Ohio Electric Railway Museum of Worthington, the transport museum of Kirkwood, Missouri; the car lines of St. Louis, and the remaining electric lines of the Illinois Terminal Railroad. He also visited the Illinois Power Plant electric line at Bloomington, Illinois, and viewed relics of 50 former electric lines. Quite an interesting way to spend a vacation.

The Met Inspection Shops softball team received a trophy for finishing in fourth place in the softball league.

(*Logan*) — **Repairman Don Sanduk**, recently lost a brother, while **Repairman Herb Miller** lost his father.

How about sending in some news? Any news is welcome.

—**JOE FEINENDEGEN**

## Congratulations In Order Here

WEST SECTION (*Agents*) — Four agents recently became grandparents: **Mary Sheil**, whose daughter presented her with a granddaughter; **Agent John Filipek**, whose first grandchild is a girl; **Agent Zetta Praul**, who was presented with a brand new grandson by her daughter, and **Agent Dorothy Davis**, whose son helped her top the list when his wife presented them with twin girls.

Glad to see **Agent Margaret King** off the sick list and back to work again . . . Agents still on the sick list at this writing are **Nellie Reidy**, **Grace LeBel**, **Michael Stopka** and **Tom Sullivan**.

**Agent Nellie Jennings** and her sister flew to California . . . **Helen McMahon** motored to the North Woods and **Kitty Conroy** and her husband, **Bob**, drove down to New Orleans for that extra week . . . **Porter Louis Thompson** thought he

would try some fishing in Elgin . . . Other agents on vacation at this writing were: **Elizabeth Paysen**, **Mary Dorian** and **Marie McNickols**.

—**KITTY CONROY** and **RUTH HANSON**

## 2 Generations In Year In Littlefield Family

WEST SECTION — **Conductor Earl Littlefield's** fifth grandchild was born September 11. He also has a great-grandson and a great-granddaughter, both born within the past year . . . **Thomas Babcock** now has a granddaughter named **Linda Marie**, born September 17 to his daughter, **Mrs. William Korpan** . . . **Howard Henry**, Logan Square motorman, became a grandfather when his daughter gave birth to **Marjorie Louise** on September 27 . . . **Logan Square Motorman L. Seneke** also became a grandfather when **Mary Margaret** was born September 30.

**Motorman John Winiecki** drove to Yellowstone National Park with his family for their vacation.

Nice to see **Ed Holmberg**, our former supervisor, up and about again.

**Herbert Elsner** reports that **Fred Lambert's** broken leg is mended again, and **William Schneider**, who suffered a broken hip, is out of the wheel chair.

There will be much rejoicing in **Conductor Louis Hockensmith's** home when his 21-year-old son, **Robert**, returns after four years of Navy service aboard the **C. T. O'Brien**.

**Conductor Joe Prochniak's** mother passed away during September . . . **Robert Koster** and his family suffered the loss of his father, **Motorman Lawrence Koster** . . . **Conductor Harold Benson** died suddenly . . . **Gateman Bob J. Fannella** passed away in September . . . **William Murbach**, supervisor, lost his two-year-old grandson on October 14.

**Duroy Denhardt**, **Charles McDermott**, **Kevin O'Flaherty**, and **John Consiglieri** are back at work after being on the sick list.

—**WALTER J. REICH**

## What Instrument Does He Play, Joe?

WEST SHOPS—A new tune has been added to **McNamara's** Band. **Joe McNamara** of the carpenter shop became the proud papa of a boy on October 17. The young man has been named **Patrick Paul**. **Joe's**

## OFF THE HOOK



**HOLDING A NICE** string of northerners they caught at Roosevelt lake near Outing, Michigan, are **Bus Operators Dick Fulgames**, 77th, and **George Johnson**, Beverly.

Reported by **Frank M. Black**

wife, **Helen**, works in the Revenue Accounting Department .

**Joe Durak** of the carpenter shop is recovering from a recent illness.

**Electricians Clem Hammerschmitt** of the Bus Overhaul Department and **John Dundovich** of the armature room have been transferred to Skokie, while **Electrician John Kehoe** went to South Shops.

The village of Carpentersville, Illinois, is getting a shot in the arm from CTA employees. Two more bus overhaul machinists have purchased homes out there. They claim they love it. The latest to make the trek are **Joe Uryasz** and **James Meschewski**.

This department wishes you all a happy Thanksgiving.

An employee suggestion award of \$25 was made to **H. E. Regnier**, automotive specialist, for his suggestion that safety lifts be used when buses are raised by hydraulic hoists.

—**TED SHUMON**

## rites Held Oct. 26 FOR HENRIETTA FISLER

**HENRIETTA FISLER**, secretary for **Guy M. Richardson**, retired vice-chairman of the Chicago Transit Board from 1923 to 1941 when he was operating head of the Chicago Surface Lines, passed away October 23 in Washington, D. C. At the time she was stricken with her fatal illness, **Miss Fisler** was employed by the Capitol Transit Company. Burial was at Pitman, N. J., her birthplace, on October 26.



# For And About Our Pensioners

BEVERLY—After attending the A.F. of L. convention in Denver, Colorado, *Board Members Peter Flaherty* of Beverly and *Bert Sheehy* of Archer stopped off at Salt Lake City, Utah, to visit with *Joe Rior-dan*, formerly of 69th. Joe is in good health and sends his regards to all his many south side friends . . . *Ray Carroll*, who retired from Burnside in 1942, is now known as the mayor of Three Mile Lake, Paw Paw, Michigan, where he has a boat and bait concession. He also will act as guide for any 241 members who wander up that way . . . *Compton Hoogstral* of 77th, formerly of Burnside, retired October 1 and is leaving for California, where he will make his new home . . . *Al Sasek*, formerly of 69th, is working in a bank downtown and spends his spare time attending meetings of the Street Carmen's Degree Team and of the Chicago Police of which he is an associate member . . . Do you remember *Dan Cate*, who retired some years ago with 50 years of service which was spent at Loomis station, rapid transit division? He now lives at 103rd and Springfield, and is still very active. Now for a few addresses of Burnside and 77th men: *Emory Bell*, 214 Fourth avenue, Three Rivers, Wisconsin; *Curtis Best*, 617 N. Main, Crown Point, Indiana; *Charles F. Arp*, 3340 Grand boulevard, Brookfield, Illinois; *Charles Dicke*, 4246 Edgewater drive, Orlando, Florida; *William DeGraff*,

8755 Kenwood avenue, Chicago 19; *John Dezelick*, 674 - 16th avenue S., St. Petersburg, Florida; *William Doering*, 8953 S. Union, Chicago; *Walter Craft*, Box 81, Arcola, Illinois; *Charles J. Cullen*, 315 E. 80th street, Chicago, and *Patrick Galvin*, 7028 S. Emerald, Chicago. If you know any of these men, drop them a card. It will bring back happy memories.

—FRANK M. BLACK

ELECTRICAL—(*Van Buren Substation*) *Golbert Vachet* is back in Chicago after spending the summer at his home in Wisconsin. He recently suffered the loss of his brother in Vincennes, Indiana.

*Machinist David VanDreese* who resides in St. Paul, Minnesota, surprised us with a visit during the week of October 9 - 15. He certainly looks good.

—GILBERT E. ANDREWS

KEDZIE—Received a letter from retired *Operator Stephen Evanoff* who is now living in St. Petersburg, Florida. His address is P.O. Box 222, Station A, St. Petersburg. He said that he visited *Retired Conductor Edward Huening*, who is also living down there.

Also from Tampa, Florida, news comes from *Retired Motorman Victor Volenec* who states that he and his wife are enjoying their home at 1606 E. Waters avenue, Tampa 4, Florida.

The above retired men would like to hear from the boys when they have time to write.

—C. P. STARR

NORTH AVENUE—We were glad to hear that *Martin Schroeder* is doing fine after his recent operation. A card or letter would be cheering. His address is 6003 N. Neva avenue, Chicago.

Received word from *Otto E. Hacker* from Phoenix, Arizona. He reports a beautiful country out there. His address is 3530 E. Amelia avenue, Phoenix, Arizona.

"*Snooky*" *Anderson* stopped by for a visit on his way back to the land of sunshine. His Florida address is 112 Keller avenue, Tampa, Florida.

*Andy Linklater*, who formerly lived in Tampa, Florida, is now at P.O. Box 232, Lutz, Florida.

*John A. Granahan*, retired on pension October 1. He had 36 years of transit service to his credit.

Our former board member *Ben Mathy* celebrated his 42nd wedding anniversary last month. Mathy sends his regards to all.

*Bob Joyce* and *Paul Jacobson*, pensioners, died last month.

—JOE HIEBEL

WEST SECTION—(*Agents*) *Robert Leonard* passed away recently . . . *Mame Creighton* was in the Oak Park hospital in room 222 as this was written. How about a card of cheer from some of the girls who

knew Mame when she was an agent? . . . *Millie Brice* is recuperating at home after an operation and is coming along nicely.

—KITTY CONROY and RUTH HANSON

WEST SECTION—*Emmet Kain*, Lake Street motorman, spent his vacation in St. Petersburg, Florida, visiting with *Pensioners Earl Johnson* and *Hank Gauer* . . . *Emil Evenson*, pensioned conductor, paid Chicago a visit from Florida, as did *Conductor John "Red" Dexter* from Coral Gables, Florida . . . *Jim Craig*, former Lake Street conductor, says "hello" to all the boys. *Conductor Owen McGrory* left us to take his pension . . . Happy days to *Motorman Ted Schneider* who took his pension after 26 years.

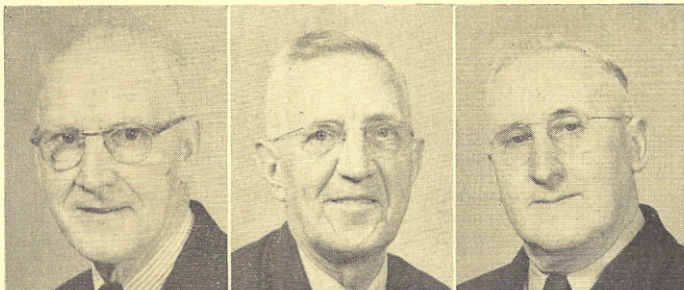
—WALTER J. REICH

## CTA POST CHRISTMAS PARTY ON DEC. 20

CTA POST, No. 1216, the American Legion, will hold its annual Christmas party this year on December 20 with gifts for the children and movies and refreshments. The scene of the festive affair will be St. Jude's hall.

Honorably discharged veterans of World Wars I and II or the Korean war are invited to attend with their families. CTA Post also is seeking to increase its membership and employees with records of military service are asked to join now and participate in Post activities.

## 40-YEAR EMPLOYES RECENTLY RETIRED



*John J. Fitzgerald*, conductor, 77th retired November 1 after 40 years of service.

*Edward Hurley*, conductor, 77th retired November 1 after 44 years of service.

*Peter Burke*, conductor, Devon, retired November 1 after 42 years of service.

## Help Fight TB



## Buy Christmas Seals



## COUPLE WED



EXCHANGING VOWS at a nuptial mass at St. Mel's church September 24 were *Maryalice Donohue*, revenue accounting, and *James Francis Malone*. The bride's father, *John Donohue*, bus operator at Kedzie, gave her in marriage. A reception for about 425 was held at Berwyn American Legion post hall. The couple spent their honeymoon at Niagara Falls.

Reported by *Helen A. Lowe*



## RECENT DEATHS AMONG EMPLOYES

**E. P. BOCHAT**, 74, retired motorman, North Section. Died 9-24-55. Employed 6-29-06.

**P. J. BOYLE**, 72, retired conductor, Devon. Died 10-4-55. Employed 10-19-16.

**WILLIAM BRANTLEY**, 73, retired porter, North Section. Died 10-1-55. Employed 12-27-28.

**C. F. BRODEMUS**, 28, operator, Archer. Died 10-15-55. Employed 1-18-49.

**LADISLAV BURSIK**, 72, retired gateman, West Section. Died 9-14-55. Employed 12-17-42.

**NICHOLAS CIOILLI**, 48, laborer, Track. Died 9-23-55. Employed 5-26-41.

**WILLIAM CLOUGH**, 67, retired truck repairman, West Shops. Died 10-5-55. Employed 9-23-26.

**J. J. COLEMAN**, 63, retired conductor, Kedzie. Died 9-15-55. Employed 3-26-23.

**J. J. CONLIN**, 87, retired watchman, Track. Died 9-14-55. Employed 1913.

**L. E. DOBBERSTEIN**, 83, retired flagman, Burnside. Died 10-10-55. Employed 7-1-07.

**JACOB DRABANT**, 77, retired car repairman, Lawndale. Died 9-23-55. Employed 7-26-23.

**CHARLOTTE M. DURKIN**, 75, ticket agent, Transportation. Died 9-17-55. Employed 7-16-26.

**BERNARDO ESPOSITO**, 66, retired watchman, Track. Died 9-17-55. Employed 6-12-25.

**O. O. GARY**, 82, retired motorman, 77th. Died 9-20-55. Employed 3-14-10.

**WILLIAM GLEASON**, 55, extra guard, Transportation. Died 9-21-55. Employed 11-13-22.

**J. S. GUCHNA**, 73, retired conductor, 77th. Died 10-5-55. Employed 8-16-05.

**J. A. GUSWILER**, 86, retired agent, North Section. Died 9-23-55. Employed 12-3-92.

**G. D. HAMILTON**, 74, retired machinist, North Section. Died 9-30-55. Employed 5-10-23.

**P. J. HANNON**, 69, retired flagman, 77th. Died 9-30-55. Employed 4-5-23.

**ANTON HEPP**, 80, retired garage attendant, Electrical Department. Died 9-8-55. Employed 8-19-38.

**ATHANASIOS V. HJORTS-VANG**, 64, janitor, Transportation. Died 9-24-55. Employed 11-7-12.

**JOSEPH JAROSZ**, 54, machinist, West Shops. Died 9-17-55. Employed 3-19-29.

**H. A. KADOW**, 72, retired conductor, North Section. Died 9-14-55. Employed 8-6-20.

**VICTOR KALANDYK**, 65, retired gateman, West Section. Died 9-14-55. Employed 8-13-47.

**RALPH KLOEZE**, 63, retired conductor, 77th. Died 9-13-55. Employed 11-25-14.

**P. P. KULUSICH**, 75, retired laborer, Track. Died 5-24-55. Employed 7-26-29.

**C. O. LaFONTAINE**, 71, retired motorman, Cottage Grove. Died 8-1-55. Employed 5-27-13.

**A. F. LEBDUSKA**, 84, retired fireman, Lawndale. Died 9-21-55. Employed 8-10-09.

**ROBERT LEONARD**, 70, retired agent, West Section. Died 10-3-55. Employed 7-16-30.

**J. C. LONGBEHN**, 79, retired ticket agent, West Section. Died 8-30-55. Employed 3-24-43.

**T. F. MAHER**, 76, retired motorman, 77th. Died 9-29-55. Employed 5-24-16.

**JOHN MICUN**, 64, carpenter, South Shops. Died 10-16-55. Employed 2-17-25.

**P. J. MILLER**, 86, retired motorman, Armitage. Died 10-9-55. Employed 4-5-10.

**W. H. RAMPAGE**, 63, retired watchman, West Section. Died 9-25-55. Employed 11-6-20.

**JOHN RISTING**, 67, retired lineman, Electrical Department. Died 9-21-55. Employed 5-14-37.

**J. W. RYBAR**, 71, retired conductor, Kedzie. Died 9-22-55. Employed 6-25-07.

**C. F. SHAW**, 83, retired motorman, Cottage Grove. Died 10-4-55. Employed 8-1-11.

**MARTIN SMITH**, 60, motorman, 77th. Died 10-3-55. Employed 10-14-19.

**J. F. SMUTNY**, 64, retired conductor, Kedzie. Died 9-25-55. Employed 5-22-17.

**JOHN STANEK**, 61, conductor, South Section. Died 10-10-55. Employed 1912.

**JAMES WORKMAN**, 56, retired machinist, South Shops. Died 10-10-55. Employed 9-25-19.

## We Need Men

... for Surface Transportation Work

If you know of someone interested in a transportation job as a CTA transit operator, send him to the Employment Department, Room 750, Merchandise Mart.

### Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests





# TRANSIT IN THE NEWS



## CTA *Story on Air*



RADIO LISTENERS heard "The CTA Story" as presented on the "Ear on Chicago" program over station WBBM on October 8.

The program is a joint production of the Illinois Institute of Technology and CBS and was one of a regular weekly series on community enterprises being aired by WBBM.

The broadcast consisted of dialogue between *Fahey Flynn*, as moderator, and various CTA personnel, including a radio dispatcher, line supervisor, power supervisor, schedule department representative, utility department representative, towerman, information board representative and *V. E. Gunlock*, CTA board chairman.

The line supervisor's office in the Merchandise Mart is the scene of this photo showing Flynn (center), interviewing *Russell Elderkin* (left), line supervisor, as his co-worker, *Daniel Hayes* (foreground), handles the board.

## Special Project Completed on Expressway

CONSTRUCTION was completed recently of temporary supports for the Garfield Park elevated structure over the Congress street expressway route just west of Kostner avenue.

The project was necessary to speed up the opening of four and one-half miles of the expressway, between Laramie and Ashland avenues, before January 1, 1956.

The job was considered one of the most complicated problems in the construction of the expressway since it required the removal of the "L" structure foundations and replacement with the temporary supports.

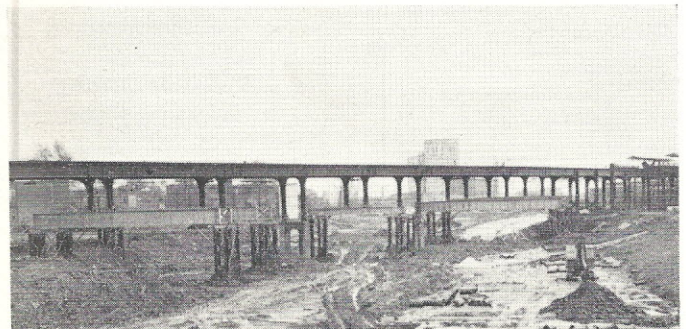
Six pair of beams, 39 to 76 feet long, were placed beneath the elevated structure at a point just west of Kostner avenue, with the ends resting on steel piles. Columns blocking the expressway work were cut off at lower ends and left resting on the beams.

At this point the two four-lane pavements of the expressway, separated by a 79-foot median strip, cross under the

elevated structure. The median strip will, when the expressway is completed, contain the tracks, but until that time the existing elevated structure will have to be kept in operation while the expressway and new tracks are constructed.

After the "L" structure was underpinned and resupported the paving contractor immediately moved in to complete the excavation for the expressway and pour the pavements.

It is expected that the present elevated structure may continue in operation for one or two years before the tracks in the median strip are completed and trains operated thereon. The accompanying photo shows the recent installation, with the steel beams to support the structure in place.





## CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF SEPTEMBER 1955 AND 1954, NINE MONTHS ENDED SEPTEMBER 30, 1955 AND 1954 AND  
TWELVE MONTHS ENDED SEPTEMBER 30, 1955

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

	Month of September		Nine Months Ended September 30,		Twelve Months Ended Sept. 30, 1955
	1955	1954	1955	1954	
Revenues	\$10,015,660	\$10,120,340	\$90,105,264	\$89,864,405	\$121,380,374
Operation and Maintenance Expenses	<u>8,344,332</u>	<u>8,140,976</u>	<u>76,378,468</u>	<u>77,004,307</u>	<u>102,785,698</u>
Available for Debt Service	<u>1,671,328</u>	<u>1,979,364</u>	<u>13,726,796</u>	<u>12,860,098</u>	<u>\$ 18,594,676</u>
Debt Service Requirements:					
Interest Charges	409,199	417,593	3,723,467	3,788,765	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	1,900,000	1,500,000	
Revenue Bond Reserves (Note 2)	<u>30,000</u>	<u>30,000</u>	<u>270,000</u>	<u>270,000</u>	
	<u>672,532</u>	<u>647,593</u>	<u>5,893,467</u>	<u>5,558,765</u>	
Balance Available for Depreciation	998,796	1,331,771	7,833,329	7,301,333	
Provision for Depreciation - Current Period	<u>801,253</u>	<u>809,627</u>	<u>7,208,421</u>	<u>7,189,152</u>	
Balance Available for Other Charges (Note 3)	<u>\$ 197,543</u>	<u>\$ 522,144</u>	<u>\$ 624,908</u>	<u>\$ 112,181</u>	

### PASSENGER STATISTICS

Originating Revenue Passengers	<u>51,562,260</u>	<u>51,999,822</u>	<u>464,382,485</u>	<u>479,217,315</u>	<u>626,331,671</u>
--------------------------------	-------------------	-------------------	--------------------	--------------------	--------------------

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at September 30, 1955

	Delivered to Date	Remaining to be Delivered	Total
1955 Orders:			
El-Subway Cars	-	80	80
Delivered under previous orders	3,314		
Less - P.C.C. Streetcars to be converted to El-Subway Cars	<u>80</u>		<u>3,234</u>
			<u>3,314</u>

### 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 \$16,713.30, 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.

## "L" Transfers Changed

GREEN TRANSFERS made their appearance in place of the former blue transfers on CTA rapid transit lines starting on Sunday, October 9. The new transfers appeared for the first time on weekdays on November 8, and on Saturdays beginning November 26.

Affected are rapid transit transfers within the City of Chicago. Also affected are both rapid transit and surface lines transfers of the Outer (Evanston-Westchester-Skokie) to Middle Zone. Not subject to the color change, however, are orange transfers now used on rapid transit-surface facilities from Howard street to Evanston, Howard to Skokie, and Skokie to Evanston, and transfers between the Loop elevated and subway lines.

A map of the city of Chicago and promotional material on the reverse side of the new green transfers, which are printed in black, and a map of the route concerned, name of route, date, and other details all printed in red, are more legible against a green background than against one of blue.

Hand-in-hand with the color change will be the printing of the new rapid transit transfers at CTA's South Shops instead of by outside printing firms. Although surface line transfers have been printed at this location for about 25 years, rapid transit transfers have annually cost CTA approximately \$28,000.

By regrouping of the information on the transfers, as can be done now because all the printing is handled at the South Shops, the CTA hopes to reduce the number of transfer slips needed and gain an economy in printing expenses.

## Recent Appointments

IN AN ANNOUNCEMENT made by Charles E. Keiser, superintendent of transportation, and approved by W. J. McCarter, general manager, the following reassignments of rapid transit superintendents was made effective October 17: L. J. Hickey was named station superintendent, north section, and T. J. McGovern was named district superintendent, north-south district.

The first step in this direction was taken during August when the CTA began using the new black and red plates for printing surface transfers.

Another goal to be obtained by the change in the printing operation is closer control over the use of all transfers. For the first time, promotional material will be printed on the reverse side of the rapid transit transfers, both to inform riders on service features and to encourage further riding on CTA's modern facilities.





# our public speaks



THE HOLIDAY season usually brings about the feeling of good will toward our fellow men. However, many CTA employes extend this feeling throughout the entire year and letters of commendation are received daily in the Public Information Department from our patrons, acknowledging courteous acts performed by our employes.

Reprinted below are a few of the letters recently received indicating our passengers are appreciative of good personal service:

## "My Spirits Were Boosted"

"At the time I came into contact with Driver No. 11632 (*Elmer Norton, Kedzie*) I was lost and very confused. I boarded his bus and asked if it was headed toward my destination. He replied that he could not take me there, but he would take me as far as he could and gave me instructions and information on how I could get there.

"I know he will not remember me, but I shall remember him. I believe that because of him my spirits were boosted enough to make me a more personable person."

## Helps Blind Woman

"Just a few lines to compliment Driver No. 8215 (*Edward Strzyzewski, North Avenue*) for helping a blind woman board his bus. After she was on the bus, he made sure she had a seat before he returned to the driver's seat. When the woman was ready to alight, he helped her off and took her across the street onto the sidewalk, so she would be safe. Two or three other passengers commented about his act and I decided to write this letter."

**HEARING** about the Courtesy Caravan, our patrons have become more aware of our effort to promote courtesy throughout CTA. On the other hand, they possibly have become a little more aware of discourteous actions, too. Here are a few letters, recently received, from dissatisfied patrons.

"I was standing at the rear exit door waiting to alight from the bus I was on.

As soon as the driver opened the door, I noticed that a parked car was alongside the door, leaving a very narrow space for me to walk through. I asked the driver to please pull up a little, explaining the parked car. He pulled up, all right. He took me to the next stop."

**COMMENT:** A serious accident could have occurred if this passenger had alighted in the narrow space. Deliberately ignoring a patron's request and inconsiderately taking her past her stop is a serious offense against CTA operating regulations. By simply moving his bus past the parked car, this operator would have created "goodwill" instead of causing a complaint to be registered.

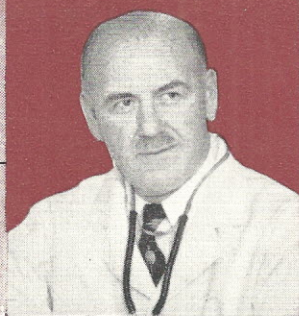
"Inasmuch as the only even change I had available happened to be 10 pennies and two nickels, the operator of the bus I was boarding did not approve of it. He verbally objected to the small coins and embarrassed me by asking if I had robbed my piggy bank. If I hadn't had the small coins I would have had to request change for a five dollar bill. As it was, I searched my pockets and my handbag for the change just so I would have the correct fare."

**COMMENT:** Pennies and nickels are legal tender. This operator had no legitimate excuse for making an issue of this situation. If he had stopped to realize that it is with these pennies and nickels that his salary is paid, he would not have treated this patron in the manner she described.

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

	Oct. 1955	Sept. 1955	Oct. 1954
Complaints	1017	1031	956
Commendations	101	121	86





# medically speaking

by DR. GEORGE H. IRWIN  
CTA Medical Director

## BEWARE THE COMMON COLD

**THIS IS** the season of the year when the common cold is likely to be most prevalent. Therefore, it behooves all of us to be more than ordinarily cautious in our health habits to avoid catching and spreading this annoying and discomforting ailment to others.

The common cold is an acute virus infection usually starting in the head and chest. It is highly contagious and readily communicated from one person to another by sneezing and coughing. The fall, winter and spring are the seasons in which colds most frequently occur. Common colds cause more discomfort to people and more time loss in business and industry than any other single disease. The average person will have one to three colds each year.

The symptoms of a cold usually come on abruptly, but occasionally may develop gradually after several days of feeling below par. The onset or beginning of a cold is associated with feeling chilly, generalized body pains, sneezing, running nose, sore throat, fever and cough.

The average duration of a cold is about one week. If complications develop it will last longer. Common complications are sinus infections, ear infections, bronchitis, pneumonia and other systemic diseases.

The prevention of colds is very important and simply means following the rules of good hygiene.

Keep your living quarters properly ventilated, but also avoid any drafts. Overheating in your home is just as detrimental as a cold room. Likewise, too much clothing causes excessive perspiration which may easily result in chilling when going out into the cold.

Keep your resistance up by avoiding fatigue, large crowds and getting regular rest. It is also important to avoid indulgence in eating, smoking, drinking or any other habits which are common to the average person.

Everyone is anxious to know about the value of vitamins and "cold shots." This is a controversial subject. Some people avoid having colds by the use of cold shots and vitamins while others are not helped. I think this is a matter for individual decision. One should consult his family doctor for this information.

If you do develop a cold, call your doctor for instructions. Until hearing from him you may carry out the following general principles which should be helpful: Go to bed, especially during the fever stage. Keep warm, drink lots of fluids and eat lightly. Take yourself and your cold out of circulation to avoid the possibility of spreading it to other people. Avoid the use of a common drinking glass.

As yet there are no miracle drugs or cures for colds. However, the antibiotics are effective in the treatment of complications. A word of caution is offered about self-administration of the antihistamine drugs or any other cold cure containing sedatives. These may cause drowsiness and are certainly not safe for any employee who operates equipment and machines.

In conclusion, the best advice is to follow the simple common-sense rules mentioned above. Do not take any special drugs without first contacting your family doctor.

## Named to ATA Posts

THREE CTA administrative staff members were voted into key committee posts at the annual meeting of the American Transit Association held during October in Boston.

*C. W. Wolf*, electrical engineer, was named chairman of the administrative committee, electrical division; *Charles R. Potter*, superintendent of track, was appointed a member of the administrative committee of the plant and engineering division, and *J. T. Harty*, superintendent of stores, was named a committee member of the administrative division of the purchasing and stores division.

Two retired as chairmen of other important committees. *P. J. Meinardi*, comptroller, who last year headed the administrative committee of the accounting division, and *G. S. Graybiel*, general superintendent of purchasing and stores, who was chairman of the administrative committee of the purchasing and stores division.

Also active in the program at the meeting was *Stanley D. Forsythe*, general superintendent of engineering, who presented a paper entitled "Rapid Transit and Expressways Go Together in Chicago" before the convening group.



INQUIRING REPORTER: Helen Lowe

LOCATION: Accounting Department

## *What would you do with \$64,000?*

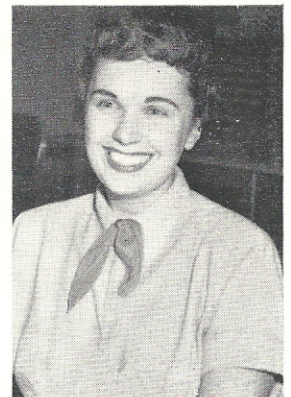


CATHERINE McALISTER, IBM: "I believe I would spend the money as though there were a time limit on its value. I would share the wealth with my family so they would be able to make some of their daydreams come true, yet I would not forget to endow some of the less fortunate."



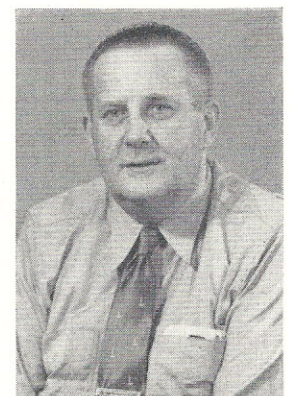
JACK WEXELBERG, Accountant: "First, of course, Uncle Sam would take care of his portion. Then, I would pay the rest of the mortgage on my house in full. I would invest the remainder of the prize with two thoughts in mind: to provide educational funds for my two boys, and to enable us to have a nice vacation each year."

ROSEMARY KENNY, Payroll Clerk: "First of all, I think I would like to visit the places I have yet to see in this country and Europe. Then, probably, I would invest the rest of the money toward a happy and sound future, and try to do good by helping those close to me."



BONNIE JEAN McGRATH, Mileage Clerk: "After recovering from the initial shock, I believe I would turn in my CTA pass, hold a small celebration for all, and then, providing there were a few thousand dollars left, I would be off to New York to study at the Elia Kazan School of Dramatic Art—which proves we're all dreamers at heart!"

ARTHUR F. MUELLER, Accountant: "If I won \$64,000, I could recover about half of it after taxes. The money would make it possible for me to go into complete retirement after working for the former Chicago Surface Lines and for CTA for a total of 35 years. I recently recovered from a severe attack of coronary thrombosis, so this money would have made it much easier for me to recover more fully."







## Decorations The Family Can Make

WITH ENTICING ribbon chains that are so easy and such fun to make, everyone, from little sister to grandpa, will insist on helping with the Christmas festivities. These attractive ribbon chains can be made from a popular gift tying ribbon which has the unique quality of adhering to itself when slightly moistened. Now's the chance to use up those odds and ends of ribbon that up to now have just been thrown away. Just form them all into one delightful chain that will add a special holiday touch to your home.

No messy paste or glue is needed when you use these special ribbons. All that is necessary is to cut the ribbon into 4-inch strips. Merely loop a strip into a circle, slightly moisten one end and then press against the other end. Then slip another strip through the already made circle, moisten and press, and your beautiful chain is on its way. Continue in this easy manner until the ribbon chain is the length that you desire.

For a really notable Christmas, gaily swirl a ribbon chain 'round and 'round the Christmas tree from tip to base. Festoon the chain elegantly across the tops and sides of the windows. Drape it merrily across the fireplace . . . it drapes so easily, too. It's just the thing for decorating that already too expensive party because this remarkable chain can be made from little left-over pieces of ribbon. Try attaching four ribbon chains to the dining room chandelier over the center of the table, then attach the opposite end of each chain to a table corner. You can tell there's a good time ahead at one glance. You can use your school or club



**EVERYONE** will love making ribbon chains this Christmas out of a popular gift tying ribbon which adheres to itself when slightly moistened. Inexpensive ribbon chains can be made from odds and ends of ribbon, yet provide the last word in ultra smart party decorations. Scalloped across the fireplace, as shown here, is just one of the ways in which this chain can be used.

colors, or four pure white ones for a special wedding party. There's no end to the possibilities of decorating with ribbon chains.

The youngsters in the family will like putting together this easy to make, fun to watch grow chain. They get a fine sense of accomplishment as their fingers add loop after loop. This Christmas, and in the holidays to come, let everyone in the family share in the fun of making these chains.

HERE'S AN IDEA for an outdoor fir plywood display that carries out the traditional Christmas theme.

It shows an extremely simple plan for a stylized tree. One or two of them make ideal displays by themselves but they will also work handsomely in combinations.

In this one you cut out two identical tree shapes four feet tall. You notch one from the top and the other from the bottom and then slip them together to form a four-way display.

**THIS** fir plywood Christmas tree is a versatile cut-out design that will work by itself or in combination with other elements in an outdoor Christmas display.

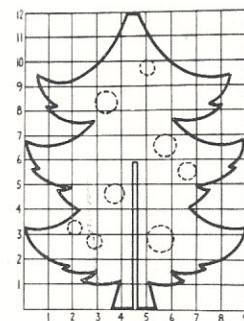


You can decorate the tree with plastic foam ornaments, reflectorized balls or paper or with actual lights.

All you need to make one tree is two panels of  $\frac{1}{2}$ " exterior type fir plywood with waterproof glue. Draw grid lines 4" apart on the panels. Then reproduce the shape of the full-size tree on the panel using the sketch shown.

Notch one tree a little more than  $\frac{1}{2}$ " wide half way up from the bottom. Notch the other the same way half way down from the top.

Finishing should be completed before the tree is assembled. Prime both sides of the trees and daub the edges heavily with the primer. Then apply a good exterior house or trim paint tinted to the right color for a finish coat.



**CHRISTMAS TREE.** Cut two trees from 4' x 6' panel of  $\frac{1}{2}$ " exterior type fir plywood. Notch one 2' up from bottom and another 2' down from top. Draw grid squares 4" x 4".



# to the ladies from Ellen

## SURPRISE DESSERT

THANKSGIVING holiday festivities are just around the corner and soon every homemaker will be busying herself in the kitchen preparing a feast for the family.

Mouth-watering scents of roast turkey will fill the air and a sweet odor of candied sweets will tell the family dinner will almost be ready to serve.

Naturally, the main courses in a Thanksgiving dinner are most important, but to finish a delectable meal with a surprise dessert will add the finishing touches to a well prepared dinner.

More and more homemakers are discovering the cooking virtues of sour cream. And this is to be desired for sour cream gives a flair to many types of dishes. The flavor of gravies and of fowl and vegetable dishes is delightfully different when sour cream is used. There are many desserts that depend on sour

cream for their distinctiveness.

A perfect example of such a sour cream dessert is this Surprise Sour Cream Pudding. A rich All-Bran mixture is prepared and spread in the bottom of an 8x8 inch pan. Brown sugar is sprinkled over the top and the sour cream poured over. The pudding is baked and allowed to cool. The surprise element? What begins as a pudding with topping becomes an upside down pudding during baking.

### Surprise Sour Cream Pudding

- 1½ cup All-Bran (ready-to-eat bran)
- ¾ cup milk
- 1 cup sifted flour
- 1½ teaspoons baking powder
- ¼ teaspoon salt
- 2 tablespoons shortening
- ¼ cup granulated sugar
- 1 egg
- ½ teaspoon vanilla flavoring



**MMMMMMMMmmmm** — A surprise dessert of a rich All-Bran mixture will add the finishing touches to a well-prepared Thanksgiving dinner.

- 1 cup light brown sugar
- 1 cup sour light cream

Combine all-bran and milk; let stand about 5 minutes. Sift together flour, baking powder and salt. Blend shortening and granulated sugar, and egg and vanilla; beat well. Add sifted dry ingredients alternately with All-Bran and milk, mixing after each addition. Spread in 8x8-inch pan. Sprinkle brown sugar over top and pour on cream. Bake in moderate oven (350°F) about 45 minutes. Cool. Cut into squares. Serve, upside down, warm or cold.

Yield: 9 servings.

## GIFTS TO MAKE FOR CHRISTMAS

EVERY HOME deserves the kind of Merry Christmas that glows with a warm-hearted spirit of something differ-

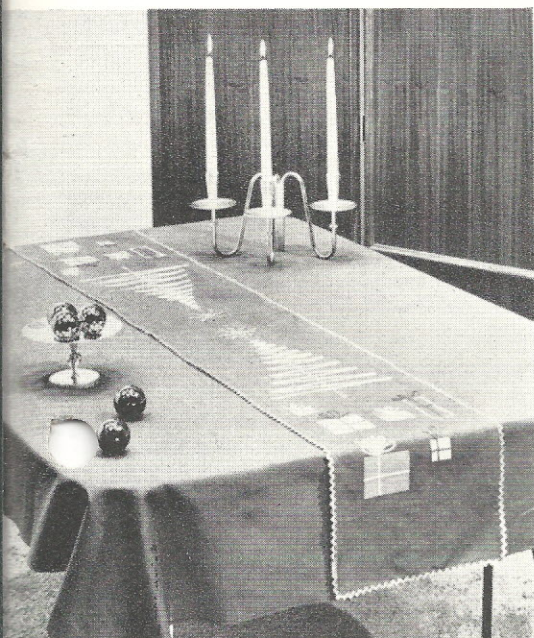
ent to perk up familiar surroundings. This something different can be easily accomplished by making gifts at home. And whether the treat is for your own household or for a friend's, some of the nicest "domestic" gifts are those personalized by your own hand. By indulging in the art of making a gift at home you will add individual charm to the holiday season and make the gift list look smaller and the Yuletide budget bigger.

Here's a lovely item to make — easy to accomplish and wonderfully effective. Christmas Tablecloths for year 'round use: Two yards of the new 54-inch

width Indian Head brand cotton make a colorful, highly practical tablecloth. But don't stop with just the quick-make tablecloth when you can cleverly add exciting elegance. The latest idea calls for the use of unique switch-about separate "party center" runners that are delightfully decorated for Christmas entertaining, summer barbecues and other festivities.

What's more, the basic all-purpose cotton tablecloth can always be used alone for every-day dining. Free detailed instructions on how to make the cloth and runners, including the Christmas "party center" can be obtained by writing Women's Page Editor, P. O. Box 3555, Chicago 54.

**EASY TO accomplish and wonderfully effective is this tablecloth and runner for holiday entertaining. They make a practical gift item, too.**





*All together now*  
for...**THE SECOND ANNUAL  
SAFE DRIVING DAY...DEC. 1<sup>st</sup>**

**HERE'S HOW ACCIDENTS  
WERE REDUCED LAST YEAR  
ON S-D DAY...**



**NATION-WIDE REDUCTION....**

**20%**



**CHICAGO REDUCTION....**

**61%**



**CTA REDUCTION....**

**70%**



**WE AT CTA  
CAN DO EVEN BETTER  
THIS YEAR !**

**MAKE Every DAY SAFE DRIVING DAY  
... and protect your passengers, too !**

THE CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago 54, Illinois  
Form 3547 Requested

