

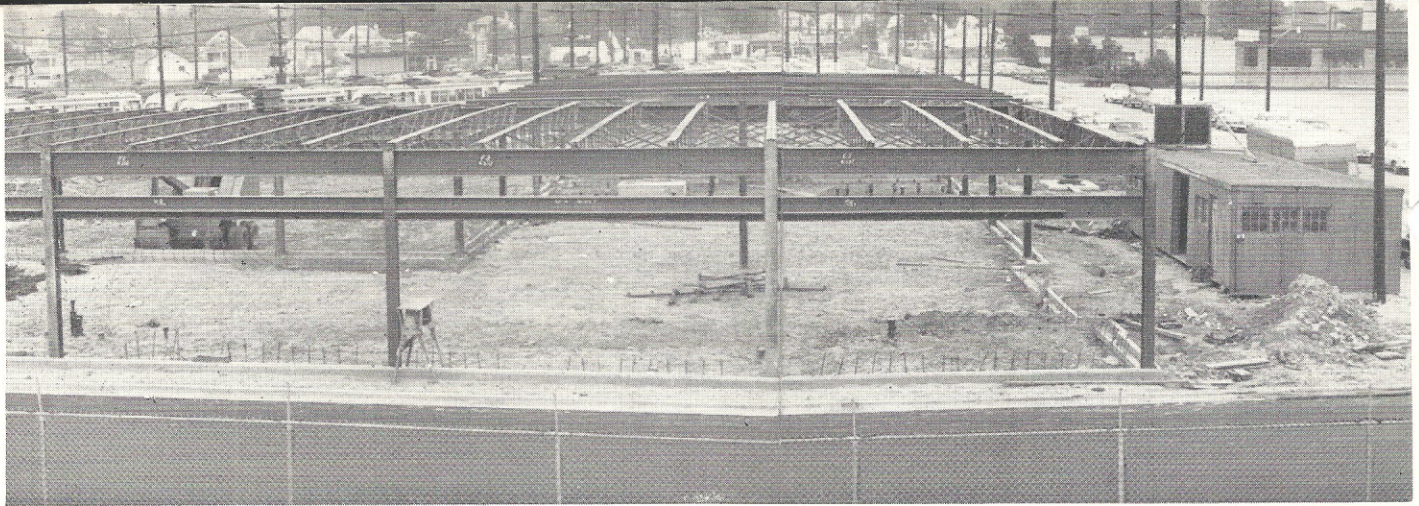


TRANSIT NEWS



RED FEATHER KID
(see Page 7)

SEPTEMBER, 1956



SUPPORTING STEELWORK is up and progress is being made on other construction phases of the new transportation building being erected at Forest Glen station. The structure, being built at a cost to CTA of over \$350,000, is the second unit of the modern operating station located at Armstrong and Elston

avenues on the northwest side. The first unit, a garage and service building, was placed in service on December 2 last year. The new facility will provide offices and additional working space for Transportation Department personnel and increased storage area for trolley buses.

ANNOUNCE REVISION OF STUDENTS' RIDING PRIVILEGES

REVISION of elementary and high school students' local transit riding privileges was authorized recently by Chicago Transit Board as a measure to reduce abuses of the existing privileges.

The student fare of ten cents per ride remains unchanged, but the revised privileges, which were worked out in consultation with school authorities, went into effect with the beginning of the fall semester.

There now are two types of student identification cards instead of one.

One type, providing for limited use between 7:00 a.m. and 6:00 p.m. on school days to and from school, is issued without charge to qualified students at the beginning of each semester. Distribution of these unlimited use student identification cards are supervised by school authorities.

The other type, providing for unlimited use round-the-clock every day during the regular school term, are sold for \$1.00 each. Distribution is being handled exclusively by CTA employes on certifications by school authorities that the applicants are eligible for student privileges. The \$1.00 charge for each unlimited use card just about covers the cost of providing the cards, and supervising their distribution.

Replacements of limited use student identification cards that are lost or stolen are available for \$1.00 each, but replacements of unlimited use cards will cost \$3.00 each.

The unlimited use student identification card bears the photograph of the student to whom it is issued. This photograph is an integral part affixed to the card which is laminated between two pieces of clear plastic.

CTA personnel are assigned to various schools at the beginning of each semester to photograph students who apply for the unlimited use card.

By these revised privileges and procedures, CTA hopes to reduce costly abuses of the student riding privileges. Some students have been selling cards to persons ineligible to use them. Another abuse it is hoped to reduce is vandalism of CTA buses and cars. Having students' photographs on the unlimited use cards should help identify students guilty of vandalism.

Presently the student riding privilege is unlimited during the school year. This system was established about two years ago.

It has been found from experience that the majority of students do not need unlimited riding privileges. Consequently, a very substantial traffic developed in the sale of these student identification cards to persons ineligible to receive them.

Approximately 260,000 student identification cards are issued each semester.

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RECENT CTA ADDITION TO THE ARMED FORCES

Ovelton W. Blanchard — Transportation (Limits)

RETURNED FROM SERVICE

Dan L. Dylla — Transportation (North Avenue)

Theodore R. Harrison — Transportation (Archer)

Edward Moragne — Transportation (69th)

Six months' report:

ACCIDENTS DROP SHARPLY!

A SHARP REDUCTION in CTA traffic and passenger type accidents, attributable to intensive safety campaigning, was reported recently by *General Manager Walter J. McCarter*.

The report disclosed a very encouraging overall accident record for the first six months of 1956 by citing the following supporting data:

(1) There were fewer accidents. During the first six months of 1956, CTA operators were involved in 764 fewer surface traffic accidents, 385 fewer surface passenger accidents, and 24 fewer rapid transit traffic and passenger accidents than for the first six months of 1955.

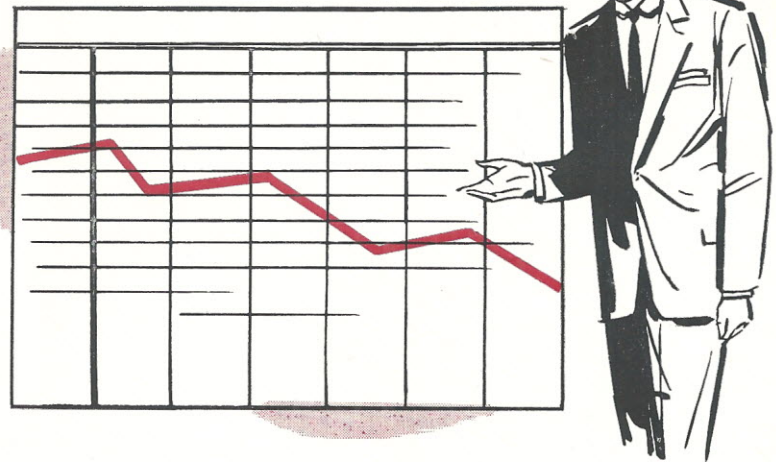
(2) Accident frequency rates were improved. The per cent improvement in frequency rates for the first six months (1956 vs 1955) shows:

An 11.7 per cent improvement in surface passenger accidents per million passengers carried.

A 10.7 per cent improvement in surface traffic accidents per 100,000 miles operated.

A 7.0 per cent improvement in rapid transit traffic and passenger accidents per 100,000 miles operated.

(3) All 13 Surface Stations improved their passenger accident frequency rates for the first six months of 1956



as compared with the first six months of 1955.

(4) The Surface passenger accident frequency rate and Surface traffic accident frequency rate has been lower in each month of 1956 than the rate for the comparable month of 1955.

The report further pointed out that every major type of surface system traffic or passenger accident, collision with vehicle, bus and person, collision of CTA vehicles, alighting and boarding accidents and falls is both lower in number and in frequency rate than in the comparable period of last year.

"This gratifying reduction in accidents," said Mr. McCarter, "is due to our intensive campaigning for observances of safety rules and regulations by our operators and our patrons."

The encouraging facts contained in the report reflect the continuing emphasis on reduction of accidents being given by the passenger safety campaign. This intensive system-wide effort has been conducted at both the employe and passenger levels. Both are proving effective and excellent cooperation is being received from personnel and patrons.

MERGE LUNT AND TOUHY ROUTES FOR BETTER SERVICE

IN ANOTHER progressive move to provide better mass transit facilities for its patrons, CTA consolidated operations of two surface lines—Lunt (Route No. 154) and Touhy (Route No. 96)—on September 9.

The result of the consolidation is a through, "U"-shaped route known as Lunt-Touhy (Route No. 96).

From the southern terminal at Morse avenue and Sheridan road, buses now operate north in Sheridan road to Lunt avenue, west in Lunt (connecting with the Morse avenue "L" station) to California avenue, north to Touhy avenue, east to Rogers avenue, northeast to Ashland avenue, north to Howard street, and west to Hermitage avenue (connecting with the Howard street "L" station).

On the return trip, buses go south in Hermitage to Rogers avenue, southwest to Touhy avenue, west to California avenue, south to Lunt avenue, east to Clark street, south to

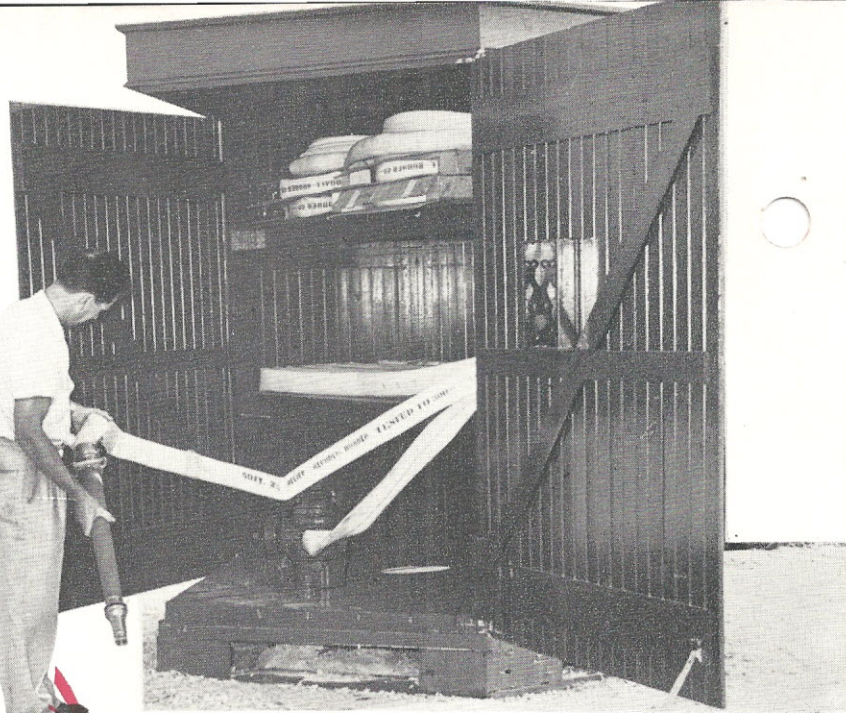
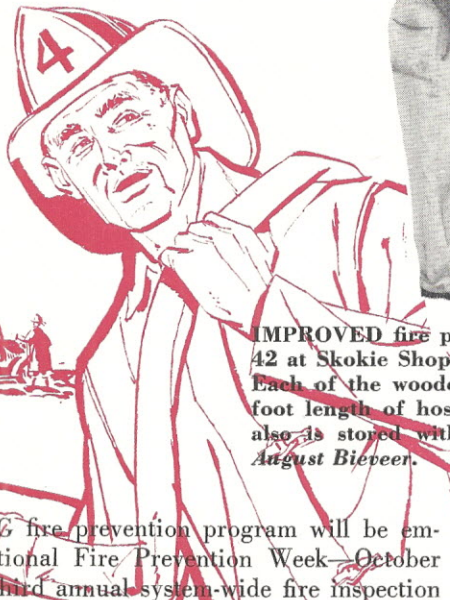
Morse avenue and east (connecting with the Morse avenue "L" station) to Sheridan road.

By merging the two lines into one through route, patrons from the vicinity of the western sections are provided a choice between two transfer connections with the "L"-subway, either at the Morse avenue "L" station in Rogers Park or the Howard street "L" station, whichever best suits their purpose.

In addition to providing better service, another advantage of the change will be the elimination of looping operations on such residential streets as Jarlath, Washtenaw and Francisco.

Hours of operation and intervals between buses on the new, through route are the same as when the two lines were operated independently.

ANNUAL FIRE INSPECTION SET FOR OCTOBER



IMPROVED fire prevention facilities have recently been installed in Storeroom Area 42 at Skokie Shops with the building of three hose houses of the type pictured here. Each of the wooden structures encloses a fire hydrant to which is connected a 150-foot length of hose. Spare hose to extend the length in the event of an emergency also is stored within. Holding the nozzle of the fire-fighting equipment is Clerk August Biebeer.

CTA'S CONTINUING fire prevention program will be emphasized during National Fire Prevention Week—October 7 to 13—when the third annual system-wide fire inspection of operating properties will take place under the direction of the Insurance Department.

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

As in previous years, a special committee made up of representatives from various departments will conduct the inspection, and visits will be made to all CTA operating stations and facilities to determine that fire regulations are being followed and safe procedures being practiced in all locations.

The committee will be given full responsibility for reporting and recommending correction of any unsafe conditions found. It is empowered to authorize immediate action for corrections of hazards whenever necessary or to refer back to the various departments conditions that require further study before proper corrective measures can be established.

The special committee, which will function only during the period the system-wide inspection program is underway, will be chiefly concerned with checking basic fire prevention practices. Carrying the program into effect throughout the year rests fundamentally with specially trained and appointed personnel at the respective stations and locations.

H. B. Storm, superintendent of insurance and pensions, who has overall responsibility for the fire insurance program, said the primary objectives of the inspection will be to observe and report on: (1) the availability, nature and condition of fire-fighting equipment, such as fire extinguish-

ers, fire hose and water supplies, and the training of personnel; (2) the adequacy of safeguards for the protection of life and property, such as sprinkler systems, alarm systems, fire doors, and emergency exits; (3) the existence of hazardous conditions resulting from improper structural or electrical construction practices, or the overloading of such facilities; (4) general housekeeping practices such as the accumulation of combustible materials; (5) methods of working with, and the handling and storage of highly inflammable liquids, and (6) the requirements needed for special hazards found at various locations.

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

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

National Fire Prevention Week observance stems from an original Fire Prevention Day which was set apart to commemorate the anniversary of the great Chicago fire on October 9, 1871. Its purpose is to direct attention not only to industrial fire prevention programs, but also to bring to public awareness that fires annually take a tragic toll of lives and property damage in home fires.

SURFACE ROUTE CHANGES BENEFIT RIDERS

CONSOLIDATION OF two north side surface routes, permanent changes in routing of two south side surface lines and establishment of two new direct transfer "L"-subway connections, benefiting regular riders on one other south side bus route, were put into effect recently by CTA.

The North California (No. 94A) and Kedzie-Homan (No. 82A) routes were affected by the consolidation, which went into effect September 9.

The new route, known as Kedzie-Homan (No. 82A), extends, during rush periods, from 34th street and Lawndale avenue on the south end to Howard street and the North Shore channel on the north end, operating via California avenue between Foster avenue and Howard street. During non-rush hours, service on the south end terminates at 31st street and Lawndale avenue. Buses on this route serve the Kedzie station of the Ravenswood "L" route.

Under the new operation, Kedzie-Homan buses provide service on Foster avenue, between Kedzie avenue and California avenue, on California avenue, between Foster avenue and Howard street, and on Howard street between California avenue and the east side of the North Shore channel. South of Foster avenue the Kedzie-Homan route remains unchanged.

Traffic Hazard Eliminated

The consolidation of the two routes also eliminates the present necessity of wyeing of North California avenue buses at the intersection of North California and Farragut avenue.

Hours of operation and headways between vehicles on the entire new route remain approximately as before. In the section of the line south of Foster and Kedzie avenues, buses operate at about three-minute intervals during morning and afternoon rush periods, at eight-minute intervals during midday, and at nine-minute intervals in the evening. "Owl" service is scheduled at 30-minute intervals between Fullerton-California and Kedzie-Berwyn.

In the part of the line between Foster-Kedzie and Howard and the North Shore channel, along Foster, California and Howard, buses operate at about eight-minute intervals in the morning and afternoon rush periods, at 16-minute intervals during midday, and at about 18 to 20-minute intervals in the evening. No "Owl" service is provided in this area.

In the Berwyn-Kedzie to Peterson-Kedzie section, which is less than a mile in length and within a quarter of a mile of the Kimball avenue bus line, service is provided only

during morning and evening rush periods, Mondays through Fridays. From about 6:05 a.m. to 9:06 a.m. buses are scheduled at approximately four to five-minute intervals and from about 3:04 p.m. to 6:35 p.m. at approximately eight-minute intervals. No "Owl" service is provided in this area.

The consolidation makes possible a direct "L" connection for northwest side riders from the vicinity of the north California avenue, north of Foster avenue.

* * *

TIME SAVINGS of twenty minutes per day were made possible for regular riders of CTA's Jeffery (No. 5) local bus route, who board or alight north of 63rd street and Stony Island avenue.

These time savings resulted from changes in routing of the local bus route to provide for direct transfer connections with the Indiana and the 43rd street stations of the North-South "L"-subway route. The route changes went into effect on August 19.

Under the revised routing, Jeffery local buses in the area between 43rd and 33rd streets operate via 43rd street and Indiana avenue instead of via Drexel, Oakwood and South Park.

By transferring at either of the two "L"-subway stations, ten minutes or more are saved on both in-bound and out-bound trips.

When the change was made, Drexel-Hyde Park local buses (Route 1) also followed the new routing. After a trial period, it was found more riders would be benefited by returning these to their former routing which is north on Drexel from 43rd to Oakwood boulevard, west on Oakwood to South Park, north to 33rd street, and west on 33rd to Michigan avenue, then north over regular route.

* * *

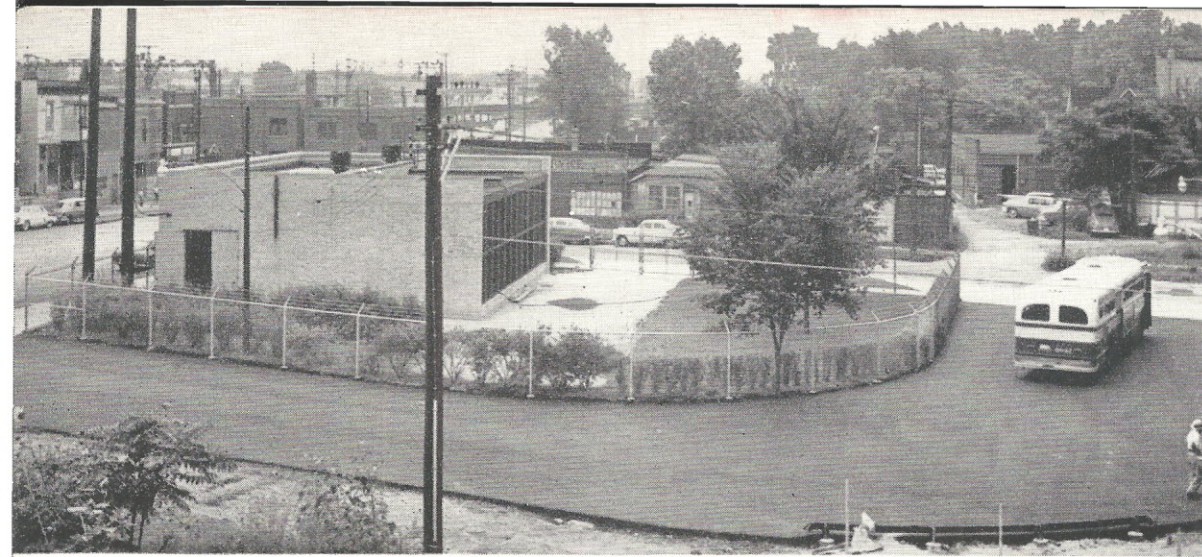
ROUTES OF two south side surface lines—26th-31st (No. 31) and 43rd-Root (No. 43) were permanently changed beginning August 18, when five streets in the area bounded by Halsted, 26th street, South Park and 25th street were made one-way thoroughfares by the City of Chicago.

The new one-way streets, which are designed to relieve substantially traffic congestion in Halsted street, and the resulting bus route changes enable CTA to provide speedier, more efficient service for patrons traveling in the area.

Streets becoming one-way are as follows: Emerald, southbound from 25th place to 47th street; Union, northbound from 47th street to 26th street; 26th street, eastbound from Union to South Park; 25th street, westbound from South Park to Princeton, and 25th place, westbound from Princeton to Halsted.

Westbound buses on the 26th-31st line travel north on Cottage Grove from 31st to 25th streets, west on 25th street to Princeton, south on Princeton to 25th place, west on 25th place to Halsted, south on Halsted to 26th street, where terminal time is taken. Eastbound buses are not affected.

Westbound buses on the 43rd-Root line travel west on Root to Emerald, south on Emerald to 42nd, west on 42nd to Halsted, north on Halsted to Root terminal.



CTA'S NEWEST off-street terminal is pictured above. It is located near the intersection of Cottage Grove and Burnside avenues and serves as a private turn-around for Cottage Grove short line buses.

NEW COTTAGE GROVE OFF-STREET TERMINAL

A NEW off-street terminal for Cottage Grove (Route No. 4) short line buses, formerly terminating their runs at 93rd street, was placed in service on August 22.

The installation is located on property leased from the Commonwealth Edison Company near the intersection of Cottage Grove and Burnside avenues and immediately south of the Chicago and Western Indiana railroad viaduct. It provides a private off-street turn-around for CTA buses, thereby eliminating a looping operation on city streets.

Southbound buses now travel south in Cottage Grove to the entrance of the terminal's private right-of-way, thence

west and south through the terminal to Burnside avenue, southeast in Burnside to Cottage Grove and then over the northbound route.

Buses formerly traveled south in Cottage Grove to 93rd street, west in 93rd to Evans, south in Evans to Lyons avenue, southeast in Lyons to Cottage Grove and thence in Cottage Grove for the northbound trip.

Through buses to the end of the Cottage Grove line at Cottage Grove and 115th street do not use the terminal.

Chicago Transit Authority is now operating approximately 100 off-street bus terminals.

CTA TO INSTALL "SPEED RAMP"

CTA IS soon to introduce another mass transit "first"—the possible use of a belt "speed ramp" to supplement existing stairs or escalators at rapid transit stations served by elevated or underground trains.

The contract for a test installation of a "speed ramp," to be located at the 63rd street and Loomis boulevard terminal of the Englewood branch of the North-South "L"-subway route, was awarded by Chicago Transit Board on September 6 to Stephens-Adamson Manufacturing Company of Aurora which submitted the low bid of \$19,611. Work is to start immediately and is to be completed in 65 working days.

The speed ramp will lead from the station, which is on the east side of Loomis boulevard, to the platform, and will be parallel to and alongside the elevated tracks. The ramp will be approximately 88 feet long and will have 33 inches of exposed standing space.

CTA specifications call for the "speed ramp" to have a capacity of 7,200 persons an hour, a belt speed of 125 feet per minute, and controls that will permit operation of the belt either in an "up" or "down" direction.

The 63rd street and Loomis boulevard terminal was selected for the test installation because of sharply increasing patronage at this station developed by feeder buses, particularly the Marquette route.

The cost of a "speed ramp" is substantially less than the

cost of an escalator serving the same or a comparable location.

Faced with the necessity of increasing the stair capacity at this station or installing other facilities, the decision was made to test the use of a moving belt on a ramp.

If the initial installation proves successful, CTA may be able to use speed ramps to supplement elevated stairs in the Loop area, where there is heavy use of rapid transit facilities, and at certain outlying "L" stations where there is also heavy patronage.

The speed ramp installation is believed to be the first of its kind in the transit industry. One possible disadvantage of the speed ramp is that it requires more lineal space for installation than either stairs or escalators, but this should not be an important factor where space is available.

Other transit "firsts" by CTA include introduction of lightweight rapid transit cars, the conversion of modern-type streetcars to rapid transit cars at a substantial saving per rapid transit car, the introduction of a centralized line supervisory control system for rapid transit trains, and the installation of an automatic electronic route selection facility for routing trains.

The rapid transit subway facility, now being built in the median strip of the Congress Expressway project by the city, the county and the state, will also be the first of its kind in the nation.



NOMINATED FOR the 1956 Red Feather Kids contest, winsome Ellen Dennis, nine-year old daughter of Operator Howard Davis, Keeler, placed among the 12 youngsters who went as far as the finals in the competition. She received a special award from the Community Fund of Chicago for her fine showing. Pictured with Ellen is her mother.



WINNING RED Feather kids for 1956 are these six youngsters who got the nod from the panel of judges in the city-wide contest. Left to right, front row: Anna Maria Faruggia, 12; Lee Roy Kaminski, 9; center row: Dorothy Gault, 11; Pat Carlisle, 10; rear row: Michele Gibbs, 10, and George Considine, 12, whose father is CTA Operator Bernard Considine, Archer.



Big Day for the Red Feather Kids

CTA FAMILIES scored again in the city-wide contest to select the Red Feather Kids of 1956 when two children of employes went to the finals and one was among the six youngsters named as winners in the annual competition sponsored by the Community Fund of Chicago.

The lad who went all the way and who will wear the coveted Red Feather Kid costume in personal appearances around Chicago during the next several months is husky, red-haired *George Considine*, 12-year old son of Operator *Bernard Considine*, Archer.

The young lady who was in the running right down to the last, but who lost out by a very slight margin in the final judging was *Ellen Dennis*, 9, daughter of Operator *Howard Dennis*, Keeler. Ellen received a special award for being one of six girls called up for the final round.

Six Red Feather Kids were chosen—three boys and three girls—from a group of 65 contestants who were selected for outstanding leadership by welfare service agencies and neighborhood activity centers which are assisted by the Community Fund.

George, a seventh grade student at Nativity of Our Lord parochial school, represented the Valentine Boys Club. Ellen, who is a fifth-grader at St. Pascal's parochial school, represented the Irving Park YMCA.

Employe Participation Urged

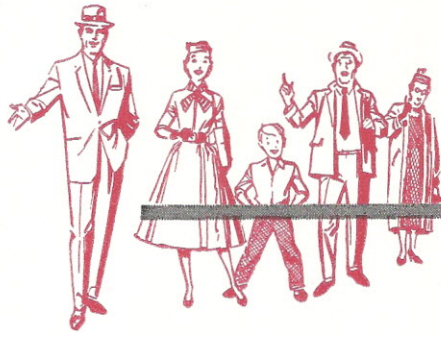
CTA's ANNUAL solicitation of employe contributions to the Community Fund and the Red Cross Fund will get under way this month.

With both of these philanthropic and welfare organizations seeking more funds to meet the increasing demands upon their services, and the increasing costs of providing the services, *General Manager Walter J. McCarter* is urging CTA employes to be generous in their giving.

"Helping fellow citizens who are in unfortunate circumstances is not only a privilege but an obligation of citizenship," *General Manager McCarter* said. "Solicitation of CTA employes for welfare and philanthropic purposes is limited to this annual combined appeal for contributions to the Community Fund and the Red Cross Fund. Therefore we can discharge our obligation as good citizens by giving as much to these two funds as our individual circumstances will permit."

Payroll deduction authorization cards are to be distributed to all employes not presently enrolled in the payroll deduction plan. Employes are to sign these cards, stating the amount of the contribution, and how it is to be divided between the two funds. The signed cards are to be returned to department supervisors as soon as possible, in any event not later than October 26.

In 1955, CTA employes contributed a total of \$69,032 to the Community Fund and the Red Cross Fund.



Our Public

SPEAKS

FROM ONE of the nation's most distinguished publishers, *Mr. Barry Bingham*, president of the *Courier Journal* and the *Louisville Times* of Louisville, Kentucky, comes the following letter of commendation:



"As a visitor to your city, I have been struck by the courtesy and efficiency of your bus operators on the Michigan avenue line. I was particularly impressed with the driver of Bus 652, who gave me information and directions with more politeness than I have experienced in any other city. Such operations are a credit, not only to your company, but to your community."

(Editor's Note: Though insufficient information was given to identify the operator involved, such commendations favorably reflect on the entire CTA operating personnel and are always pleasant to receive.)

ALSO, HERE are a couple of letters patrons have recently written, expressing the same point of view:

Courteous Answers

"There is a driver on the Archer Express who is one of the best and most courteous drivers I have ever ridden

with. He can maneuver through traffic, keep his schedule, and drive carefully. He always has a pleasant smile and kind word for everyone and answers all questions of information very courteously."

(Editor's Note: The bus driver in question is No. 6776, *Roland H. Fortier*, Archer, and also CTA TRANSIT NEWS reporter for that station.)

Helps Stranger In Town

"I was pleased and grateful to receive very courteous information from Ticket Agent No. 4910 (*Sylvia Welters*, Loop). Although she was rudely interrupted



several times by a few other patrons, she was still able to put me, a stranger in town, at ease. She explained how I could easily reach my destination and when I walked away from the booth I felt very confident within myself."

REPRINTED below are letters expressing a different point of view. These are not so gratifying to receive:

"When I boarded a bus, I asked the driver where I could transfer to get to my destination. He became very sassy and an argument developed. Although I moved to the rear of the bus, the oper-

ator kept on making remarks. Another passenger gave me the information I needed. When I was ready to alight, the operator ignored me and drove a couple of blocks past my stop."

COMMENT: Every effort should be made to make our service as convenient and efficient as possible. Unless we all strive to make these efforts, we will soon find our patrons seeking other forms of transportation. If the operator had been courteous and helpful, there would have been no necessity for this letter.

"My parents and I got on a bus at 7:20 p.m. The transfers we received were punched 7:15 p.m. When we arrived at our transfer point, we alighted from the bus and waited about ten minutes for the next one. As we boarded the bus, the driver told us, in not too friendly a manner, that our transfers were no good anymore. I told him that we had just gotten off the other bus and had to wait for his bus, but because of his attitude, I paid our fare again."

COMMENT: It is apparent that the operator of the first bus was in error for issuing a transfer that was late, but the conduct of the second driver also is inexcusable. The embarrassment and inconvenience caused to patrons by operators who fail to make an endeavor to follow proper procedures for punching transfers and courteous mannerisms in handling situations cannot be condoned. As long as our patrons are helping to pay our salaries, we should try to make our service as convenient and comfortable as possible.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for August, 1956, July, 1956, and August, 1955:

| | Aug. 1956 | July 1956 | Aug. 1955 |
|---------------------|--------------|--------------|--------------|
| Complaints | 914 | 933 | 843 |
| Commendations | 103 | 98 | 98 |

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

A Summer Engagement, A Winter Wedding

ACCOUNTING—*Frances Roach*, Revenue, received a diamond engagement ring on July 27 from *Delbert Tidwell*. Their wedding date is set for late winter.

Sara Lu O'Malley, Revenue, left CTA on August 17 to continue her studies. She received a four-year partial scholarship to the College of St. Teresa at Winona, Minnesota, where she will major in liberal arts.

Herbert Rohde, supervisor, IBM, motored to Quebec during his vacation . . . *Lawrence Francoeur*, assistant general accountant, enjoyed a stay on a farm near Dowagiac, Michigan, while vacationing . . . *Robert L. Hill*, assistant revenue accountant, spent his time in Waterford, Wisconsin, where he did some speed-boating and spectator fishing. His son was the fisherman . . . *Astrid Platto*, General, visited the Royal Gorge, Cave of the Winds, Garden of the Gods, Pikes Peak, Cheyenne Mountain, Manitou Mountain, and also visited a gold mine and a gold mill, all in Colorado.

Visits Salt Lake City

Lillian Oesterreich, Material and Supplies, also went west to Salt Lake City, Utah, and to Glenwood Springs and Colorado Springs, Colorado . . . *Beatrice Franke*, Voucher Department, returned rested from Minoqua, Wisconsin, and *Margaret Walker*, Material and Supplies, spent a few days in Lake Geneva, Wisconsin . . . *Margaret Dorgan*, IBM, sojourned at a resort in Egg Harbor, Wisconsin . . . *Marion Buckley*, IBM, enjoyed fishing near Cable, Wisconsin.

Oscar Leiding, Voucher Department, took short trips around Illinois and Wisconsin . . . *Katherine Dwyer*, Material and Supplies, visited relatives and friends in Michigan and around Chicago . . . *George Triunfol*, General, took in the attractions of our fair city . . . *Betty Suhr*, Revenue, visited relatives in Iowa and Minnesota . . . *Eileen Murphy*, Payroll, flew to Pittsburgh, Pennsylvania.



TRAVEL COLORADO STYLE

HOW TO travel through Colorado is shown by *Gil Andrews*, *Inside News* reporter from the Electrical Department, and his wife, *Harriet*. The covered wagon and bison were not the only mode of transportation available to the couple, however. The two journeyed from Chicago to Denver and Colorado Springs by train and to Rocky Mountain National Park, Pikes Peak, the Royal Gorge, Grand Lake and other points via automobile.

Reported by *Gilbert E. Andrews*

John Georgeson, Material and Supplies, drove to San Francisco, California, with stops enroute at Colorado Springs, Colorado, and the Grand Canyon, Arizona, Las Vegas, Nevada. At Tucson, Arizona, she visited *Ernest Hoskins*, retired assistant chief voucher clerk.

Daniel Profitt, IBM, spent his vacation at home. It came out that *Mark*, his son, had eluded this reporter when he arrived on April 19 . . . *Josephine Sweda*, formerly of the Invoice Department, became the mother of a son on August 15.

Patrick H. Skerrett, Material and Supplies, received an award of \$5.00 for his suggestion proposing that the plastic core for holding scotch tape be carried in stock to replace broken cores.

—HELEN A. LOWE

Archer Does Right By Night Janitor

ARCHER—Instead of the regular *Bud Billiken* Parade, which was held recently, here at Archer we had a parade for *Jim Nolan*, night janitor. Someone ordered a big cake, with Jim's name written across the top, and had it delivered to the depot. After the serving of cake and coffee, Jim passed out cigars to the supervisors and clerks. All in all, every one had a good time, and Jim went home feeling very honored.

Operator Leo Weiss spent part of his vacation in the hospital for observation.

Operator Chester Kropidlowski is now a clerk at Lawndale.

Operator Joe Petter did a lot of traveling on his vacation. Along with his sister and son, he went as far as Los Angeles, California, and enjoyed every minute of it . . . *Operator Pete Kusek* and his wife almost froze while vacationing in Detroit, Michigan . . . *Operator William Donahue*, his wife and daughter spent their vacation at Bass Lake, Indiana, water skiing.

Operator Jim McVea and his family enjoyed a wonderful vacation in Atlanta, Georgia. Jim says that the south is their favorite section of the country . . . Your reporter took his family up to Wau-paca, Wisconsin, for a week, and had a great time.

At this writing, *Clerks Bill Henderson* and *Henry Zych* are recuperating from operations . . . *Supervisor Pat O'Finn* is back working after being off sick for quite a long time.

Operator Pete Storcz lost his mother.

William Gedwells, repairman "A," received a \$15.00 award for proposing that the two horns located on the front of the cross-member underframe of an "L" car be relocated to prevent water and dirt getting into them.

—R. H. FORTIER

Son's Wedding Means Trip To Nebraska

BEVERLY—*John* and *Florence McMullen* returned from Nebraska City, Nebraska, where they attended the wedding of their son, *John, Jr.*, and *Lois Puppe* of Nebraska City.

Tom and *Stella Mulqueeny* are the proud parents of *Barbara Jean*, born on July 18 . . . *Maurice* and *Rose O'Conner* told everyone that little *Maureen Elizabeth* made her debut on July 24 . . . *Fred* and *Minnie Hagen* spent a week in the Smokies in August and, during September, planned to spend two weeks at Spirit Lake near Tomahawk, Wisconsin.

Operator Howard Serena has taken a clerk's job at our depot.

Alfred and *Elizabeth Behland* celebrated 19 years of married life on September 4.

LOTS OF FISH



"LOOK AT the fish Daddy caught!" little Lynn Marie, daughter of Ted Wolski, motor rebuilder, Skokie Shops, seems to be telling a friend of hers. The finny specimens, which included seven Northern pike, five walleyes and a number of bass, were caught by Ted during a recent vacation he and his family spent at Pike Lake, Wisconsin.

Reported by David Gurwich and Everett E. England

Arthur Carrillo, who has made a Cook's tour of most of our depots, is now back at Beverly.

Clarence Cowan found some old 1918 newspapers in a trunk in his attic and the headlines and news items brought back to him memories of World War I.

Operators Joe Balnis, who was injured by a fall, and Ed Cavanaugh, who spent a week in the hospital, are both back to work.

Vacations are still in full swing. A card received from Fred Rapp, Jr., stated that he and his dad, Fred Sr., were on their way to California, Seattle, Banff and Lake Louise . . . Jim McGrath of 77th and his wife, Lucille, vacationed at a lake near Rhinelander, Wisconsin, trying to catch a few big fish.

Ted and Bess Dexter enjoyed a big trip, visiting Duluth, Minnesota, the Grand Canyon, and stopping over at Salt Lake City. . . . A tantalizing card, addressed to the Poor Bus Pushers of Beverly, was received from Alexander and Frances Brand who took in St. Petersburg, Florida.

John and Florence Barber, and Charles and Isabell Glines, who are in-laws headed a caravan of

three carloads of relatives to Cedar Falls at Hazelhurst, Wisconsin, for a two-week reunion . . . Henry and Vivian Hanson added to their large collection of color films on a recent trip to Wisconsin Dells . . . Oscar Nelson and his party of friends motored around Lake Michigan . . . Harry Norberg and his family made several trips into Indiana to catch up on a backlog of visiting . . . Fred and Helen Renn toured the eastern states returning by way of Canada.

Denver, Colorado, was the spot chosen by Receiver Rudy Albrecht for the second year in a row . . . Mr. and Mrs. Earl Tibbitts visited Wisconsin and North Dakota . . . The kids showed Pa and Ma how to fish when Vic and Pearl Piciski took the family up to Fish Creek, Wisconsin, for a week.

Mr. and Mrs. Tom Spratt made a jaunt to a Girl Scout camp in Manistee, Michigan, where their daughter, Janice, was a summer enrollee . . . An outing at Channel Lake, Illinois, was enjoyed by Mr. and Mrs. George Johnson and friends . . . Art and Eva Kaufman rode a luxury train to California where they visited with their two sons who live in Los Angeles.

Vacation At Lake

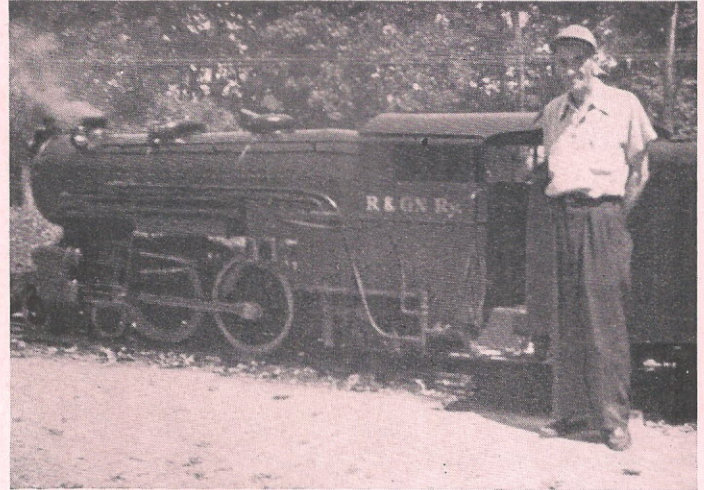
Bill and Cecilia Haskins vacationed at Little Round lake near Hayward, Wisconsin, where Bill, Sr., former Chicago Surface Lines employe, owns a resort . . . Swimming, boating and just plain loafing were on the agenda for Ralph, Helen and Pat Layton as they whiled away the hours in the Traverse City, Michigan, area . . . The Joseph O'Sullivan family motored to the Wisconsin Dells, where they spent two weeks.

And now for some news from the repair section: The Andy Karkoska family visited in South Bend, Indiana.

Mike Granger was busy getting things in readiness to move into a new home with his mother . . . The John Granville family found much to do around their new home in Oak Lawn.

John and Helen McCrea did a lot of fishing at Gun Lake, near Middleville, Michigan . . . Foreman Bill Magee and his wife made a quick trip to Kansas City, Missouri, and then returned home to catch up on the work around the house.

RAILFAN'S PARADISE



DIESELS HAVE all but erased steam locomotives from American railroads, but on the two-mile Riverside and Great Northern railroad, which provides transportation around the Wisconsin Dells, steam power remains supreme. Byron B. Hawley, supervisor, West Section, stands alongside one of the road's three locomotives during a pause in a trip he took over the system. Engineer for the trip was his brother, George H. Hawley, now retired, who was an attorney with the former Chicago Rapid Transit company and who now is vice-president and general counsel of the little pike.

Bill Moore, Sr., is a new resident of Tinley Park.

—FRANK M. BLACK

The 13th Should Come More Often

CLAIM AND LAW—The week of August 13 proved no jinx to Nora Cronin. Her daughter, Mary Ellen, presented her with a grandson and her son, Pat, passed his final examinations to become a full-fledged policeman.

Vernon and Mrs. Thornton camped en route to Los Angeles, San Francisco and points west; the E. J. Healys enjoyed the wonders of Bryce Canyon and Estes Park, Colorado; Mary Ann Pelka flew to Monterey, California, and Phil Comiano, attorney, Law Department, and family journeyed to Los Angeles and San Francisco . . . The Praeters, Henry and Marie, enjoyed Mackinac Island and the scenery around Lake Michigan as did Bill Corbett, statement man.

Harry Boness said he planned to spend his vacation in and around Chicago and Milwaukee, Wisconsin, while John Hennessy said he might start building a porch onto his home in Evanston.

Newcomers to this office are Rob-

ert Heinlein, vault clerk; Frank Cunningham, who has taken over the accident clerk's desk, and Eddie O'Connell, new supervisor of Legal and statement men. We all say goodbye and good luck to Peg Curtin, who has taken on the duties of a kindergarten teacher at St. Margaret Mary's school.

—EL-JE

Operator Beams When Daughter Presents Boy

DEVON—Jim Hicks, bus operator, became a proud grandfather for the first time when his daughter and son-in-law presented the family with a boy on August 8.

Operator George Zorn received \$10.00 from CTA for a suggestion he made.

Ray Simon, bus operator, is among our more talented musicians. He is a song composer and has had several of his works published.

This is my first column for Devon and, with the help of everybody at the depot contributing newsworthy items, it will make interesting reading for all concerned. It's a privilege to write this and I hope you enjoy reading it as much as I'm enjoying writing it.

—HERBIE SCHMIDT

Visits Pensioner On Western Trip

ELECTRICAL—*Arthur Sandberg*, engineer, motored approximately 3,500 miles with his family to colorful Colorado. His itinerary included Rocky Mountain National Park, Big Thompson Canyon, Continental Divide, Berthud Pass, Central City, Idaho Springs and finally wound up in Santa Fe, New Mexico, where he enjoyed a very pleasant visit with *Harry Essington*, former engineer, now retired. He reported that Harry looks good and is enjoying his retirement . . . A card received from *Harry Geier*, chief operator of Homer substation, who vacationed in Pelican Lake, reported, "Having a good time. Fishing hasn't been too good, but is getting better now."

A card from *Edward Brechel*, custodian at Grand and Leavitt, who vacationed in Abilene, Texas, said that Texas is a hot state, but that he enjoyed his visit with his grandchildren . . . *Pauline Haralomos* of Grand and Leavitt traveled with friends to the sunny south. The group drove through some picturesque parts of Kentucky, Alabama and Georgia, and ended up in Miami Beach, Florida.

Roman Priesbe, operator at Lombard substation, suffered the loss of his brother August 6.

—GILBERT E. ANDREWS

We're Glad To Have You With Us

FOREST GLEN—The writer whose name appears below is the new CTA Transit News correspondent from Forest Glen. I will write the news you submit for publication. This correspondent will endeavor to have plenty of news from Forest Glen in every month and hope all of you will send in any news you have.

The various posters seen throughout the trainroom are the work of *Operator Bill Hart*, who also recently became the owner of a new home.

Operator Al Seghers is back from his vacation in Spooner, Wisconsin, where the extent of his activities included fishing and lots of loafing . . . *Receiver Ken Burnell* returned from his vacation during which he toured Colorado, Wyoming, and the Canadian Rockies. Ken obtained his touring information from the same old Indian maps

FOLDING MONEY



ONE MILLION dollars at their fingertips! Even if they couldn't take all those 10,000-dollar bills home with them, Harriet DeLaurentis, Accident Prevention Department, her husband and daughter, Judy, had a good time in Las Vegas, Nevada, during a recent vacation. Harriet (left) is with a friend and Judy (right).

Reported by *Mary E. Clarke*

heretofore used by *Superintendent Elmer G. Milz* . . . *Operator Ed Stobart* was up at *Operator Pete Kennedy's* place trying to drown his minnows . . . *Chief Clerk Elmer Riedel* returned from a week-end honeymoon at Niagara Falls.

Operator Vaughn McAllister's oldest son, *Harold*, enlisted in the U.S. Air Force August 6, on his 17th birthday. Harold is now stationed in Texas.

The Forest Glen Owls did not fare so well in their first year on the baseball diamond. However, we serve notice to the league to watch out for the Owls next season.

Bowling will get underway shortly. All men interested in this sport should arrange their schedule so that they may participate. This will be our first full season of competition. We expect to make it a winning year.

Operator John C. Jacoby took *Sue M. Putkonen* as his bride on August 25. The ceremonies took place at St. Cornelius Catholic Church. The bridegroom's father is *Supervisor John A. Jacoby*.

Frank Fischer, bus repairer, was awarded \$10.00 for his proposal for a method of installing floor traps on the 5000 series buses.

—ROBERT F. CALDWELL

This Vacation Was Full Of Fish

GENERAL OFFICE—(*Transportation*)—*Tony Calvert* took an Isaac Walton vacation down to "Old McDonald's" Cedar Lake Lodge in northern Ontario, Canada, where he reeled in so many northerns, wall eyed pike and muskies that he is now seeking the fish concession in the Mart.

Line Supervisor Edgar Ferguson says next year he will vacation on a tropical island. On a recent fishing trip he made, the temperature in Minnesota dropped so low 'twas practically necessary to fish through the ice . . . *Dispatcher Ed Headley* and family spent their vacation at Eagle River, Wisconsin, and visited with *Don*, their son, studying for the priesthood, who was spending the summer in nearby Clear Water Lake at St. Mary's Villa.

The CTA top tune of the week is, "California, Here I Come." *Ruth Soutter*, *Marge Rochford*, *Isabelle McGinnis*, *Jane Mitchell*, *Shirley Guertin*, *Nell Schneider*, *Vera Winslow Crider*, *Mary Stomner*, and *Mildred Humes*, all journeyed to the Golden West.

Starts New Job

Edna Southworth of Revenue Accounting transferred to the Telephone Department and will act as relief switchboard and information operator.

Tod Magnuson returned from a trip through Wisconsin and Minnesota . . . *Joan Kelly* spent her vacation in Chicago, waving aloft from the towering rides at Riverview Park.

Charles Batterson and his family encamped at Treasure Island, Florida.

Supervisor Al O'Shaughnessy returned from a trip to Limerick, Ireland, exclaiming of the beauty of dawn on the coast of Ireland.

George Wickman is at present in St. Francis Hospital. A "do-it-yourself" job backfired when George fell from the roof of his home, seriously injuring both heels.

(*Stenographic*)—*Joan Fitzgerald* and a group of friends motored to Texas . . . After a vacation at a dude ranch in Baldwin, Wisconsin, equipped with many fine riding horses, *Dorothy Durr* returned to her job carrying herself in parentheses fashion.

Creamery Turner recently returned from a trip to Louisville, Kentucky, her home town, where she visited her mother. Creamery's son, *John Clark*, enlisted for a four-year stretch in the Navy, and is now petty officer second class.

(*Public Information*) — *Patricia Manning*, Steno I, was married to *John E. Kennebec* September 1 at Our Lady of Lourdes church. The couple went on a honeymoon trip through Michigan.

(*Insurance*) — *Marilyn Ferraro*, Revenue Accounting Department, joined forces with the Insurance Department.

Ralph Umstot, his wife and two daughters, *Marcia* and *Susan*, headed east on their vacation, visiting government buildings in Washington, Civil War battlefields, Naval Academy at Annapolis, Maryland, and then traveled on the Skyline drive through the Blue Ridge Mountains of Virginia . . . *Alice Lardner* motored to Green Bay, Mackinac and Escanaba, Michigan.

. . . *Mary Berry* braved the smoke-belching steel mills to visit relatives in Pittsburgh, Pennsylvania.

—JULIE PRINDERVILLE

NEW NURSE



A RECENT graduate of Mt. Sinai Hospital's nursing school, *Carol Panek* is pictured here at the time of commencement exercises. The stepdaughter of *Operator Eddie Phelps*, Archer, she attended Immaculate Conception grammar school and Kelly high school before entering nurse's training.

Reported by *R. H. Fortier*

Goes Camping, Honored By Scouts

GENERAL OFFICE—*Willis Helfrich's* vacation was highlighted this year when he was initiated into the famous Order of the Arrow, an honorary Boy Scout organization, at Owasispe, Michigan, where he took his Boy Scout troop and family. A week in Door county, Wisconsin was also enjoyed by the Helfrich family.

(*Staff Engineer's Office*)—*Bob Aldworth* and his wife, *Lorraine*, became parents again. This time it was a little sister for *Robert, Jr.* *Glenna Mary* was born on August 17 at St. Anthony's Hospital.

Walter Oquist, a member of the well-known Chicago Swedish Male Chorus Singers, recently attended the group's convention of the mid-western states held at Winnipeg, Canada.

Other members of the Staff Engineer's office, *John O'Connor*, *Joe O'Connor*, *Herman Anders*, *Tom Henningsen*, and *Harry Hogan*, decided to stay at home on their vacations this year and put their time to good use on painting and remodeling their homes.

TAKES HUSBAND



RECENT BRIDE, *Dorothy Klosowski*, Materials and Supplies, General Office, poses with her new husband, *George Nyczak*, outside St. Hedwig's church after the wedding ceremony June 16. A wedding breakfast for the bridal party and members of the couple's families was held at the Fireside Restaurant. The couple honeymooned in Bangor, Michigan.

Reported by *Helen A. Lowe*

(*Traffic Engineer's Office*) — *Vince Donohue* distributed candy and cigars in honor of his new son, *Michael Joseph*, born July 6. This is the second boy for the Donohues.

Dick Mackey spent his vacation fixing up his newly purchased home, while *Pat McStay* enjoyed taking in some of the interesting places in and around Chicago. Pat transferred to the Public Information Department September 4, taking over the service representative's position formerly held by *Bob Keane*.

(*Training and Accident Prevention*)—*Mary Delaney* liked Mauston, Wisconsin, so well that she returned there for her vacation again this year . . . *Ed Henry* spent his vacation moving and getting his family settled in their newly acquired ranch house.

John Donovan spent one week at Notre Dame University, South Bend, Indiana, where he and over 100 other CTA men numbered among the group of 2,000 attending a religious retreat.

Robert Kelly, who is a member of the Coast Guard reserves, spent two weeks at Great Lakes Naval Training Center. This is *Bob's* fourth year with the reserves and the second consecutive year in which he achieved the highest score on the rifle range.

—MARY E. CLARKE

Some Notes From Vacationing Reporter

KEDZIE—These news items were written at Sibley, Illinois, where your reporter visited with *William "Red" Kahler*, formerly of the Blue Island depot. We also attended the State Fair at Springfield.

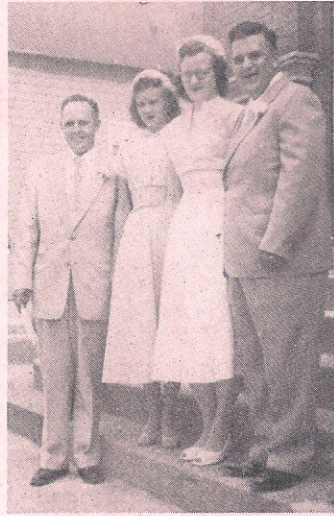
Kedzie again came out on top, winning the Station Achievement Award plaque for the second quarter of 1956 for having the least number of traffic-type accidents during that period.

A total of 1,800 attended the annual lay retreat at Notre Dame, South Bend, Indiana, from August 9 through 12. CTA had the largest group, among which were several notables.

Your reporter was presented with a grandson on August 10, the son of *Charles J. Starr*, of the West Shops' brake section, and *Gladys Starr*. The newcomer's name is *Charles III*.

Operator R. J. Misek was awarded \$5.00 for his suggestion relating

WEDDING PARTY



PICTURED OUTSIDE Christ Evangelical church after wedding ceremonies July 7 during which *Nancy Rosch* was married to *Operator Ralph Swanson*, Forest Glen, are the members of the wedding party. From left are *Operator Henry Jatzak*, also of Forest Glen; *Joan Bera*, maid of honor; the new *Mrs. Swanson*, and *Ralph*. The couple now make their home in Meadowdale.

Reported by *Robert F. Caldwell*

to correcting the information on the directional sign at the west terminal of the Roosevelt road route.

—C. P. STARR

Golden Bear State Calls Operator, Family

LIMITS—*Operator Jack Bryson* and his family took a two months' vacation in California. They visited her brother who has a new home in Santa Monica.

Al Herman took his pension on July 1. He had 29 years of service.

Tim Cole and his wife are the proud parents of a son.

Operator Ed Plath and *Mrs. Plath* went west for their vacation. They visited Estes Park and Colorado Springs, Colorado.

Ed Nolan, former assistant treasurer of the Credit Union, recently underwent surgery and is much better at present . . . *Operator Pete Coluci*, who broke his ankle, is at home feeling much better.

Operator Ed Nowicki lost his father.

Operator Art Ullestad vacationed at Lake Kegonsa, Wisconsin. He said there are plenty of fish to catch.

The son of *Operator Thomas C. Thygesen* was married to *Mary Magnoni*. They honeymooned at Eureka Springs, Arkansas.

Frank Jamrock returned from his vacation in Minnesota and brought back enough fish for all the night barn men of Limits. One weighed 20 pounds. He also brought back an Irish Setter.

Operator Charles Koenig lost his mother . . . *Harry Henry*, a charter member and president of our Credit Union, died recently. With 39 years' service, he had planned to take his pension this month.

—IRVING J. METZGER

Chooses Wisconsin For Vacation Spot

LOOP—(*Agents*)—*Frances Brandl* vacationed in Wisconsin with her brothers and sisters at Green Bay, Sturgeon Bay and Milwaukee, Wisconsin.

Julia Curry's daughter, *Mary Elizabeth*, and *John Neylon* exchanged vows at a nuptial mass at the church of St. Therese of the Infant Jesus July 21. Florida was the spot picked by the couple for their honeymoon.

Catherine Kenny and *Julia Duffy* agreed that Chicago is the ideal summer resort and stayed here to enjoy it . . . *Josephine Giblin* journeyed to La Velle, Wisconsin, to see her father . . . *Paul Grant* took the family to visit his wife's parents in Mount Clements, Michigan.

Irene Cullen made a short visit with friends at Lake Geneva and Delavan Lake, Illinois, during her vacation. She also drove to Peoria with her sister and brother-in-law to stay a few days with cousins.

. . . The *Bert Griffins* vacationed with *Mrs. Griffin's* sister in Tomahawk, Wisconsin . . . The *Jonathan Newsoms* vacationed with his parents in St. Louis, Missouri.

Ann Wastier is back at her post after undergoing surgery.

Marie Hayes and *Alice Murtagh* vacationed around home. Alice's niece, *Mary McGrath* of County Down, Ireland, arrived to make her home here in Chicago.

Albert Dodge and his family drove to Macon, Missouri, to visit his 93-year-old mother.

—EDITH EDBROOKE

Calling All Bowlers! Season's Already Here

NORTH AVENUE—Now that the softball season is over, the sport spotlight shifts to bowling. *George Wyers* can give you all the information needed about the North Side P.M. league.

Operator *John Howlett* reported a restful vacation at New Holstein, Wisconsin. He did his fishing on Lake Winnebago . . . *Bill Echols* has returned from the "you all" country deep in the Ozarks . . . Superintendent *Frank Buetow*, his wife and son, *George*, returned from Butternut, Wisconsin.

Typist *Florence Blaa* transferred to the Rapid Transit system. Her new office is at 54th avenue on the Douglas Park "L" line.

Operator *Ralph Hartzell* was a patient at Illinois Masonic Hospital . . . *Harry Smith* is still confined to Vaughn Hospital at this writing.

Celebrating wedding anniversaries this month were: *Maurice Ballestro*, his 23rd on September 9,

and *Andy Madema*, his 18th on September 17 . . . *Fern Fox* will celebrate his 28th on September 29 and *Frank De Notto* his 19th, also on September 29.

Would you say it was "D" Day when little *Dorrine* made her appearance at the home of *Mike La-criola*?

A 20 and one-half inch large mouth bass weighing a solid five and one-half pounds, rose to the bait of Operator *Sam Carlino* when he went fishing during a vacation at High Falls Lake, Wisconsin.

—JOE HIEBEL

Pilots Baseball Nine Into Playoffs

NORTH PARK—It looks as if *Benny Kerpen* is the manager of the year, having led North Park's softball team into the playoffs.

Operator *John Little* was married to *Rose O'Donnell* on August 18. . . . Operator *Gary Tignor* also was married last month.

Receiver *Gus Neuhaus* and his wife celebrated their 15th wedding anniversary on July 24.

Operator *Earl Henry* lost his father.

Operator *Fred Frieb's* father was seriously injured in an automobile accident.

Ed Yaeger, day repair foreman, spent his vacation going after the big fish in northern Michigan.

Operator *Cliff Whalen* took his pension September 1.

Vacation time brought us Instructor *Earl Peterson* as night superintendent.

—EARL W. McLAUGHLIN and EDWARD F. STENZEL

Office Welcomes Two Newcomers

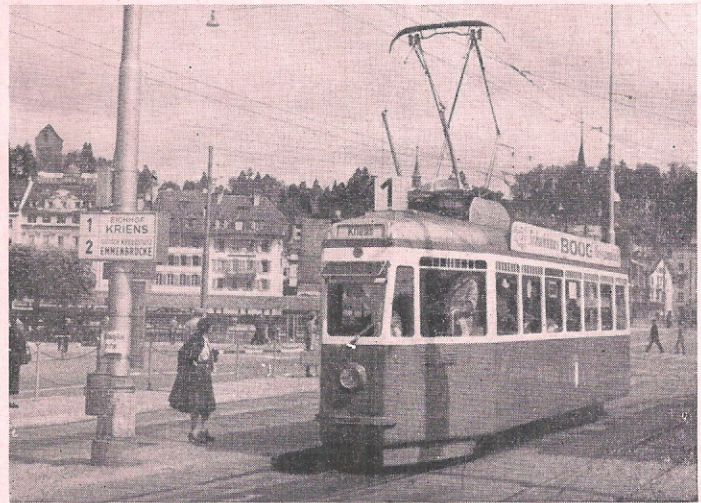
PURCHASING AND STORES — Two newcomers are *Patricia Lukes*, General Office, and *Frank Tamburino*, West Division.

Patricia Jo Griffin, General Office, has left us to return to school.

Helen Spolec, Purchasing, and *George Crofoot*, West Division, who have been on our sick list, returned to their jobs.

California was a big attraction for *Ed Bruckner* and family who drove there for four wonderful weeks . . . *Francis Murphy* also headed west and spent his vaca-

WATCH THE SIGNS!



BE SURE you board the right streetcar! Otherwise, you'll end up in Emmenbrucke rather than in Kriens. *Charles E. Keevil*, engineering, snapped this picture in Lucerne, Switzerland, during a European tour.

tion touring California . . . *Tom Madigan* vacationed in Ludington, Michigan, and Lake Geneva, Illinois . . . Florida and Cuba are highly recommended by *Marvin Castle*.

Canada, with its many attractions, was enjoyed by *Steve Zahora*. . . . *William Cummane* visited New York to see his sister off for Ireland and stopped in Pittsburgh to visit old friends on his way home.

Tony DiGiovanni and his family spent their vacation in Winthrop, Canada . . . *Margaret Allen*, General Office, spent two weeks touring quite a bit of Canada.

Bill Gerber and his family explored the sights in Chicago. Bill is a stock clerk at our South Division . . . *Jack Powell*, south, and his wife are singing the praises of Watermeet, Michigan . . . *Martha Jurgin*, south divisional office, and her husband enjoyed their vacation at Tomahawk, Wisconsin.

Marie Sullivan, who will become *Mrs. Nick Feller* this month, was guest of honor at a surprise shower given for her by her relatives and many friends. Marie is a stenographer in the general office.

E. J. Cummings, buyer, caught a husky five-pound pike and a four-pound bass while he was vacationing at Spooner, Wisconsin.

—DAGMAR McNAMARA

They Really Toured The Forty-Eight

SCHEDULE-TRAFFIC — Vacationers from this department are spread far and wide. *Norman Johnson*, *Pete Hart*, *James Brennan* and *Sol Indes* all selected Florida as a restful spot . . . *George Bryan* has done a good job advertising the advantages of Chula Vista, California. . . . *Tony Hess* went on a multi-destination trip which took him to Texas and throughout the Pacific Northwest area . . . *Ted Cowgill* vacationed at his ranch in Oregon. . . . *Laura Schrecke* sent cards from the scenic spots in the New England states.

George Johannes planned for a rest at Eagle River, Wisconsin . . . *Phil Leahy* put a lot of miles on his car touring the West, especially in the Rocky Mountain area . . . *Robert Hengl* and *Sam Soll* hoped to deplete the fish supply near Cable, Wisconsin . . . *Jim and Pat McBride*, planned to journey to Delevan, Wisconsin.

Roy Williams showed Minnesota to his family . . . *Fred Weber* and family enjoyed the atmosphere of Wausau, Wisconsin . . . *Eli Freeman* took a trip around Lake Michigan.

Tim O'Rourke is now reporting

YOUNG MUSICIANS



CO-WINNERS OF trophy for accordion playing, *Ann Bernice*, daughter of *Peter Janke*, chief electrolysis tester, Electrical Department, and *Michael Schnauffer* show their prize. The two placed first in an accordion duet competition held recently by a music studio, and also were members of a winning accordion band.

Reported by *Gilbert E. Andrews*

downtown in his new job as traffic clerk.

The Budget Department's Grandfathers' Club has increased once more. *W. S. Comstock* became a grandpa for the seventh time when little *Virginia Lynn Comstock* was born in South Bend, Indiana.

—L. C. DUTTON

Station Has Outbreak Of Grandfathers

77TH—An epidemic of grandfathers hit 77th during August. *Supervisor Joe Rossbach's* son-in-law and daughter, *Bill and Jacqueline Wetzig* welcomed a set of twin boys, *William and Robert*, into the family . . . *John Crossen* and *Pete Duggan*, supervisors, District "A," also became grandfathers during August.

John and Florence Shaw celebrated their 35th wedding anniversary with a family gathering at their home on August 20.

Clerk Tom McGuire has another addition to his family, a boy. Tom now has four boys.

Clerk John McCarthy became the father of a girl on August 20.

If you have any news items for this column, please submit them to the undersigned, the new reporter for this station.

—JOHN CURRY

Bachelors Hold Party For Benedict-To-Be

SKOKIE SHOPS—A bachelor party was given for *Upholsterer Mario Ziocchi* at the home of *Gene Janowski* in honor of Mario's coming marriage. Skokie carpenters and upholsterers presented him with a clock radio.

Everett England, Skokie's *Inside News* co-reporter, toured Florida during his vacation.

Machinist Joe Sarata's father died August 1 . . . *Electrician Emmet Nolan* lost his mother-in-law.

Truckman David Guerca is confined at the *Edward Hines* hospital, as this is written.

Three employes here won a total of \$65.00 in suggestion awards. *E. Z. Galek*, machinist, won \$25.00 for proposing that a rotor file be used to file off babbitt metal on the end of bearings . . . An award of \$25.00 was made to *Apprentice Richard M. Hannigan* for suggesting that hose be used to cover

GOOD EATING



WALLEYES AND other pike, always appetizing, were hitting, as this picture of *Ralph DeMaria*, superintendent of agents, West Section, shows. *Ralph* prepares to alight from boat near *Otter Trail Lodge*, Walker, Minnesota, with his fine catch. He spent his vacation at the lodge during July.

Reported by *Arthur L. Dickson*

chrome handles on the 6000 series rapid transit cars when these cars are being sprayed with paint. This was his second award . . . To *Joseph Neboska*, machinist, went \$15.00 for his suggestion that a fixture be used for spinning wheels and motors when cleaning and sanding commutators. This is his second award also.

—DAVID GURWICH and EVERETT E. ENGLAND

Visit Niagara For Latter-Day Honeymoon

SOUTH SECTION—*Trainman Joe Warsaw* and his wife, after 37 years of wedded bliss, decided to visit that romantic place, Niagara Falls.

Trainman Simon Jones is back on the job after an extended absence.

Porter Hezakah Milligan headed for Idlewood resort, Michigan, to start his vacation. From there he went into Canada and stopped off in Wisconsin. There he took time out to catch some fish which he enjoys so much.

Agent Arthur Nelson is recovering nicely from his recent illness.

Motorman Delmus Allen happily announced that it was a baby girl, born July 23, and named *Diana*.

John L. Zeiher, motorman working out of the 63rd and Loomis terminal, won an award of \$10.00 for suggesting the installation of clearance boards at 63rd and Harvard station.

Ralph Wenstrom, station superintendent and *Mrs. Wenstrom* spent a restful vacation at Fish Creek, Wisconsin.

Thomas O'Hara, Loomis street clerk, is back on the job after being off some time as a result of an automobile accident . . . *Switchman Charley Scales* also returned to work after an extended illness.

Porter Edward Freeman traveled to Momence and Ottawa, Illinois, then north into Wisconsin in an attempt to hook some big fish.

Supervisor Hugh Kelley is back on the job at 61st Street.

—LEO J. BIEN

Trades Typing For Housewife's Chores

WAY AND STRUCTURES—*Mrs. Patricia Norum*, stenographer in the building division, Way and Structures, left CTA on July 13 to take up full-time duties as a housewife. *Margaret Sares*, Materials and Supplies, succeeded *Mrs. Norum*.

John B. O'Reilly's five-year-old daughter, *Mary*, who was stricken with polio in July, was able to leave the hospital after a short stay. We are glad to report that she is improving daily and is well on the road to recovery.

Ten men in this department retired September 1. They are as follows: building division, *Riko Mavrovic*, watchman with 29 years service; track division, *John B. O'Hara*, laborer, 33 years; *Carmen Paolo*, track, 33 years; *John Dipuma*, laborer, 27 years; *Frank Discitello*, laborer, 20 years; and *Joseph Pecoro*, laborer, 15 years. In the utility and emergency service division, *Louis Milhousen*, emergency service helper, retired with 43 years of service; *Edward Sharky*, trolley tender, 39 years; and *Charles Martens*, supervisory chauffer, 26 years; *Ernest P. Lindner*, track foreman, Rapid Transit Division, retired with 35 years' service.

—VIOLET CARNES

Swedish Stamps Score At State Fair

TERMINAL INSPECTION SHOPS—(*Lake Street*)—*Foreman Ralph Danielson* won two prizes at the Illinois State Fair with his collection of Swedish stamps.

(*Wilson*)—*Cleaner Ed Dawson*, who was off because of sickness, has returned to work.

Foreman Ernie Jones spent his vacation in Green Bay, Wisconsin.

. . . *General Foreman Tony Antonacci* recently took his vacation as did *Clerk Jerry Scannell* and *Foreman Mike Heil*. *Mike* and his wife expected to drive to Florida and visit Cuba.

(*Douglas*)—*Foreman Marty Shannon* and his wife spent their vacation at South Haven, Michigan.

. . . *Repairman Joe Serritella*, a rabid Cub fan, spent his vacation at Wrigley Field.

(*Kimball*)—*Repairman Jodie Rand* has returned to work.

Repairman Tony Citro transferred to Howard Shop.

—JOE FEINENDEGEN

Back On The Cars After Colorado Trip

WEST SECTION—(*Douglas*)—*Conductor George Hageman* returned after a month's vacation in Colorado . . . *Conductor John Blair* took part of his in Milwaukee, Wisconsin, while *Conductor Roy Wisemiller* reported a wonderful tour of California.

Yard Foreman Huey Keenan looked well rested after his vacation . . . *Station Superintendent Frank Boland* and *Clerk Bob Baraglia* ran into one another at the Wisconsin Dells . . . *Chief Clerk Pierce Fleck* reported a wonderful trip through Kentucky.

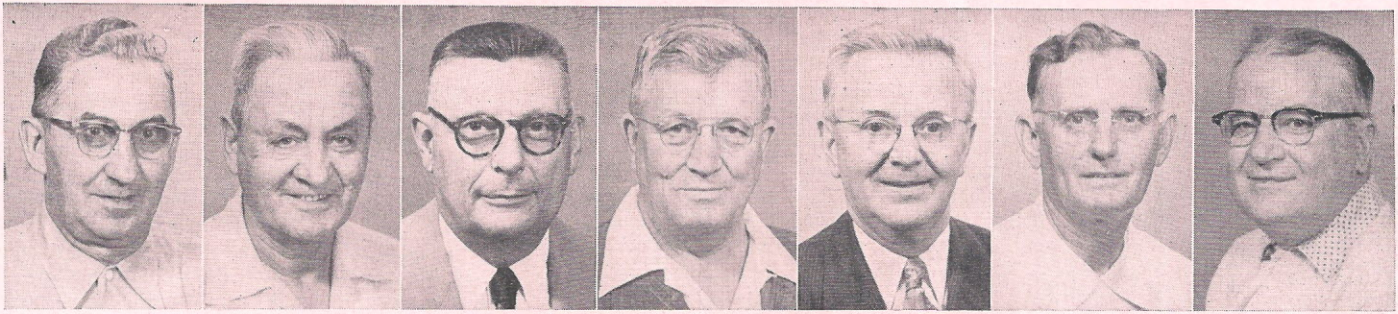
Clerk Leonard Kukowinski's mother-in-law died recently.

Richard Gavrys, extra guard, was awarded \$5.00 for his suggestion that cutting and adding markers be installed at 54th Avenue Terminal, Douglas Park branch.

Ed Maennek, conductor, spent his vacation in Wisconsin, looking for that big muskie. He landed one 32 inches long and weighing nine pounds.

(*Garfield Park*)—*Conductor Edward L. Kruszna* transferred to the

40-YEAR EMPLOYES RECENTLY RETIRED



Eugene O'Connell, conductor, West Section, retired September 1 after 43 years of service.

Benjamin La-Buy, yard foreman, Kimball, retired September 1 after 47 years of service.

William J. Stringer, platform man, West Section, retired September 1 after 43 years.

Thomas Lonergan, operator, Lawndale, retired September 1 after 40 years' service.

John F. Hart, conductor, West Section, retired September 1 after 43 years of service.

Clifford A. Whalen, operator, North Park, retired September 1 after 43 years of service.

Thomas J. Coughlin, conductor, 77th, retired September 1 after 44 years of service.

Electrical Department on August 1. as did *Conductor Richard Gavry* on August 13.

Clerk Albert Braver spent his vacation in St. Joseph, Michigan.

(*Lake Street*) — *Clerk Sidney Schapiro* suffered severe injuries when he was involved in an automobile accident.

(*Logan Square*)—*Motorman Roy Rybarczyk* took his pension August 1. . . . *Conductor Allen Brown* retired September 1.

—ARTHUR L. DICKSON

Trip To Arkansas And Texas Provides Fun

WEST SHOPS—*Don Reiss* enjoyed a very nice trip down to Hot Springs, Arkansas, and to points in Texas. . . . *Wally Olenick*, machine shop, drove out to the Pacific Coast and stopped at Van Nuys, California, to pay a visit at the home of *Lou Tourek*, formerly of West Shops. . . . *George Christoi*, bus overhaul welder, spent his vacation at home in Grayslake putting the finishing touches on his lawn. . . . *Rosella Czech*, stenographer, went home to Pulaski, Wisconsin, to spend a quiet two weeks with the folks. . . . *Kay Killeen*, office, returned from her trip to Europe with many happy memories. She says that Ireland is really the Emerald Isle.

Fred Mohn, toolmaker, received an award of \$20.00 for his suggestion proposing that a fixture be used for drilling muffler tubes in the 3400 series buses. . . . An award of \$10.00 was made to *Walter G. Radke*, machinist, for his suggestion proposing the use of a device

for driving out needle bearings in bus brake spiders.

Nancy Olszewski, switchboard operator, and her husband took a cool trip through Wisconsin.

Pat Porcelius and his wife had a visit from the stork on June 9, when baby *Judith Marie* arrived.

Ed O'Neil and *Vince Kortz*, boiler room engineers, returned from their vacations looking well rested and happy.

Ella Rall spent part of her vacation among the tall cool trees of Wisconsin. . . . *Gus Wessel*, stockroom supervisor, is looking forward to spending his retirement at his new home in Florida.

Dorothy Moran is recuperating at home from a recent illness, as we write this.

—JOHN T. BURKE

CREDIT UNIONS PLAN DANCE

CTA's 18 CREDIT Unions will sponsor an informal dance, which will mark the observance of International Credit Union Day, on Saturday, October 6. The affair, to be held at the Ashland Boulevard Auditorium, 1601 W. Van Buren street, will begin at 8:30 P.M.

Tickets may be obtained now from local Credit Union officers or may be purchased at the door.

Various electrical appliances will be awarded during the affair, music for which will be provided by *Whitey Gebhardt's Serenaders*.

For And About Our Pensioners

ARCHER—While visiting in Tuscon, Arizona, on their vacation, *Operator Don Ulbas* and *Mrs. Ulbas* met up with *Joe Samolka*, former repairman at Archer, who is running a gasoline station there. If any of you fellows are passing through Tuscon, stop and see him at 4933 E. Cooper. . . . *George F. Sullivan*, formerly a motorman, died recently.

—R. H. FORTIER

BEVERLY—I received a nice long letter from my old motorman, *Frank Claxton*. Frank is now living at 821 E. San Bernardino avenue in Pomona, California. . . . Had a chat with *Garrett Powers*, who retired after 44 years of service. He now lives at 104th and Avers, Chicago. . . . *Floyd L. Mather*, former Burnside conductor, is now 80 years old but is still very active and a regular passenger on the 103rd street line. . . . *Mr. and Mrs. Charlie Austin* celebrated their 52nd wedding anniversary July 24. . . . *Mike Sarter*, who retired six years ago from 77th, is now living at 103rd and St. Louis avenue, Chicago.

Mel Dixon, who is on disability pension, is feeling much better as we write this. . . . *Bill Haskins* is now operating a resort on Little Round Lake, Hayward, Wisconsin. His son, *Bill, Jr.*, is an operator at Beverly. . . . *Bill Carr*, formerly of 77th, is in the Veterans' Hospital at 333 E. Huron street at this writ-

ing. He is in room 1408 of the east wing. . . . Also presently in the same hospital is *Al Fox*. The visiting hours are from 12 noon to 8 p.m. . . . *Charlie Custer* of 77th, retired recently after 47 years of conscientious service.

—FRANK M. BLACK

DEVON—*Retired Conductor George Skow* from Devon returned from a vacation trip through Florida. He called on *Harry Logerquist*, former Devon motorman, who is now living in Hollywood, Florida.

—HERBIE SCHMIDT

LIMITS—Your reporter's wife visited St. Petersburg, Florida, recently where she called on *Pensioner Joseph Rabig* and his family who have a fine home at 2127 42nd avenue, north. *Joe* formerly worked out of 77th Depot.

—IRVING J. METZGER

LOOP — (*Agents*) — *Katherine O'Dell* will leave Chicago for her new home in St. Petersburg, Florida, in October.

—EDITH EDBROOKE

NORTH AVENUE — A vacation is something you choose, then plan, then spend and spend and spend. *William Reinke* seemed to be doing just that. After visiting friends in Dubuque, Iowa, he spent a few weeks fishing around Sturgeon Bay,

END OF THE LINE



HIS FINAL run is ended, but the memories of 43 years of transit service with CTA and predecessor firms doubtless will linger for a long time in the mind of *Stanley Rybarczyk*, motorman, West Section, who retired August 1. Stan is shown here with *Conductor John Sitkiewicz*, after Stan's last trip into Logan Square terminal on July 31. Later, in the trainroom, Stan's fellow workers wished him well over coffee and cake. Photo by *John A. Biebat*, Logan Square.

Wisconsin . . . *Walter Cotton* was a visitor to Florida recently where he looked up some of his old buddies . . . *Charles Flugel* also spent his vacation in Florida . . . *Frank Laffick*, who lives in Florida, came to Chicago to visit old friends . . . *Christ Woeltje* celebrated his 48th wedding anniversary on August 22. . . . Former Board Member *Ben Mathy* celebrated his 42nd wedding anniversary September 17.

George Wertz, formerly a conductor out of Armitage, has been seriously ill for the past 11 months and now is confined to a lounge chair. His address is 3158 N. Linder avenue, Chicago. He also can be reached by telephoning MUIberry 5-9850.

—JOE HIEBEL

SKOKIE SHOPS—We received a postcard recently from *Pensioner August Nimitz* who made a cruise on the Great Lakes . . . *Gus Hyde*, another former employe, visited us here at Skokie recently.

—DAVE GURWICH and
EVERETT E. ENGLAND

RECENT DEATHS AMONG EMPLOYES

M. J. BARNAS, 60, retired trackman, Way and Structures. Died 8-10-56. Employed 9-11-19.
 PETER BOESEN, 60, transit engineer, Executive Department. Died 7-21-56. Employed 10-1-47.
 R. A. CALP, 74, retired conductor, 69th. Died 7-18-56. Employed 9-22-05.
 A. P. CEREP, SR., 73, retired car repairman, North Avenue. Died 7-23-56. Employed 11-27-19.
 H. J. CUNDIFF, 81, retired agent, South Section. Died 7-11-56. Employed 1-21-43.
 ALEXANDER GABEL, 80, retired conductor, West Section. Died 8-13-56. Employed 9-8-00.
 FREDERICK GRIESCH, 67, retired air brake inspector, West Section. Died 8-10-56. Employed 2-5-10.
 GEORGE HART, 83, retired motorman, 77th. Died 8-12-56. Employed 5-28-07.
 JOSEPH HENEN, 92, retired flagman, North Avenue. Died 7-20-56. Employed 12-10-97.
 HARRY L. HENRY, 64, collector, Limits. Died 7-28-56. Employed 3-22-17.
 C. E. HILL, 82, retired motorman, Archer. Died 8-1-56. Employed 6-4-07.
 P. F. HOBAN, 85, retired agent, South Section. Died 8-5-56. Employed 4-30-21.
 L. D. HOEY, 58, retired electrical worker, Skokie. Died 7-16-56. Employed 10-7-40.
 J. J. HOLDYCH, 65, retired conductor, Lawndale. Died 7-15-56. Employed 10-2-20.

PATRICK HOLMES, 46, conductor, 77th. Died 8-13-56. Employed 5-2-42.
 DAVID KENNEALY, 70, retired motorman, 77th. Died 8-13-56. Employed 6-20-14.
 WALTER KOLC, 60, gateman, West Section. Died 8-7-56. Employed 1-14-41.
 CLARENCE LAPP, 53, motorman, South Section. Died 8-6-56. Employed 3-15-25.
 RAYMOND H. LEUTHNER, 49, operator, North Avenue. Died 7-21-56. Employed 8-20-42.
 I. E. MCGOWAN, 68, retired conductor, South Section. Died 8-8-56. Employed 1-27-23.
 PATRICK MCKAY, 54, repairman, Shops and Equipment. Died 7-30-56. Employed 11-19-23.
 J. J. NUISL, 76, retired assistant foreman, Shops and Equipment. Died 7-17-56. Employed 6-17-06.
 JOHN T. O'BRIEN, 47, repairman, North Section. Died 7-18-56. Employed 2-24-28.
 CARMELO PERICONE, 64, laborer, Track. Died 7-8-56. Employed 10-25-30.
 W. R. PESCHEL, 77, retired chauffeur, Utility Department. Died 7-17-56. Employed 2-24-21.
 CESIDIO PETRELLA, 88, retired laborer, Track. Died 7-10-56. Employed 4-12-21.
 H. W. PRAFKE, 69, retired conductor, Armitage. Died 8-10-56. Employed 11-28-16.
 J. A. PRANGE, 84, retired conductor, North Section. Died 7-31-56. Employed 11-6-03.

GEORGE PRICE, 59, repairman, Shops and Equipment. Died 7-30-56. Employed 3-5-29.
 A. J. RAY, 64, retired conductor, 69th. Died 7-26-56. Employed 7-2-18.
 JOSEPH SCHULTZ, 67, retired motorman, Kedzie. Died 7-21-56. Employed 7-11-18.
 GEORGE SOBOL, 66, retired laborer, Track. Died 8-7-56. Employed 5-20-26.
 R. J. STEPHENS, 63, retired conductor, 77th. Died 7-8-56. Employed 12-4-16.
 STANLEY TARGOSZ, 70, retired gateman, West Section. Died 8-4-56. Employed 7-17-30.
 D. E. THOLEN, 71, retired car cleaner, Devon. Died 7-20-56. Employed 9-20-11.
 G. R. TRUMBULL, 56, retired conductor, Devon. Died 7-26-56. Employed 11-22-22.
 E. W. TYE, 85, retired conductor, Lawndale. Died 8-3-56. Employed 8-6-02.
 P. M. WALSH, 65, retired conductor, Devon. Died 7-21-56. Employed 5-2-27.
 PATRICK WATERS, 65, retired conductor, 77th. Died 8-7-56. Employed 10-31-13.
 W. B. WESTLAKE, 74, retired conductor, North Avenue. Died 8-2-56. Employed 3-6-07.
 JOHN WHITE, 77, retired motorman, 77th. Died 7-31-56. Employed 2-26-06.
 FRANK WUKOWITZ, 75, retired motor rebuilder, West Shops. Died 7-21-56. Employed 1-4-18.
 F. F. YOST, 61, retired supervisor, 77th. Died 8-12-56. Employed 3-25-25.

SOUTH SECTION—Our old friend and board member, *Charles Burns*, dropped a line to say that he was enjoying himself in Old Eire . . . Former Motorman *Harry Schneider* dropped in at 61st looking mighty fine. Harry now calls California his home . . . *Edgar Lewis*, who worked as a motorman, is currently residing at 124 South Belmont, Glendale 5, California. *Ed* manages to get together with some of his former co-workers, namely, *Sam Stockton*, *Sy Perkins*, *Al Griebel* and *Virgil Lanier*. He also gets to see *Vince Haney* and *Emil Scheule* at

the Union Station baggage room.
 —LEO J. BIEN
 WEST SECTION—*George Picklor*, former motorman, was around to see the gang recently. He now resides in Arizona . . . *Fred J. Frank* was in for a visit also. Fred, a former motorman from West Section with close to 50 years of service, told us he visits quite often with his daughter in Schererville, Indiana. He still lives at 4228 W. 21st place, Chicago 23 . . . *Stanley Targosz*, a former gateman, recently passed away. He was the uncle of Clerk *Leo Targosz* and the

brother of *Gateman L. Targosz* . . . *Alex Gabel*, former conductor, and the father of *Harry Gabel*, A.M. clerk, died recently. Burial was at Cincinnati, Ohio.
 —ARTHUR L. DICKSON
 WEST SHOPS—A welcome visitor to the paint shop recently was *Jim Nugent*, who stopped by to let *Clint Richardson* in on the secret of enjoying a life of ease on pension . . . *Pete Gradisek*, formerly of shops service, also paid a visit here recently.
 —JOHN T. BURKE

EXPANDED SOCIAL SECURITY BENEFITS NOW PROVIDED

(Editor's note: Some very important changes have been made in the Old-Age and Survivors Insurance program as the result of Social Security Amendments of 1956 signed into law on August 1. These changes affect all of us directly or indirectly, and so that CTA employes and their families may know about them the following story, based on information supplied by the district Social Security Administration office, has been prepared.)

ONE OF the major changes in the Social Security Law as amended is the provision for payments to disabled workers when they are 50 years of age or older. Although applications will be accepted for the disability payments starting in October, 1956, the payments cannot begin until July of 1957. Disabled workers over 50 years of age, who have already applied for the disability "freeze," do not have to contact the Social Security Office now. However, disabled workers who have made no inquiry should get in touch with their nearest Social Security Office as soon as possible or have someone else contact the office for them.

The amendments of 1956 provide that disabled children's benefits can be continued to children who are over 18 years of age if the disabled child was receiving benefits before he was 18, or if the child was supported by an insured parent at the time of the parent's retirement or death. To be eligible, the child must have been disabled before he reached 18 years of age. Applications for payments under this provision will be accepted after October 1, 1956, and payments will start for January of 1957.

Of immediate interest to women are the provisions reducing their retirement age. This means that Social Security benefits may be made to women at 62 years of age instead of 65. The first month for which these payments can be made is November, 1956. Women who file applications to receive benefits before they reach 65 years of age will receive reduced benefits on a sliding scale, based on their exact age at the time of filing. The reduced benefits will continue after the woman reaches 65 years of age.

There are nine Social Security Offices located in the City of Chicago and 22 in the State of Illinois outside of Chicago. Workers and their families should make it a point to inquire about their Social Security protection at their nearest Social Security Office whenever one of the following occurs: 1. When a woman worker reaches 62 years of age; 2. When a man worker reaches 65 years of age; 3. When a worker at any age is unable to work because of a disability of long duration; and 4. In the event of the death of a worker, regardless of his age at the time of death.

Although Social Security benefits are not paid to the



worker when he reaches retirement age if he continues to work steadily, he should make inquiry about the benefit payment requirements as they apply to his particular case. Social Security benefits provide family protection upon the retirement of a wage earner and in the event of his or her death. Detailed information on any individual case can be obtained at the nearest Social Security Office.

Wages Increased For Last Quarter

EFFECTIVE WITH the first payroll period in September, approximately 12,000 CTA employes received an additional four and one-half cents an hour cost-of-living allowance in accordance with provisions of wage contracts with Divisions 241 and 308 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees.

The quarterly cost-of-living allowance, if any, is based upon the per cent of increase, or decrease, in the May, 1955, Cost of Living Index for Chicago. The new cost of living allowance, making a total of six cents per hour, was computed as follows:

| | |
|--|--------|
| Consumer Price Index | |
| July 15, 1956 | 120.5 |
| May 15, 1955 | 117.2 |
| Increase in Index | 3.3 |
| Percentage of increase in index | 2.8157 |
| Increase based on operators' top hourly rate now in effect | |
| (\$2.125 x 2.8157%) computed to nearest 1/2 cent per hour | 6.00 |
| Hourly cost-of-living allowance now being paid and paid since the first pay period starting after June 1, 1956, (based on change in cost-of-living index from May 15, 1955, to April 15, 1956) | 1.5c |
| Change in cost-of-living allowance (Increase) | 4.5c |

**INQUIRING REPORTERS: Elvira Potensa and
Jeanne Ludmann**

LOCATION: Claim and Law Department

What occupation or career would you advise a young person to follow?



ELEANOR GARRO, brief writer (with Inquiring Reporter Elvira Potensa): "I recommend that a young person go into engineering. There is a great need now, and probably always will be, for engineers in all fields. Their work is interesting and sometimes can be exciting."



HARRY E. BONESS, inside adjuster (with Inquiring Reporter Jeanne Ludmann): "Anyone taking up teaching chooses a profession that commands a lot of respect. It certainly is an opportunity to help out the young people of today and tomorrow."

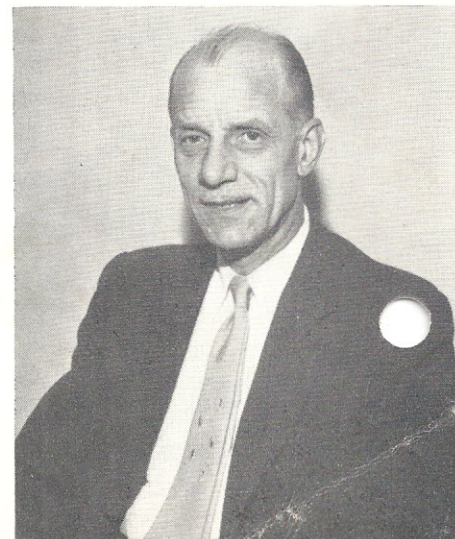


JACK GRIMES, statement record clerk: "I would advise a young person to enter an occupation of his own choosing and not one that was picked out for him. Thus he would enjoy working at it and put more of himself into his job."

MARION KLAUER, typist: "There are numerous opportunities for young people today, but to me the medical profession is the most fascinating. In this field, there are so many categories in which the person interested in his future can specialize."



FRED W. KINDERMAN, attorney: "Whatever field a person has a special talent or genuine interest in is the one he should follow. Otherwise, some form of skilled labor which requires the use of both body and brain is a good occupation. Although the world is becoming more technical and mechanized every day and related jobs pay well, happiness in one's career or vocation is as important as the remuneration."



TRANSIT IN THE NEWS

Express Service Increased on Jeffery Route

SUPPLEMENTAL, mid-morning, express bus service on Jeffery avenue (Route No. 5A), affording a fast, convenient, shopping service for residents of southeast Chicago, started operating September 10.

Only 51 minutes travel time is required for a trip between 100th street and Yates avenue and the Loop on this new service which operates Mondays through Fridays. It supplements the rush-hours, express service provided on the Jeffery avenue (Route No. 5A). Between 67th-Jeffery and 57th-Cornell, through the park, northbound buses stop only at 63rd street and Cornell drive.

New Subway Entrance

ADDED CONVENIENCE for patrons using the LaSalle street station on the Milwaukee avenue subway route will result when a new entrance, now under construction, is opened for use.

The new entrance is located at the northeast corner of LaSalle and Congress street and it is the closest of four entranceways to the LaSalle street railroad station.

Installation of the new stairway from street level to the mezzanine floor of the station could not be made at the time the subway line opened for service because the Western Union building occupied the site. When Congress street was widened for the expressway a portion of the building was sliced off and the way was cleared for the new entrance.

The cost of the new convenience feature is being borne by the City of Chicago.

Agreement on Kenwood-Stockyards "L" Service

AN ORDINANCE authorizing a token payment of \$1,000 per month to the Chicago Junction Railroad, whose properties are being used by CTA in operating the Kenwood and Stockyards "L" services, was adopted by Chicago Transit Board on Thursday, August 16.

An agreement, based upon the ordinance, was signed Monday, August 20, effective for a period of 11 months, beginning September 1, and ending July 31, 1957.

SEPTEMBER, 1956

Seven northbound trips to the Loop at half-hour intervals are scheduled, starting at 9:00 a.m. from 100th street and Yates avenue with the last one leaving at 12:00 noon. Southbound, the new service departs from Wacker Drive and State street, at half-hour intervals, from 9:22 a.m. to 11:52 a.m. Local service on Jeffery Route No. 5 continues as before.

Riders of Drexel-Hyde Park (Route No. 1), which serves the South Shore area, may make convenient connections with Jeffery express buses at 51st street and East End avenue. Between East End avenue and Balbo drive, Jeffery express buses make no stops.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1956 AND 1955, SEVEN MONTHS ENDED JULY 31, 1956 AND 1955 AND
TWELVE MONTHS ENDED JULY 31, 1956

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

| | Month of July | | Seven Months Ended July 31 | | Twelve Months Ended July 31, 1956 |
|---|---------------|-------------|----------------------------|--------------|-----------------------------------|
| | 1956 | 1955 | 1956 | 1955 | |
| Revenues | \$9,447,783 | \$9,462,406 | \$69,782,346 | \$70,093,440 | \$120,586,091 |
| Operation and Maintenance Expenses | 8,141,741 | 7,722,744 | 59,734,635 | 59,767,963 | 102,454,863 |
| Available for Debt Service | 1,306,042 | 1,739,662 | 10,047,711 | 10,325,477 | \$ 18,131,228 |
| Debt Service Requirements: | | | | | |
| Interest Charges | 398,660 | 409,199 | 2,837,072 | 2,905,070 | |
| Deposit to Series of 1947 Serial Bond Maturity Fund | 250,000(1) | 233,333 | 1,650,000 | 1,433,333 | |
| Revenue Bond Reserves (Note 2) | 30,000 | 30,000 | 210,000 | 210,000 | |
| | 678,660 | 672,532 | 4,697,072 | 4,548,403 | |
| Balance Available for Depreciation | 627,382 | 1,067,130 | 5,350,639 | 5,777,074 | |
| Provision for Depreciation - Current Period | 755,822 | 756,993 | 5,582,588 | 5,607,475 | |
| Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3) | \$ 128,440r | \$ 310,137 | \$ 231,949r | \$ 169,599 | |

r - denotes red figure

PASSENGER STATISTICS

| | | | | | |
|--------------------------------|------------|------------|-------------|-------------|-------------|
| Originating Revenue Passengers | 47,675,503 | 47,531,271 | 361,275,387 | 362,400,404 | 622,368,631 |
|--------------------------------|------------|------------|-------------|-------------|-------------|

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at July 31, 1956

| | Delivered to Date | Remaining to be Delivered | Total |
|--|-------------------|---------------------------|-------|
| 1955 Orders: | | | |
| El-Subway Cars | - | 80 | |
| 1956 Orders: | | | |
| Propane Buses | - | 150 | |
| El-Subway Cars | - | 50 | 280 |
| Delivered under previous orders | | 3,314 | |
| Less - P.C.C. Streetcars to be converted to El-Subway Cars | | 130 | 3,184 |
| | | | 3,464 |

NOTES:

- (1) Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.



SOFTBALL SIGN-OFF

THE BASEBALL season may not be over for the White Sox and Cubs, but the CTA softball league wrapped up its 1956 schedule on August 19 at Thillens Stadium with a play-off series that decided the championship for the year.

In a game in which base hits were bounced all over the premises, Archer station trounced last year's champs, West Shops, by a score of 20 to 12 to establish its claim to this year's title.

Not quite so one-sided was the battle for third and fourth place ratings. This could have been the game of the year, for a combined North Park-Limits team took the measure of Skokie Shops by a narrow victory margin of 14 to 13.

Earlier season play had indicated that the championship games would likely be slugfests. Such scores as 16-0, 16-6, and 25-9 were posted on the record books proving, at least, that there were some lusty hitters on the teams.

The outcome of the championship game again followed the tradition that has been established in the CTA league since it resumed play after World War II. This has been that no team has won the title two years in a row.



LOOKING LIKE they are happy about the whole thing are these Archer station softballers who won the CTA league title in the championship play-offs. Left to right, front row, are: Doug Bolling, Wally Huber, Andy Kwilaszc, Ray Payne, Art Joe, Walter Stone, John Dameron and Howard McMillan. Back row: Frank Hartig, Co-manager Horace Kemp, James Smith, Milo Ruzicka, George Bowles, Agis Bray, Coach Michael Rovella and Manager Frank Bruno.



THE DETHRONED CHAMPS, West Shops, nevertheless manage to smile despite their defeat. The team members, left to right, front row: Emil Rusinak, Stan Kaminski, Pat Burke, Ferd Sawka, Tony Curcio and Jack Murray. Back row: Heinz Doering, Miles Coleman, Guy Garra, Joe Tanzi, Charles Ferranti, Stan Matero, Bill Rafferty and Frank Tamburino, manager.

Presentation of four team trophies and of windbreaker jackets to the champions, provided by the CTA Employees Welfare Fund, will be made at a later date.

HOWARD STREET STOP ADDED FOR SHOPPERS' SPECIAL

HOWARD STREET station on the north-south "L"-subway route was added as a stop for Evanston Shoppers' Special trains, both southbound and northbound, in a service revision which became effective September 10.

The primary advantage of this new arrangement to CTA riders is that it will offer more convenient transportation between Evanston and downtown Chicago to some of the 12,000 people who normally board rapid transit trains at Howard street each weekday.

Evanston Shoppers' Special trains have been operating on an experimental basis since November 28 of last year, but have failed to attract enough riders to be self-supporting.

Trains operate every half-hour at all Evanston-Wilmette stops, Mondays through Fridays. Southbound Shoppers' Specials leave Linden avenue, Wilmette, from 9:20 a.m. to 2:50 p.m. Outbound trains leave Madison-Wabash from 9:58 a.m. to 3:28 p.m.

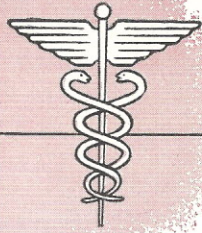
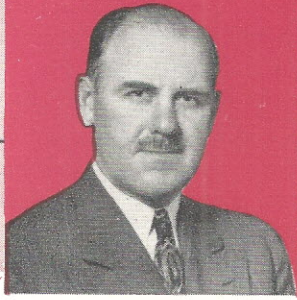
Only two service stops are made by Shoppers' Special trains between Howard street station and the Loop—Fullerton avenue and the Merchandise Mart.

The adult fare on Shoppers' Special trains between points north of Howard street and points south of Howard street is 40c per ride, a premium of 10c more than the fare on regular service trains.

Between Howard street and the Loop, the fare is 30c per ride. In-bound riders may transfer without charge to subway service at Fullerton avenue.

For local passengers riding Shoppers' Special trains between Howard street and Wilmette, the fare is 20c per ride and free transfers to Skokie buses may be made.

Effective the same date, revisions were made in Evanston Express rush hour service to conform more closely to riding requirements.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

PROTECTION AGAINST WINTER ILLS

WE ARE now approaching the time of the year when some general precautions for good health might well be considered. Though September and October are relatively healthy months, it does not mean that the number of chronic diseases, such as tuberculosis, heart or cancer cases decrease. The comparative healthy status is due to the lessened number of common colds, acute infections and contagious diseases plus the complications they produce.

There are several factors which help to account for the decline in illnesses during this period. One of the main reasons is that the moderate summer weather affords an excellent opportunity for most people to build up their resistance and health.

Persons taking their vacations during the summer months naturally get a maximum amount of fresh air, sunshine and rest. People are attracted by the outdoors and do not tend to congregate or gather in crowded, closed-in rooms as they do during the colder weather.

People enjoying a vacation are less likely to be subjected to nervous and emotional strain and worry. All of these ideal circumstances help to build up one's resistance and health. The body is given added protection or immunity for various periods of time averaging from a month to a year. Increased illness usually begins to build up late in October or November and carries through the winter and spring months. Often trouble develops soon after schools

and colleges open. Millions and millions of students throughout our country are brought together in close contact in school rooms. Once an infectious disease starts, it can spread very rapidly as the number of group contacts is multiplied.

Ventilation of public buildings too frequently becomes inadequate when the first cold weather arrives. The windows are closed and the heat is turned on. This often results in overheating or underheating. Sudden temperature changes, if too many or too few clothes are worn, will lower resistances and cause people to develop colds. When the heat is first turned on in the fall, all the dust which has accumulated during the summer is disseminated in the atmosphere. Colds reach an epidemic stage. Often people change summer and fall clothing too early or too late. It is the "change-over" period in the fall and spring which causes many persons to develop respiratory illnesses.

Our purpose is to present the health picture at this time of the year to you. Perhaps a few suggestions to maintain your well-being will be helpful. To stay healthy, dress sensibly and according to the weather changes. Try to avoid staying in poorly-ventilated or overcrowded places for prolonged periods. You can further help by getting additional rest, avoiding fatigue and eating properly. This will, in part, compensate for the diminished amount of sunshine and fresh air. If in spite of these general rules you do not feel up to par, see your family doctor without delay.

EVERYONE WAS smiling when a group of Keeler operators gathered around Day Superintendent Edward Loughran to admire the Station Achievement Award for the second quarter of 1956 just presented to the station. It was the second traffic type plaque in a row for Keeler, which achieved a 3.56 decrease in accidents to claim the award.

WINNER for the fourth straight time was Laramie station, which took the combined traffic and passenger award for the rapid transit division. Day Superintendent Frank T. Boland (center), displays the plaque received from T. B. O'Connor, general superintendent of transportation and shops and equipment, while Joseph Roche, acting night superintendent, West Section, looks on.

KEDZIE ALSO repeated its first quarter performance to win in the second quarter. T. B. O'Connor compliments the men of the station, grouped in the rear, as he hands award trophy to M. F. Harrington, night superintendent. This plaque was for achieving an improved passenger safety record during the period.



Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



THOSE who have little opportunity for gardening at home, but who still love beautiful plant material, should get busy now collecting flowers, leaves and grasses from the roadsides, fields and woods. Properly dried and arranged in suitable containers without water, these arrangements will decorate the home throughout the winter.

Golden Rod, Milkweed Pod, Queen Anne's Lace, and Cat-tails are a few examples. From the gardens choose Cockscomb, various seed pods, bittersweet and strawflowers. The material should be picked when best in color and texture. All leaves should be removed before drying and the material hung in small bunches, heads down, in a dark place.

Colorful branches of Cotoneaster, Magnolia, Quince, Pear trees and flowering crab, can be preserved by slitting the ends of each stem for about two inches and immersing the slit end in water mixed with one-third part glycerine. In a week to 10 days the leaves will become dark and glossy and will keep indefinitely.

A mimeographed sheet containing a long list of materials to dry or preserve is available by sending 5c in coin or stamps to the Chicago Horticultural Society, 116 S. Michigan avenue.

This is the time to plant Peonies. They like full sun and a good rich, preferably clayey, soil. Make a hole much deeper than the length of the roots and very wide. Firm the soil carefully at a depth so that the root will rest with its top or "eyes" not more than two inches below the finished soil when settled. Peonies, properly planted and carefully cared for, will live for tens of years. Put plenty of organic matter in the soil and mix about a pound of complete fertilizer or bonemeal in the bottom of the hole.

Plant some spring flowering bulbs in September or October. They are excellent in places too shady for other plants like under the spreading branches of trees or shrubs or on the south side of a building or fence.

Crocuses, Grape Hyacinths and Glory Of The Snow are small bulbs, inexpensive and easy to grow. Plant them three times the depth of the bulb's height, spaced four to six inches apart, and they will soon multiply to practically a continuous row.

It's a good plan to save some of the plants from the outdoor garden to decorate the house this winter. A sunny window not too close to a radiator is excellent for geraniums or coleus. Almost any of the flowering plants will keep in winter if watered and given sunlight.

EDITOR'S NOTE: The Chicago Horticultural Society exists to help people get pleasure from gardening in their own home or apartment. It issues "Garden Talks," a monthly publication of timely information about gardening in the Midwest area. As a CTA employe, you can receive "Garden Talks" at a reduced price of 60 cents a year by writing to the Chicago Horticultural Society, 116 S. Michigan avenue, Chicago 3.

HORSECAR RELIC UNCOVERED

A SMALL brass bell, a relic of an earlier transportation era, was uncovered recently by *Kenneth Knutson*, whose father, *Charles*, is a lineman in CTA's Electrical Department.

Kenneth is an employe of an electrical contractor installing new street lights for the City of Chicago on the site of the former car barn at Western and Ogden avenues.

This particular bell, of the type used back in the days when horsecars carried Chicagoans about the city, was once the property of the West Division Railway Company. It was found buried under 10 feet of ground being excavated for the lighting project.

The bell was the kind attached to the collars of the horses that pulled the transit vehicles in the early days of the city. It dates back to the 1860s—before the Civil War. The bell was well covered with rust, but the finder made it like new again with a thorough cleaning and polishing job.

Young Knutson, whose grandfather was the late *Otto Knutson*, long time Transportation Department employe with the former Chicago Rapid Transit Company, values the old bell highly as an interesting memento of long ago.





MASHED potatoes add color and economical meat completeness to a slightly different loaf.



COOKING MADE EASY

SOMETIMES little things make a big difference. Particularly in cooking and baking. Often a failure can be traced to improper care of utensils, inaccurate measuring of ingredients, substitutes of ingredients, and many things that seem small enough in themselves, but which are all important to successful cooking efforts.

Listed here are a few hints which may answer some of the "old hands" cooking problems and help the "newlywed" avoid needless failures:

Always use the pan the recipe calls for when baking cakes. If you use too small a pan, the batter will run over in the oven. If the pan is too large, your cake will be small and flat. If you don't have the right size pan, use a smaller one, fill it half full, and bake the remaining batter as cup cakes.

Keep aluminum baking pans shiny. This helps a cake bake and brown evenly. Dark pan surfaces can cause burning.

Do not soak new aluminum cooking utensils in dish water. They should be thoroughly washed in sudsy water, then dried. If new pans seem slightly oily on the inside, use a little fine steel wool, then wash them.

If your cakes turn out smaller than they should, check your baking powder. To do this, stir a spoonful of baking powder in cold water. If the powder does not bubble or foam immediately, it has lost its power and you need new baking powder. If you don't bake frequently, it may be a good idea to buy small cans and use them up while they're still fresh.

Use standard measuring equipment. A teacup from the kitchen shelf is not a true one cup measure. It, therefore, cannot be regarded as standard. The same is true for spoon measurements. Standard measures take guess work out of cooking.

Use level measurements always. Modern recipes are so accurate you can't have cooking failures if you measure ingredients accordingly. This does not apply to seasonings where individual differences indicate addition or deletion of condiments.

Use a heavy skillet for frying so heat will be uniform. Add shortening to a cold skillet and fry foods at medium heat, after shortening has melted.

When food sticks or burns, fill the pan with water and let stand for an hour. Then scrape away the burned parts with a dull instrument. Use steel wool to remove any left-over stain, then wash in sudsy water. Dry thoroughly.

Trouble making gravy? To make smooth gravy, combine milk or water and flour in the amounts your recipe calls for in a jar with a top and shake it until the flour and liquid are mixed. Pour this into the hot fat in your skillet or roasting pan and stir constantly over low heat until the gravy thickens. There will be no lumps.

Line the bottom of your broiler with foil when you broil hamburgers, steaks, or whatever. The foil catches the drips and keeps the rack clean. Foil placed under fruit pies catches juice and prevents it from dripping and burning in oven.

PRETTY AND PRACTICAL

NOW THAT the cooler weather has set in and the children are back in school, you may have a little more time to concentrate on heavier meals for dinnertime.

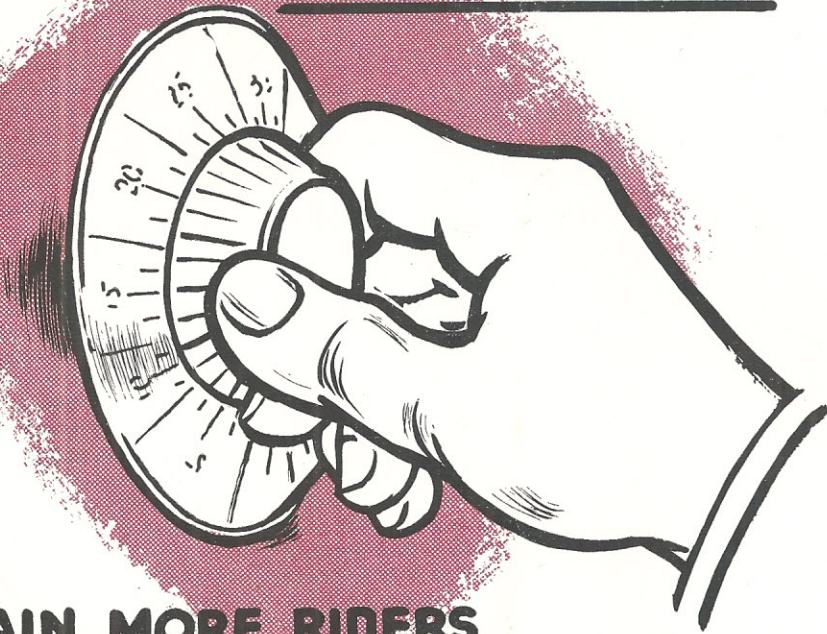
A perennial favorite at this time is a meat loaf, especially if you cook with one eye on the budget.

We have obtained a slightly different, yet practical, recipe for a Frosted Meat Loaf that will serve eight and use just one and one-half pounds of meat. It is flavorsome with corn

flakes, Worcestershire sauce, onions and parsley, each contributing its own distinctive flavor. The corn flakes, in addition to adding to the tastefulness of the dish, act as an extender and are mainly responsible for the economy of the recipe. The "frosting" is mashed potatoes which are prettily garnished with corn flakes.

Write to Women's Page Editor, P.O. Box 3555, Chicago 54, Ill. for your free Frosted Meat Loaf recipe.

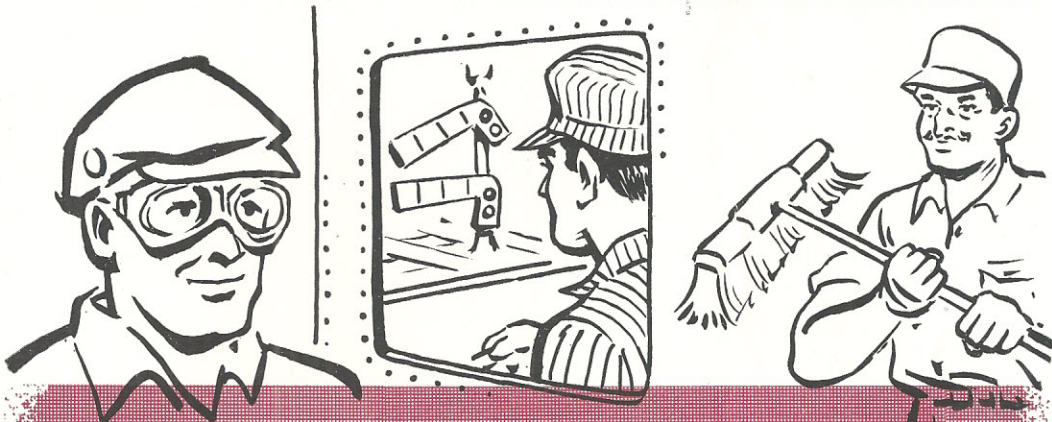
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