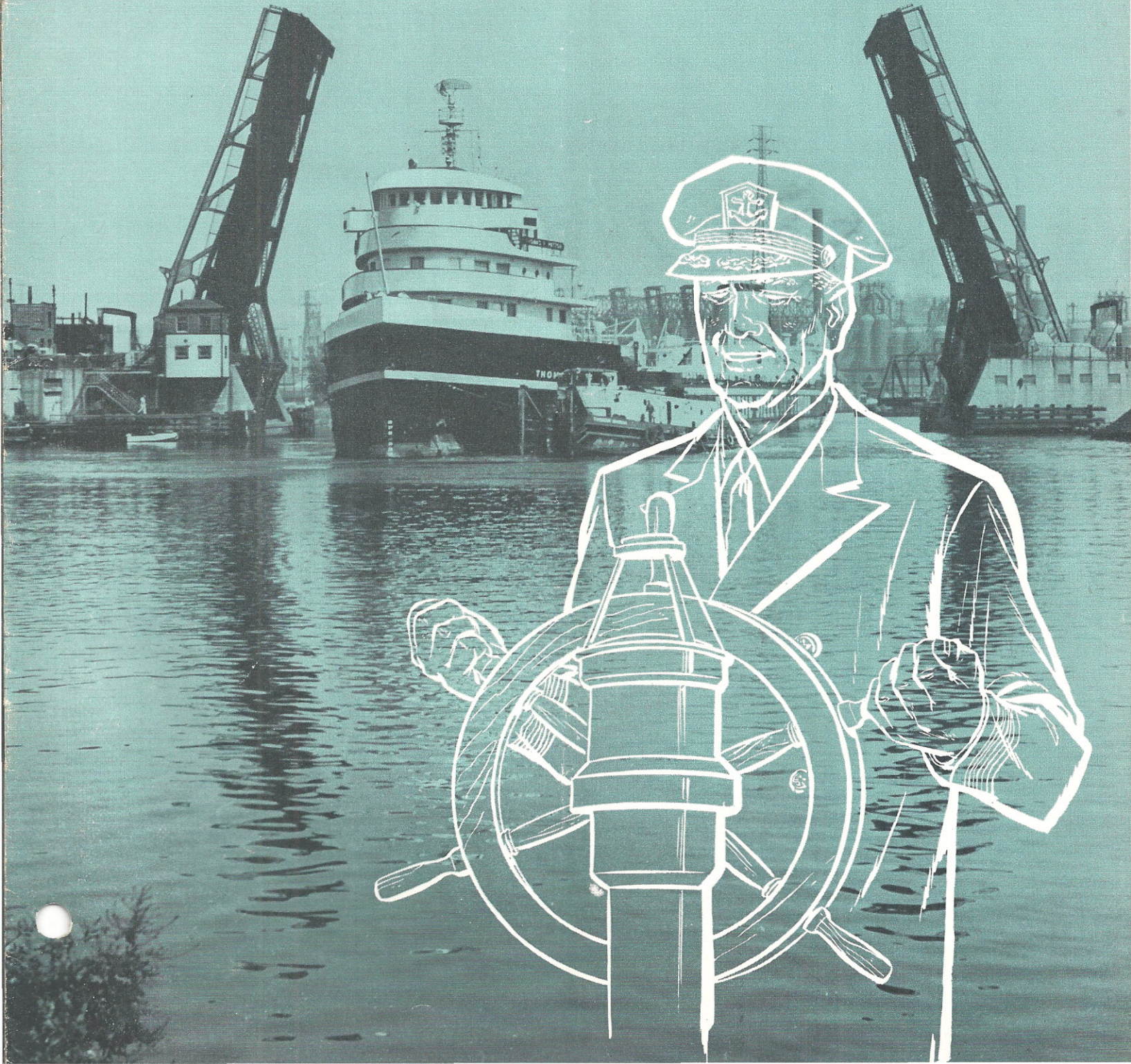
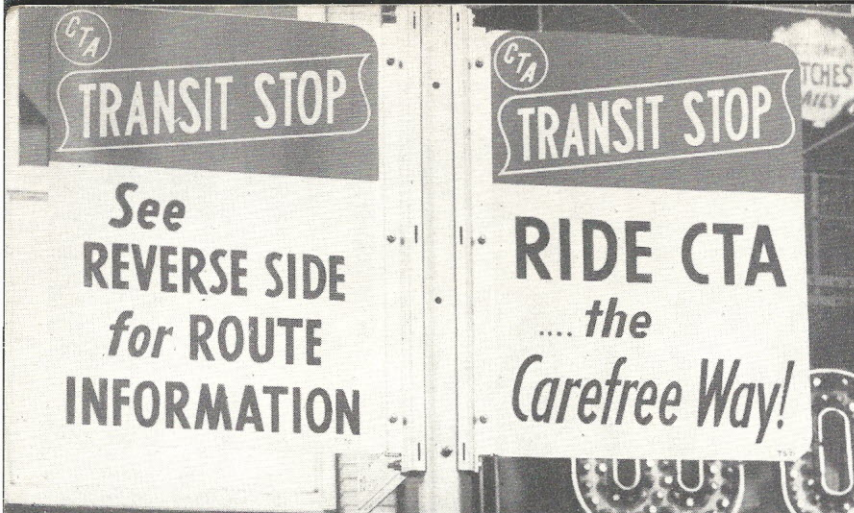




TRANSIT NEWS

OCTOBER, 1956





NEW INFORMATIONAL SIGNS ON STATE STREET

INSTALLATION OF combined CTA passenger informational signs and surface stop zone markers along State street from Grand to Archer avenues was recently completed.

The double-faced, weather-proof signs in CTA colors, of permanent metal construction, give complete information on service provided by CTA surface routes at the particular locations where the signs are erected. This includes listing of routes, terminal destination and principal streets over which the lines operate. Also shown are the periods of the

day during which the lines operate.

In addition to providing passenger information, the signs serve the purpose of identifying surface stop zones for patrons and operators.

The area covered by this installation, comprising approximately 150 signs of 27 different legends, extends for two miles along State street. The signs have been installed at all regular stops, which include practically every street intersection in that section.

DEFENSIVE DRIVING CAMPAIGN TO START SOON

AN EXTENSIVE defensive driving campaign will get under way late in October and the training buses will be on the move again to bring the program to all bus operators.

The program was developed by the Training and Accident Prevention Department and will be presented by station superintendents and instructors of the Transportation Department. It is a condensed version of the "defensive driving" instruction presently given to new operators.

Using methods proven successful in helping new operators, the program defines the driving standards of a professional bus driver and summarizes the defensive actions required by the situations operators face daily.

Briefly, defensive driving is learning and habitually applying the proper defensive action required by the position of other vehicles, pedestrians or objects in relation to the operator's bus.

Defensive driving has been stressed in all phases of CTA's training activity. The response to past programs by operating personnel has resulted in a decline in accidents during the past few years. The continued "all-out" effort of every operating employee is needed to maintain this fine record.

OUR COVER: Chicago will soon be in a challenging position as a great world seaport as well as occupying leadership in rail, truck and air transportation. This will come with the completion of the Lake Calumet Harbor and Calumet-Sag Channel projects now in the course of construction. In the meantime, an increasing number of ships in overseas service are making Chicago a port of call. Typical of Chicago's growing importance as the hub of inland waterway traffic is the scene on our cover showing a large lake freighter moving up the Calumet river near the Ewing street bridge. (See story on pages 6, 7, and 8.)

VOLUME IX CTA TRANSIT NEWS NUMBER 10

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RECENT CTA ADDITION TO THE ARMED FORCES

R. J. Heffernan—Treasury Department

RETURNED FROM SERVICE

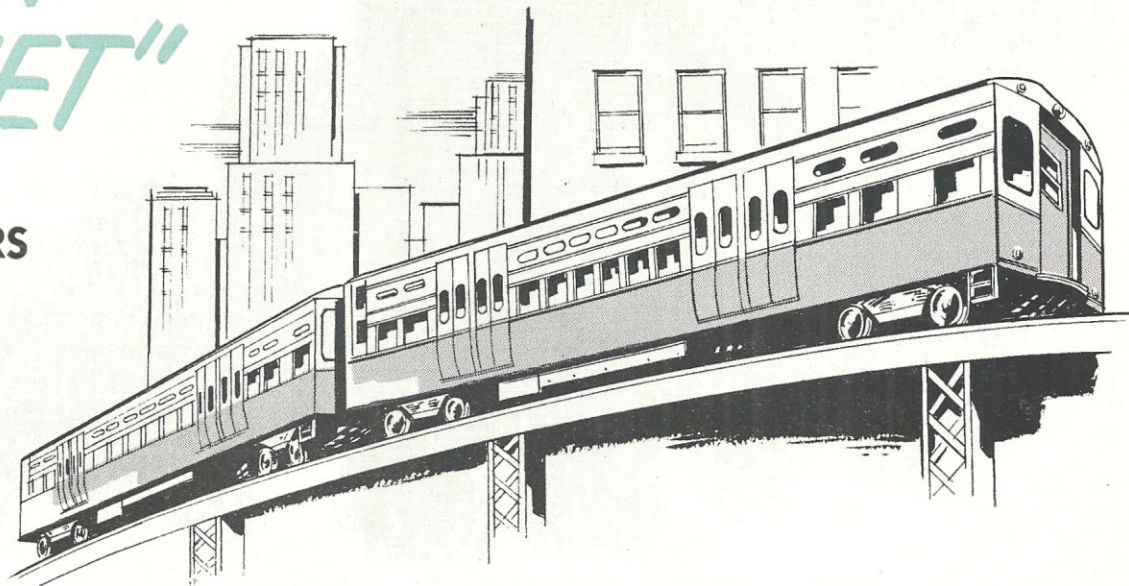
Twedfik Bey—Transportation (Kedzie)

Never miss an opportunity to make others happier—even if you have to leave them alone to do it.

AWARD CONTRACT FOR 70 MORE

"GREEN HORNET"

"L"-SUBWAY CARS



A CONTRACT was awarded September 25 by Chicago Transit Board for another 70 "Green Hornet" rapid transit cars to be converted from recently retired PCC streetcars, leaving only 70 modern rapid transit cars to be purchased to retire the last of the wood-steel cars. Modernization of surface equipment has already been completed.

The contract went to the St. Louis Car Company, St. Louis, Missouri, which submitted a bid of \$3,111,850 to fabricate the 70 cars. Delivery will start within 225 calendar days after the award of the contract and will be completed within 325 days.

St. Louis Car Company is now building 130 "Green Hornet" rapid transit cars for CTA on which delivery will start this month. Thus by September, 1957, CTA's fleet of latest type, all-metal "Green Hornet" type cars will have been increased from 474 to 674 units.

The final order in the rapid transit phase of the equipment modernization program, covering another 70 "Green Hornet" rapid transit cars, is scheduled for bidding in mid-year 1957.

Delivery of the 130 cars now on order, and the additional 70 cars authorized by the recent action of the Board, will bring CTA's modernization of its rapid transit fleet to more than 95 per cent of completion, and will permit the retirement of an additional 200 or more wood-steel units.

Also scheduled for delivery beginning in October are 250 odorless LP-gas (propane) buses, 150 being provided by the Flxible-Twin Coach Company of Loudonville, Ohio, and 100 coming from the Mack Motor Coach Corporation plant at Allentown, Pennsylvania.

Equipment modernization expenditures and commitments, including the last 140 rapid transit cars in the 10-year program, now total approximately \$119,111,850. These expenditures cover purchase of 4,106 modern buses and cars, as well as modernization of shops, shop tools and other facilities.

This is by far the most extensive local transit equipment modernization program in the history of Chicago. It also ranks as one of the nation's most outstanding transit equipment modernization achievements in a comparable period of time.

A change in design of the cars on the most recent order will permit installation of air-conditioning equipment in the future if experiments now under way in the transit industry demonstrate the feasibility and practicability of air-conditioning rapid transit cars.

In the course of the equipment modernization program, CTA has already retired from passenger service 4,522 cars and buses. Of this number, 3,706—2,859 streetcars and buses and 847 rapid transit cars—have been scrapped and the salvaged metal has been sold. The balance, a total of 816 streetcars, buses and rapid transit cars, have been sold or converted to other uses.

With completion of this initial, 10-year equipment modernization program, a total of 540 "Green Hornet" streetcars will have been converted into rapid transit cars. This has achieved a saving of \$20,000 per unit compared to the purchase cost of a rapid transit car built from completely new components. This saving on each unit is equal to the purchase price of a modern bus.



STAND BY FOR WINTER

ONE OF CTA's snow plow trucks, with its plow blade attached, is all set to go into action, clearing snow and ice from CTA traffic lanes. It represents one of a fleet of 320 efficient snow-fighting vehicles.

FOR ITS annual battle to maintain transit service during winter's snow and ice, CTA is readying a fleet of 320 snow-fighting vehicles, and is stock-piling thousands of tons of salt and sand.

This massed fleet consists of 48 CTA trucks, 51 CTA sand and salt buses, 36 CTA rail cars, and 185 rented trucks. Many of the units will be equipped with automatic salt and sand spreaders, or plows, or both.

Among the rented vehicles are 50 revolving drum trucks of 18-ton capacity each, equipped with spreaders and plows, rented from the Materials' Service Corporation. These are cement-mixer trucks whose effective and efficient use for snow-fighting was pioneered two winters ago by CTA.

Ordered for the coming battle are 5,500 tons of salt to supplement CTA's existing supplies of sand and salt already stockpiled. In the winter of 1955-56, CTA used approximately 26,000 tons of salt and sand to keep its transit lanes open for its buses and streetcars—and private automobiles.

When CTA receives word from weather forecasters that a snow, sleet or ice storm is headed for Chicago, CTA's snow-fighting battalion is alerted and directed to stand by for orders to go into action.

First units to go to the battle front are CTA's own vehicles. Their work is supplemented, as needed, by the rented vehicles and their crews.

Generally, at the same time, other public agencies, the City of Chicago, the Chicago Park District, the County of Cook and the State of Illinois, alert their snow-fighting forces, and all are combined into a task force. Each agency operates on specific thoroughfares according to a fixed battle plan pre-arranged by these agencies to cover all phases of a snow or ice storm emergency.

To clear a light snow or thin film of ice from traffic lanes,

STRATEGICALLY PLACED in a storage area at North Park depot, plow blades can be attached to trucks quickly after word comes that plowing operations will be necessary.



a truck or bus crew spreads salt or sand, or both, the full width of one direction of the street being serviced. Starting the spread about 100 feet back from a transit stop, the crew carries the spread across the intersection, treating an area of 175 to 200 feet adjacent to each transit stop. When a street has been covered in one direction, the traffic lanes in the opposite direction are serviced.

When a heavy snow or freezing rain hits the city, each crew spreads salt and sand in the area of each transit stop, and also at 50 feet intervals between transit stops.

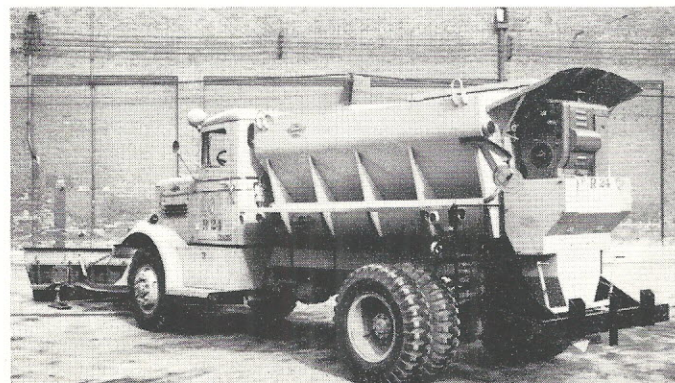
In plowing operations, trucks are generally operated in teams of two or three units. The truck in the inner lane takes the lead, and remains ahead of the vehicle or vehicles in the adjoining lane or lanes. This method moves the snow and ice as close to the curb as possible in keeping with the provisions of the city code.

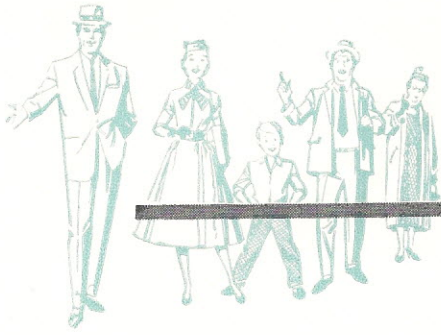
When a storm heavily coats overhead trolley wires with a sheath of ice, CTA sends out its fleet of sleet-cutters. These are gas buses, each equipped with two trolley poles with sleet-cutting devices. There are eight units in this fleet.

To clear snow from rapid transit tracks at ground level, CTA operates a fleet of rapid transit cars equipped with snow plows. Ice is removed from the electrified third rails by sleet scraper attachments which are fitted to the trucks of the rapid transit cars.

Speed and proper timing are vital factors in snow fighting. CTA cannot let a storm get ahead of it, no matter what the preventive costs may be. Otherwise transit service would become utterly disrupted. In a severe winter, snow-fighting costs may total a million dollars. This is a heavy burden upon local transit riders, from whose fares the cost of this emergency work must be paid, although the work done also benefits private motorists.

AUTOMATIC SPREADER on rear of truck helps considerably in the task of keeping streets open. Trucks equipped with these spreaders cover the full width of a street in one direction before covering the same street in the opposite direction.





Our Public

SPEAKS



Charles Casper

ALTHOUGH IT is impossible to reprint every letter of commendation received in the Public Information Department each month, each one is recorded in the personal records of the employe concerned. Reprinted below are a few such letters recently received:

“Efficient and Courteous Conduct”

“It is my pleasure to highly commend Conductor No. 23728 (*Charles Casper*, North Section), whose efficient and courteous conduct I observed recently on an outbound Ravenswood train.

“The conductor announced passenger information service properly, concisely and in an understandable manner in both cars of his two-car train. He also called attention to the fact that passengers wishing southbound service would have to transfer. At Adams and Wabash he advised two girls, who had previously requested information, that this was their stop; at another station he did the same for another passenger. Northbound on Wabash avenue, the conductor also announced the stores served by the several stops.”

“Most Helpful”

“I would like you to know of my appreciation for the courtesy of bus op-

erator No. 6888 (*George Kuhl*, North Park). He is most helpful in giving information and is courteous at all times.”

TWO OTHER letters of commendation, telling of acts of personal service which won the appreciation of riders, follow:

“Gratefully Acknowledged”

“This letter is to serve as a report, a good report on one of your operators. Recently I left my purse on the Morgan-Racine bus and your operator No. 1823 (*Stanley Slowik*, Archer) found it and turned it in to Lost and Found. I am so grateful I want to express my thanks and appreciation for his honesty.”



“I want to call your attention to a good deed performed by your Operator No. 11305 (*R. J. Anderson*, Forest Glen). This operator found my wallet which I lost on the street at Canfield and Higgins Road, took time to phone me and then personally delivered the wallet to me at my home. I am very grateful and cannot thank him enough. He is a credit to your organization.”

The opposite point of view is expressed to the Service Section of the Public Information Department:

“Today I awaited for the arrival of a southbound Austin bus at the northwest corner of Nagle and Milwaukee avenues. One came along immediately, but the driver passed me by, despite my frantic signalling, and turned south on Nagle avenue.”

COMMENT: Passups of waiting passengers are among the most common complaints reported to CTA. Since service is the only commodity CTA has to offer, operating personnel is expected to make that service as convenient and attractive as possible. Sometimes passups are unavoidable because of delays caused by traffic conditions, and buses have to be properly spaced again. However, inexcusable passups are neither condoned nor tolerated by the management.

“I was standing on the southeast corner of Damen and Roosevelt waiting for a Damen bus going north. When the bus arrived, it stopped in the middle of the block for the light because it couldn’t get any closer to the corner. I didn’t walk back a half-block to catch the bus, thinking it would stop at the corner. But when the light changed, the operator deliberately went on without stopping to pick up waiting passengers.”

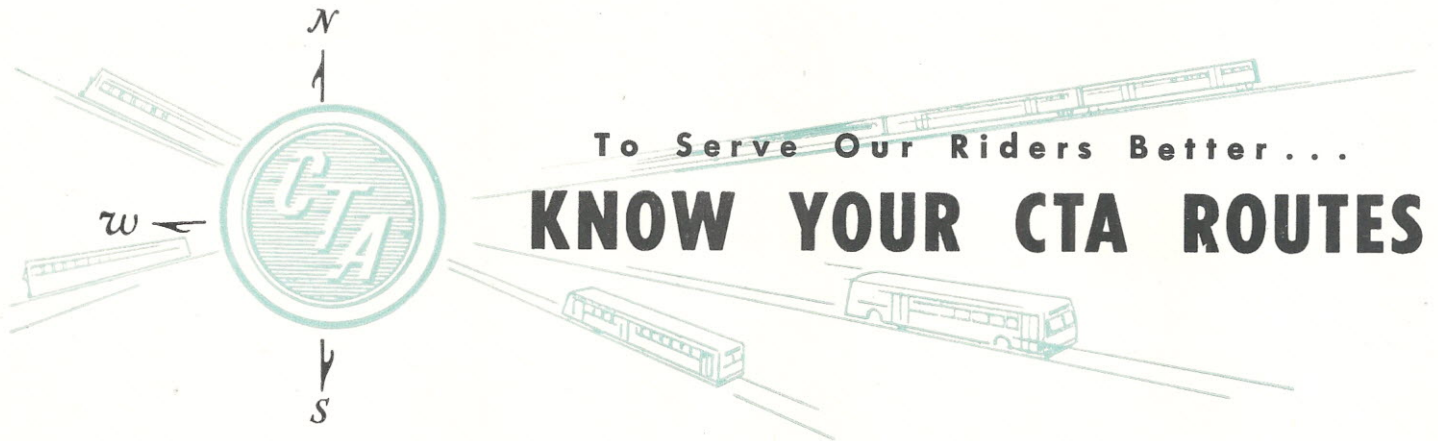
COMMENT: All operators must stop their buses at the regularly established bus stop zone even though they may have been forced by traffic to stop further back of the intersection. A second stop must always be made to permit intending passengers to board the bus. Not to do so is a violation of rules and regulations.

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

	Sept. 1956	Aug. 1956	Sept. 1955
Complaints	978	914	1031
Commendations	82	103	121



ONE OF the great industries of the Calumet area is the Republic Steel Company plant at 116th and Burley. South Chicago-Ewing buses give direct service to the entrance gates of this plant, one of the largest in an area noted as a leading steel-producing center.



(This is the 24th in a series on CTA routes)

FROM ITS northern terminal at 63rd street and South Park avenue (400 E) to its southern terminal point at 134th street and Brandon avenue (3200 E), the South Chicago-Ewing bus route (No. 30) operates through one of the most highly concentrated industrial sections within Chicago.

Numbered among one of the first 10 motor bus lines in mileage operated on the CTA system, the South Chicago-Ewing route has a measured round trip of 24.14 miles. Its relative importance is further bolstered, however, by the

RAPIDLY GAINING stature as one of the nation's busiest inland seaports, Calumet river and harbor installations are destined to become even busier with the development of the Great Lakes waterway project. The flags of many maritime nations fly from ships using the facilities of the International Steamship Terminal at the right foreground in this view looking north toward Ewing avenue from the 95th street bridge.





IT WAS a sunny day and the perch were biting when this picture was taken of fishermen on the breakwater at Calumet Park, 95th and Ewing avenue. But whether they caught any fish or not, these city-dwelling anglers were enjoying the opportunity for leisurely relaxation on Chicago's lake front.

fact that it serves as a direct link between two great south side communities—the Woodlawn district and the Calumet steel producing area.

The route is located in one of the most strategic areas in mid-America—an area with a promise and potential of becoming the focal point of a great waterway transportation system which will make Chicago a port of call for ships from all over the world.

This will be brought about by the comprehensive program which involves three great waterway development projects—the St. Lawrence Seaway plan, the Calumet-Sag Navigation project, and the establishment of a Port of Chicago on Lake Calumet.

The Lake Calumet Harbor project, already started, calls for the development of that lake into a deep-water port to which ocean ships will sail direct from the Atlantic to Chicago by way of the St. Lawrence Seaway and the Great Lakes. This program also includes the construction of vast terminal facilities for loading, unloading, warehousing, storing and transferring from ship to rail, to barge, to motor carrier or vice versa using the concentration of transportation facilities already offered by Chicago. The enormous grain elevators being constructed in the Lake Calumet area in anticipation of business to come is one indication of the big plans being made for the Chicago world seaport.

The Calumet-Sag channel project calls for the improvement, by deepening and widening of channels and eliminating or rebuilding obstructing bridges, of 16 miles of present waterway and of several connecting waterways, to permit passage of big, multiple-tow barges instead of small, single-tow barges as at present. This program also includes navigational expansion of the Calumet river, the Grand Calumet river and the Sanitary and Ship Canal.

Nor is this broad vision simply in the dream stage, for work on all three major projects involved in the development



MANY LAKE tragedies have been averted by the alert, watchful eyes of the United States Coast Guard service. The South Chicago station is one of several such installations located along Chicago's water front.



THE THREE-WAY intersection at South Chicago, Stony Island and 79th is one of the busiest outlying traffic crossings in the city. Even during non-rush hours congestion conditions are apparent.



SOUTHERN TERMINAL of the South Chicago-Ewing route is in the Hegewisch business district. The bus in the picture is proceeding north on Baltimore avenue at 134th street.

SOUTH CHICAGO is synonymous with steel, and the giant mills are the core of the community's economic life. Heart of the business section is at Commercial avenue and 92nd street. This view looks east from Exchange avenue.



program started in 1955. The time table calls for the completion and use of the St. Lawrence Seaway in the spring of 1959, the new Port of Chicago to be placed in operation in 1957, and the Calumet-Sag improvements to be completed about 1961.

As this enormous development program materializes, the need for adequate local transportation service will be intensified and an expanded use of CTA lines operating through the area is anticipated. It is estimated that an additional 750,000 persons will work or live in the Calumet region by the time the various projects are completed, resulting in greatly increased rider potential.

The routing of South Chicago-Ewing buses from their northern terminal point at 63rd street is south on South Park avenue (400 E) to South Chicago avenue, southeast to 92nd, east to Ewing, south to 109th or 113th, west to Avenue "O," south to 134th, west to Brandon (3200 E),

south to Brainard (13600 S), northwest to Baltimore, north to 132nd, east to Brandon, south to 134th street, thence north over the regular route.

During the rush hours and midday, local buses are on an alternating operation schedule between 63rd and South Park and the Republic Steel Corporation plant at 116th and Burley, and the southern terminal point in Hegewisch. During late night shift changes at Republic Steel, buses are also routed to and from that plant. Express buses in service on weekdays only start from 108th and Ewing in the a.m. northbound rush and terminate at that point southbound in the evening rush period.

Weekday schedules call for local service on three to six-minute intervals and express service on six-minute headways during the morning rush. Seven and one-half minute intervals are set up for both locals and expresses during the p.m. rush and on local buses through midday and evening operations.

Saturdays, service headways are seven and one-half minutes throughout the day, and Sundays and holidays these are spaced out to every 10 minutes. Buses operate from 71st and South Chicago in "owl" service to 114th and Ewing only on 30-minute intervals from 2:00 a.m. to 4:00 p.m.

The running time between outer terminals varies from 41 to 50 minutes depending on street traffic conditions and time of day. Thirty-one motor buses are assigned to the route, and these are based at 77th station.

(The 25th in this series of articles on CTA routes will appear in a future issue.)



A **STEADY** stream of traffic moves past the intersection of 63rd and South Park avenue, northern terminal of the South Chicago-Ewing route in this view taken from the Jackson Park branch "L" station at that location.



ON THE site once occupied by the old White City amusement park at 63rd and South Park avenue, which many Chicagoans of a former generation will recall with fond memories, is the Parkway Garden Homes, an extensive apartment building project. The neat structural appearance of this modern housing development typifies the efforts being made to give a "new look" to various city neighborhoods.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Niagara, Play Featured on Trip

ACCOUNTING—*Diane Roebert*, Revenue, vacationed at Niagara Falls and in New York City where she saw the play "Mister Wonderful." . . . *Marie Coari*, accounts payable, took an escorted tour through Toronto, Ontario, and Montreal and other points in Quebec. She also visited Boston, New York City and Washington, D. C.

Florence Parrott, Revenue, visited relatives in Baldwin, Kansas. . . . *Robert Rise*, IBM, vacationed at Saugatuck, Holland and Grand Rapids, Michigan . . . *Emil Rusinak*, IBM, spent his vacation in Greencastle, Pennsylvania, with relatives.

Mike Verdonck, billing, fished at Milltown, Wisconsin . . . *William Dowling*, accounts payable, fished in Crescent Lake, Little St. Germaine Lake and Eagle River, Wisconsin . . . *Bernard Kane*, Payroll, traveled to Milwaukee, Beaver Dam and Fox Lake, Wisconsin . . . *Phyllis Cusic*, Revenue, showed an out-of-town guest the sights in and around Chicago.

Visits Wisconsin Dells

Violet Holt, payroll distributor, went sightseeing at the Wisconsin Dells . . . *Estelle Lucas*, Revenue, enjoyed an outing to Starved Rock State Park . . . *Emma Weber*, Material and Supplies, toured Florida. . . . *Stella Ciezaldo*, Revenue, spent a week at Lake Villa, Illinois.

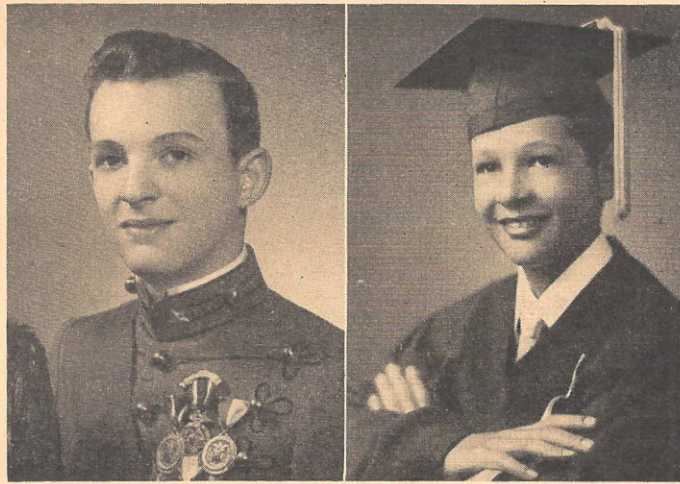
Albert Lathouwers, Revenue, who stayed around home, did some golfing . . . *Virginia Rebich*, Revenue, spent her vacation getting settled in her new ranch home in Grayslake, Illinois.

Elizabeth Sullivan, Revenue, suffered the loss of her brother on September 13.

Helen Mihailovoch, formerly of Revenue, gave birth to a son, *Alexander*, on September 2.

An award of \$10.00 was made to Lift Truck Operator *Roy P. Campana*, Material and Supplies, for suggesting that employes use safety helmets at the 63rd street yard.

—HELEN A. LOWE



SCHOLARLY SONS

BOYS TO BE proud of are the two sons of *Walter J. Majchrzak*, motorman, Logan Square. *Robert John* (left) recently graduated from St. John's Military Academy in Delafield, Wisconsin, magna cum laude. Winner of the Reader's Digest Award and Bausch and Lomb Science Award for scholastic achievement, he also was awarded a scholarship to Northwestern University where he plans to study science.

Thomas James, who was graduated as top student in his class at St. Pius school, was awarded a scholarship to Fenwick high school, Oak Park. The lad hopes, some day, to enter a Dominican seminary to study for the priesthood.

Reported by *Arthur L. Dickson*

This Vacation Was A Little Short Of Fish

ARCHER—Operator *Walter Shydrowski* and his wife tried their luck fishing in the Ozarks, only to find that the finny creatures weren't biting . . . Operator *William Bennis* and *Mrs. Bennis* enjoyed their vacation in Florida.

Supervisors *Harry Hooper* and *Dan O'Brien* of District "B" took their pensions on October 1.

Arlene Kocher, daughter of Operator *John Kocher*, was married to *Eddie Raciak* on September 8 at Five Holy Martyrs church.

Operator *Frank Mucynski* and his wife celebrated 36 years of married life on August 8 . . . Supervisor *Robert Jones* of District "B" and *Mrs. Jones* marked their 30th anniversary recently.

Supervisor *Roy Alford*, District "B," and his family spent a vacation in sunny California.

Robert McCarthy, operator, suffered the sudden loss of his daughter, *Rosemary* . . . *Jacob Framl*, formerly a janitor at this station, lost his wife.

—R. H. FORTIER

They're Hiring 'Em Young These Days!

BEVERLY—An unusual birth announcement, in the form of a job application, came from *Emil* and *Pearl Beck*, the grandparents of *Jeffery*, who was born September 7. Father of the young job-seeker is *Emil's* son, *Quentin*.

Operator *Ed Ricker*, who is five feet, five inches tall, wanted a new pick. Reason? He relieved six foot, five inch *Sam Wilson* and had difficulty climbing into the seat which *Sam* adjusted sky high.

Edward Fortuna, bus repairer, was awarded \$15.00 for his suggestion to prevent fumes from entering

the rear of the 2500 bus series.

Mr. and Mrs. Val Kauck will celebrate 35 years of married life on October 21 . . . *Elmer* and *Helen Ballok* marked their 35th wedding anniversary on September 8.

Operators *Jessie Glass* and *John Vogt*, who were classmates in Nashville, Illinois, in 1943, recently met up with each other here at Beverly . . . Two former basketball stars at Phillips High school in 1946 and 1947, *James H. Davis* and *Charles E. Core*, are operators here. . . . Another new bus operator is *Charles H. Ericson*. *Charles' father, Eric*, also works out of Beverly.

Bill Bowen was scheduled to return to Hines Hospital for another checkup . . . *Milt Hansen*, after an illness, returned to his job October 1 . . . *Art Ryan* went to Woodlawn hospital for a checkup.

John Arthur, son of *Art* and *Cecelia Schwappach*, came home on leave just in time to spend a vacation with his parents at Gillespie, Illinois, and Fremont, Wisconsin.

Fish For Bass

Mr. and Mrs. Frank Pierson vacationed at the Dells . . . *Elmer* and *Helen Ballok* toured the Ozarks and did some bass fishing . . . *John Ryan* said it was great to be able to forget the alarm clock for three weeks . . . *C. H. Dahmer* and his two children vacationed near Cable, Wisconsin . . . *Willard* and *Marguerite Beaman* got settled in their new home at 11045 Central Park.

Marinus and *Alice Cooper* visited their son, *Captain Donald*, who is stationed at Fort Jackson, South Carolina . . . *Mr. and Mrs. Dave Carlson* enjoyed a trip around Lake Michigan.

Mr. and Mrs. Thomas Burke fished at Rice Lake, Wisconsin . . . *Douglas Cron* visited *Francis Mulcahy* and his wife in Eagle River, Wisconsin . . . *Ed Quinlan* loafed at his cottage at Cedar Lake, Indiana.

Al Bittner stopped in Paris, Illinois, to call on his brother and then traveled to his former home in Pennsylvania . . . *Henry* and *Alma Wade* visited Memphis, Tennessee; Miami, St. Petersburg, and Key West, Florida, and Gulfport Mississippi.

CLOWNING AROUND



WITH HIS monkey, hurdy-gurdy and a cigar almost as large as himself, *Machinist Tom Walker*, West Shops, dresses up as a clownish tramp. With other members of the Northwest Shrine Clown Unit, he entertains at veterans' and children's hospitals, orphanages and homes for the aged. Recently, he and other club members put on a show at the Midwest Shriners' convention in Madison, Wisconsin.

Reported by *John T. Burke*

George and Grace Kristoff visited friends and relatives in Miami and St. Petersburg, Florida . . . *Mr. and Mrs. Nick Dop* journeyed to Los Angeles, California.

Andy Alexander and *Frank Duzman* caught up on needed repairs around their homes during their vacations . . . *Tom and Bridie Mullin* motored to the Wisconsin Dells.

—FRANK M. BLACK

Introductions Are In Order Here

CLAIM AND LAW—Newcomers to the Law Department are *Patricia Newell* and *Anthony Ritrozato* . . . In the Claim Department, new faces are those of *Robert Heinlein*, *Martin Selvage*, *Carole Jean Hoffstadt*, *James Holloway*, *Helen Dobbs* and *Marjorie Schintz*. The latter two transferred from the Insurance Department.

An extended motor trip through the New England states and Canada was enjoyed by *Marie Creedon*, Law Department . . . *Erna Buchholz*, Law, traveled to Colorado to climb Pike's Peak . . . *Nora Cronin*, Claim, rested at The Elms in Excelsior Springs, Missouri.

Attorney Merritt Kotin and *Suzie* stayed home to welcome little *Betsy Ann*, born on September 1.

Ray Cook, adjuster, was on the sick list at this writing.

—EL-JE

Tester Swelters While Chicagoans Shiver

ELECTRICAL—A postcard received from *Joseph Connelly*, assistant electrolysis tester, who vacationed in Tucson, Arizona, read, "It is only 110 degrees here today, so you people back in Chicago should feel fine where you are."

Paul Malone, operator's apprentice, is a proud daddy of a baby girl, *Kathleen Mary*, who arrived on August 27 . . . *Robert Booth* is happy over the arrival of his son, *James Robert*, who arrived September 5.

Joseph Lamb, "A" electrician, and his family motored to Lake Manatowish, Wisconsin.

Chester D. Maddox, "A" electrician, took a 13-day voyage which included stops at the West Indies, Venezuela, and Havana, Cuba. Returning to Miami, Florida, he enjoyed some deep sea fishing.

John Rusnak, operator at 63rd substation, suffered the loss of his father August 24 . . . *Daniel Kelly* lost his brother August 27.

—GILBERT E. ANDREWS

Couple Vacation, Mark Anniversary

FOREST GLEN—Operator and Mrs. *Ernest Rosenfeld* vacationed in

Washington, D. C., during August. On September 5, the couple celebrated their 30th wedding anniversary by dining out with their son, *Norman*.

Operator *Elmer Formeller* vacationed in Colorado and South Dakota's Black Hills . . . *Day Superintendent William Calderwood* returned from his vacation in northern Michigan . . . *Night Superintendent Elmer Milz* spent his vacation at home this year . . . *Receiver John Simko* returned from his vacation which he, too, spent at home.

A new clerk at Forest Glen is *James Dacey*, formerly of 69th Depot . . . New operators are *Donald A. Wilkins*, *Samuel Shaffer* and *George McDonald*.

During *George Calderwood's* absence, *George May* took over as acting night superintendent. During *Elmer Milz's* vacation, *John Cerny* was acting night superintendent.

Instructor George Moser, who for the past six months had been working out of North Park, is back at Forest Glen.

—ROBERT F. CALDWELL

Summer Employee Given Scholarship

GENERAL OFFICE—(Traffic Engineering)—*John Doeringer*, a summer employee, was one of 60 American graduate students to receive a scholarship from the West German government for a year's study at any German university of his

CORRECTION



THE PHOTOS of the above men, both of whom retired August 1, were incorrectly identified in the August issue of *Transit News*. Actually, they are, left to right, *Motorman Charles R. Blade*, North Section, with 44 years of service, and *Conductor Thomas P. Roche*, 77th, with 45 years of service.

choice. He chose Eberhard Karls university at Tubingen.

E. E. Olmstead, traffic engineer, attended the Institute of Traffic Engineers' conference in San Francisco.

New faces belong to *Norbert Piecyk* and *Aldo Fasciola*, both from West Shops, and *James Toolis*, bus operator from 77th.

Floyd Graham, engineer, is recuperating in St. Francis Hospital after undergoing surgery, at this writing.

(Buildings and Structures)—*Bill Cameron* and his wife went sight-seeing in California . . . *Matt Cioffe* still talks about his California trip . . . *Jack Sullivan* toured the New England states and Niagara Falls.

(Training and Accident Prevention)—*John Baker* and *Eliot Hirsch* attended a conference at Purdue university on training in business, industry and government . . . *Don Lemm* attended the 13th annual motor fleet supervisor course at Purdue university from September 17 to 21.

Ed Henry, his wife and son spent their vacation moving into their new ranch-type home . . . *Henry Boldt* and his son attended the Democratic National Convention during Henry's vacation.

Julie Willem and her family motored to Minong, Wisconsin . . . Miami Beach, Cypress Gardens, Silver Springs and the Smokies were some of the sights *June Hamilton* took in during her vacation.

—MARY E. CLARKE

GATHERING OF THE CLAN



WHEN *TOM McCREA*, repairman at Archer (seated, center, and wearing dark shirt), made a trip to Ireland during his vacation, his relatives gathered round about him, as this picture shows. Tom visited persons and places in nearly all of Ireland's counties.

Reported by *R. H. Fortier*

First He Had It, Then He Didn't

GENERAL OFFICE—(Transportation) —George Roesing, assistant superintendent of operating stations, told of hooking a 150-pound shark during a vacation at Clearwater, Florida. Because of difficulties, the big fish got away and only the story remained.

Marge Rochford and her niece, Judy, visited Disneyland, Knott's Berry Farm, Santa Claus Village at Sky Forest and Catalina Island, all in and near Los Angeles, California. They also visited Mexico. . . . Jim Tucker, his wife, Sylvia, and two children toured the Black Hills and Badlands of South Dakota, and Yellowstone Park.

George Riley, superintendent of instruction, his wife and two daughters spent their vacation in Washington, D. C.

Tennis Champ

After winning the Chicago Park District mixed doubles tennis championship, Russ Elderkin, line supervisor, represented Chicago in the national championship matches held in Cincinnati where he reached the quarter finals.

Frank Johnson, night information operator, died recently. . . . John Higgins, assistant superintendent of rapid transit operations, suffered the sudden loss of his grandson.

(Insurance)—Doris Sullivan, her husband and her son, Larry, vacationed at Key West, at Miami, where they stayed at the Chez Paree hotel, and at St. Augustine.

Marge Schintz and Helen Dobbs transferred to the Claim Department, while Carole Kingsland recently became a full-time lady-in-waiting. Replacing them were Dorothy Wilhelm, and Marguerite Rechsteiner, who transferred from the Accounting Department.

Mary Flanagan toured New York City. . . . Harry Golding vacationed at a lodge at Hayward, Wisconsin. . . . Mary Berry had her usual good time vacationing at Saugatuck, Michigan.

(Building and Electrical) —Marty Imbra and his family enjoyed a week in Gordon, Wisconsin. . . . Mr. and Mrs. J. Blomberg returned from Minong, Wisconsin. . . . The John Lipka family called on the Herman Smiths, who were vacationing at Lake Como, Wisconsin. . . . Dante Brunod, his wife and

two daughters visited the State Capitol, the state fair and Lincoln's tomb in Springfield, and then traveled to New Salem.

Leo Lizak and his family motor-ed to Montreal, Quebec, and to New Jersey where they visited his brother.

Bob McCarthy was transferred from the Stores to the Electrical Department where he took over the job of Theodore Kawol, who recently retired. Bob and his wife also marked another event, the arrival of Mary Beth. . . . Jane and George Bell spent a week at Janesville, Wisconsin.

Col. Harry Wilson participated in a two weeks' encampment with the Fifth Army recently.

(Stenographic) —Adele Ackerman was married to Edward Munson at Crown Point, Indiana, on September 17.

—JULIE PRINDERVILLE

TAKES PENSION



JOHN F. GILLEN, superintendent of carhouses and garages, retired on pension July 1 after 48 years of transit service. Beginning his career in June, 1908, he was appointed assistant day carhouse foreman in August, 1917. The following June, he was named day foreman. Becoming general foreman of carhouses in March, 1946, Mr. Gillen held that position until June, 1948, when he took over the job of assistant general superintendent. In January, 1950, he became superintendent of carhouses and terminals, and in February, 1952, assumed the position he held at the time of his retirement.

San Francisco Calls Deep Sea Fisherman

KEDZIE—Operator Carl Lind returned from San Francisco, California, where he did some deep sea fishing. . . . Operator James Richardson traveled to St. Louis, Missouri, Paris, Illinois, and points in Kentucky during his vacation.

Clerk Walter Jastper died September 2 after a long illness.

—C. P. STARR

Bus Operator Named New Board Member

LIMITS—Operator Lewis Monckton was appointed as a board member to fill the vacancy caused by the death of Harry Henry.

Operator Dan O'Leary and his family covered several thousand miles through Kansas and Texas.

Barney Loftus spent his vacation putting siding on his home in Round Lake.

Operator Vic Johnson and family recently moved into their new home in Medinah, Illinois. Vic built it in two years with the help of his family.

Janitor George Uehrke lost his son in August.

—IRVING J. METZGER

A Cook's Tour Of The West Coast

LOOP—(Agents) —Traveling down the West Coast during her vacation, Margie White took a boat trip to Victoria and Vancouver, British Columbia, and visited Seattle, Washington, Portland, Oregon, Fisherman's Wharf in San Francisco, and Los Angeles and Riverside, California. On her way home, she stopped at Albuquerque, New Mexico, and Kansas City, Missouri.

Mary and George Ohensorge vacationed at the Dells and other points in Wisconsin. They also visited relatives in Dubuque, Iowa. . . . Towerman Herb Templeman and his wife vacationed in Rock City, Tennessee, Atlanta, Georgia, and at their farm in the Ozarks.

Marie Blanchfield relaxed at the Elms, in Excelsior Springs, Missouri. . . . Ann Wastier spent her vacation in the Duluth, Minnesota, area. . . . The Jesse Parks spent theirs with friends in Oakland and San Francisco, California.

Rose Camp and her daughter, June, enjoyed the sights in Mexico City, Acapulco, Toluca and San Jose Pura, Mexico. . . . Porter Otis

RETIRES OCTOBER 1



JONATHAN WOLFE, senior engineer in the Way and Structures Department, retired on pension October 1. Mr. Wolfe, who started with the former Chicago Surface Lines' track and roadway department in February, 1917, as an engineer, was appointed assistant superintendent of track in 1919 and continued in that job until June, 1949, when he became senior engineer.

Prior to working for the Chicago Surface Lines, he was employed by the board of supervising engineers of the Chicago Traction Company as an engineer inspector. He also was engaged in various engineering capacities for steam and street railroads.

The engineer's fellow workers presented him with a gift upon his retirement.

Buchanan and his son visited Otis' father. They also called on relatives in New York.

—EDITH EDBROOKE

Three From Depot Figure In Weddings

NORTH AVENUE—Michael Groch's son, John E., marched down the aisle with Dorothy Bihun on September 22. . . . At a recent ceremony in St. Cornelius' church, Susan Putkoven became the bride of John C. Jacoby, son of Supervisor John Jacoby. . . . Mary Ellen McLaughlin, daughter of John McLaughlin, became the bride of LeRoy Stephenson at a ceremony in St. John Bosco church.

Lester O'Shea and his wife celebrated their 27th wedding anniversary on October 1. . . . Mr. and

Mrs. Myles Harrington will observe their 21st anniversary on October 21, and Mr. and Mrs. Ray Ebel, their 28th on October 27.

The names of Al Barber and Phil Smith were added to the grandpappy's club recently.

—JOE HIEBEL

Much News, Not No News, Is Good News

NORTH PARK—There is a saying that "no news is good news," but this does not apply to this column. We hope for more material in the future.

North Park's softball team, which did pretty well during the regular schedule, was eliminated in the play-offs by Archer, 15-0.

Your co-reporter, Ed Stenzel, and his wife recently celebrated their 18th wedding anniversary.

The father of Operator Bob Walton recently passed away . . . Operator Warren Scholl's brother died in an auto accident September 15.

Nine operators were transferred to Devon recently.

HONOR HELPER



AFTER NEARLY 43 years of transit service with CTA and the former Chicago Surface Lines, Louis Milhousen (left), emergency service helper in the Way and Structures Department, who worked at the shop at Armitage and Racine, went into retirement on September 1. Here Elmer Fehlhaber, on behalf of his fellow workers, presented Louis with a set of luggage.

North Park recently received a number of new operators.

Acting Night Superintendents T. Stiglic and J. MacIntosh were with us as vacation reliefs in the absence of Night Superintendent C. A. Kerr.

Repairers Gene Brach and Frank Koob have been awarded a total of \$25.00 proposing a new changer bracket which enables safer operation of buses.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Bullfights Tough, Plane Ride Rough In Mexico

PURCHASING AND STORES—Margaret Rosich, stores, and Margaret Sares, Ways and Structures, witnessed some bull fights in Mexico City. From Mexico City, they had a short but rather rough flight to Acapulco.

Earl Wilcox's mother was recently struck by an automobile . . . Richard Casper, the son of John Casper, south division, was stricken with polio in early September.

Marie Sullivan, General Office, became the bride of Nicholas Feller, Jr., on September 15, at Our Lady of Grace Church . . . John Sheridan, south division, and Mary Knightly were married September 15 . . . Mike Korzen and Evelyn Drynan became Mr. and Mrs. on August 5.

Richard Sewning is a new clerk in the Purchasing Department.

Steven and Theresa Dorich became the proud parents of a son, Steven, Jr., on September 17 . . . Earl Wilcox became the grandfather of Cheryl Joyce, born September 5. Earl recently visited his daughter in New Jersey.

Ray Gavert and family vacationed in Michigan . . . Paradise (Michigan, that is) proved a wonderful spot for a vacation for Grace and John Kurgan.

Joseph Kilcullen visited his family and friends in Ireland . . . Art Eggert and family vacationed at Tomahawk, Wisconsin . . . Stanley Hall also stopped there and at Turkey Run, Indiana.

Farm life in Princeton, Illinois, was sampled by John Jankus and his family . . . The Leonard Skrines visited Denver, the Royal Gorge, Garden of the Gods and Pikes Peak . . . George Crofoot flew to California and returned by way of Mexico.

Al Mix and family camped out for a week at the Wisconsin Dells.

SAYS GOOD BYE



AT A PARTY held in his honor, Conductor Allen C. Brown, Logan Square, bids farewell to his friends August 31, his last day of work before retiring on pension with 37 years of transit service. Picture was taken by Motorman John A. Bielat, Logan Square.

. . . Dorothy Doljanin enjoyed her stay at Lake Koskhonog and Fort Atkinson, Wisconsin.

Al Fasciola, west division, left us for a position in the Engineering Department.

OFFICE CHANGES

EFFECTIVE ON September 21, the office of the General Superintendent of Transportation and Shops and Equipment was moved to Room 7-142, Merchandise Mart. On the same date, the office of Accident Prevention and Training changed its location to Room 752, Merchandise Mart.

Effective September 29, the office and other personnel of the utility and emergency service division, Way and Structures Department, formerly at the 39th and Halsted yard, was transferred to new quarters at Bay No. 6, Blue Island and Leavitt station. Telephone number for Joseph Mulree and R. W. Boal remains as before. Telephone for centralized hauling control personnel now is Lafayette 3-6744 or MOhawk 4-7200, extension 754. C. F. Belasich and N. J. Gewelke may be reached by telephoning MOhawk 4-7200, extension 743.

Jim Beegan, General Office, vacationed at Mauston, Wisconsin . . . Kay Keller and her husband visited Nevada, California, and other points west. In Disneyland and again in Las Vegas, they met up with Jack Gubbins, south division, who also toured the West.

—DAGMAR McNAMARA

New Priest Is Receiver's Brother

77TH—The brother of Night Receiver John Wise, the Rev. Thomas F. Wise, was ordained a priest by Cardinal Samuel Stritch on August 15. He celebrated his first mass on Sunday, August 19, at Our Lady of the Angels church, Chicago.

Floyd W. Bassett, Jr., son of Operator Floyd Bassett, is stationed with the Air Force in Germany, 35 miles west of the Iron Curtain.

—JOHN CURRY

Good Things Usually Come Together

SCHEDULE-TRAFFIC — Superintendent and Mrs. Frank A. Forty enjoyed two pleasant events recently. On September 15, Marilyn Forty and Patrick Dillon exchanged wedding vows at a nuptial mass at Immaculate Conception church. Late

ATTEND RETREAT



AMONG THOSE representing 69th Depot at a retreat held on the campus of Notre Dame University in August were (left to right, seated) Frank Walsh, Tom Coughlin, Sam Valloni and Ed Weston. Standing (left to right) were Pat Murphy, Con Crowley, Ed Tiffy, Bill Flynn and Ed Malant. They were among 90 CTA employees who attended and who made up the largest group attending the affair.

Reported by Tom Daniels

in August, *Ralph Forty*, Storekeeper second class, U.S. Navy, visited his family during his furlough from Port Hueneme near Los Angeles, California.

A group of CTA girls honored *Marie Shumon* with a dinner party at Don the Beachcombers and Wai-kiki Restaurant on the occasion of her leaving the organization. She and her husband, *Ted*, who retired from West Shops, will make their home at 2937 N. 21st avenue, Phoenix, Arizona.

Ted Cowgill nursed a broken right arm.

Mr. and Mrs. George Bryan witnessed the marriage of their daughter, *Janice*, on August 26 at Yuma, Arizona.

William Doeden did some fishing in Wisconsin . . . *George Hanus* reported back from a trip to Minnesota . . . *Glenn Crump* took a trip over the Indiana Toll Road and the Ohio Turnpike . . . *Edward Joyce* enjoyed California . . . *Richard Goldstein* took in the Illinois State Fair . . . *Ray Noakes* found Michigan a restful spot, and *Bob Loughran* enjoyed camping in Minnesota.

—L. C. DUTTON

MISS MAJORETTE



BATON EXPERT is *Vivian Monson*, 14-year-old daughter of *Robert C. Monson*, lineman, Electrical Department, and *Mrs. Monson*. The leader of the Villa Park Strutters' drill team, *Vivian* has been active in baton twirling for the past four years, and has won 16 trophies and 50 medals in national competition throughout the mid-west.

Reported by *Gilbert E. Andrews*

EXCHANGE VOWS



WEDDING BELLS rang for a Skokie Shops employe, *Upholsterer Mario Ziocchi*, on September 1 when he and *Angela Terkowitz* were married in St. Alexander's church, Villa Park. The couple spent their honeymoon at Niagara Falls and now make their home in Villa Park.

Reported by *David Gurwich* and *Everett E. England*

Operator's Son Plays Role On TV Program

69TH—Ten-year-old *Joseph Thomas*, son of *Operator John Thomas*, recently had a small part in a puppet play on the Totem Pole television show on Channel 11.

Night Superintendent C. W. Zheir returned from a California vacation . . . *John Joyce* vacationed in Kentucky . . . *Clerk Barney Becker* visited Florida while *Chief Clerk Art Lipphardt* spent his time right around home.

Stanley Petrocious, *William Johnson* and *Steven Chatlos* all suffered the loss of their fathers recently.

Everyone here was saddened when *Repair Clerk Edward Gorzynski* died September 28 of a heart ailment. Ed, who donated blood for people all over the nation, qualified for the Red Cross roll of honor. At the time he donated his 78th pint of blood, he was interviewed on a radio program. A story and picture of Ed appeared in the November, 1955, issue of the *Transit News*.

Operator Edward Melant recently donated blood to the wife of *Operator Arthur Pinelli*, Beverly, who received serious burns in an accident in her home.

E. C. Pruemmer, bus repair "A," was awarded \$15.00 for proposing that a spacer be installed between pedal casting bushings on bus brake and gas pedal castings . . . *Tellis Walker, Jr.*, bus cleaner, for proposing that two warning signs be placed at 69th Depot, was awarded \$5.00.

—TOM DANIELS

Florida, Far West Lure Vacationists

SKOKIE SHOPS—Among those who traveled to Florida on their vacations were *S. J. Paolicchi* and *P. R. Ehmke*, air brakemen, and *Everett E. England*, co-reporter who also flew to Cuba. While in Florida, your reporter visited *A. A. Daus* and *Harvey Meeder*, both former machinist foremen.

Carpenter William Herrman and his wife and *William Small* and his family took western trips . . . *Mike Cherney*, truck section, called on *Pensioner William Krenske* in Tucson, Arizona . . . *Al Schmitz*, upholsterer, vacationed in Iowa and *Walter Leonard* and his wife motored to Wisconsin.

Clerk Ted McMullin fished in Wisconsin.

Rose Gurwich, daughter of *David Gurwich*, co-reporter, was married August 18.

Carpenter Calvin Valentino's father died suddenly on September 15.

Blacksmith G. A. Lindstedt received \$15.00 for proposing a setup to straighten drawbars . . . *Shopman John McDermott* was awarded \$10.00 for suggesting that a height adjusting clamp be used when working on drawbars . . . Another \$10.00 went to *Joseph J. Perillo* who suggested that all openings in new rapid transit cars, through which wires pass, be properly bushed.

—DAVID GURWICH and EVERETT E. ENGLAND

Two Veteran Fathers Hold Reunion

SOUTH SECTION—*Motorman Robert Desvinges* announced that the big bird dropped off a baby boy at their home. This makes the number of little ones three. *Bob* related that while waiting at the hospital,

CLOSES CAREER



LEROY Q. SIMPSON, inspector in CTA's Insurance Department, retired on pension October 1 after nearly 34 years of service with CTA and the former Chicago Surface Lines. A U.S. Navy veteran of World War I, he started his transit career as a streetcar motorman at Devon Station on November 8, 1922. He became a fire inspector in 1926 and held that position until 1938, when he was made a full-fledged insurance inspector. *Simpson* will retire to his farm near Scottsville, Arkansas.

he encountered another father-to-be who said to him, "Haven't I seen you somewhere before?" It turned out that three years previously they were both pacing the floor at the same hospital . . . Not to be outdone, *Yard Foreman James Simmons* stated that he became the father of a baby boy on September 19.

Conductor Paul Downey's niece, *Teresa*, is visiting here from Ireland, and also taking a post-graduate nursing course at Mount Sinai hospital in Cleveland.

Agent George Dwyer took part in a reunion of his sisters and brothers in New Orleans, Louisiana.

Conductor Joe Kolman announced that he was the grandfather of *Sharon Teresa Barkauskas*, born August 1.

Board Member Charles Burns recently returned from abroad.

Porter Bill Woods visited Memphis, Tennessee, on his vacation.

RECEIVES WATCH



A TRANSIT career that spanned nearly 26 years was closed out on September 1 by Charles Martens (second from right), supervisory chauffeur in the utility and emergency section of the Way and Structures Department. His fellow workers, including (from left) Lawrence Heise, William A. Vincek and F. L. Gedonius, presented him with a wristwatch.

... Conductor Prosper Standaert drove to Maryland ... Supervisor Ed Munro toured Denver, Estes Park, Rocky Mountain Park and Colorado Springs.

Instructor Don Murphy and Mrs. Murphy visited their son, Bill, who was in summer football training at Loras College in Iowa ... Conductor Ray Mikulich, with his brother and sister, flew to Yugoslavia to visit some of his relatives.

—LEO J. BIEN

Four Generations Make A Full House

SOUTH SHOPS — Bill Donaldson, foreman, printshop, has been a grandfather since Christopher arrived on September 13. The youngster was named after his paternal great-grandfather. There now are four generations in the Donaldson household.

Pete Sabadosa of Logan Square was the winner of the handicap golf tournament held at the Silver Lakes Country Club, Orland Park, on September 8. Joe Kehoe, bus overhaul, was chairman of the event.

Ed Klauck, woodmill, visited in Los Angeles, California. He planned on stopovers in Omaha, Nebraska; Cheyenne, Wyoming; Salt

Lake City, Utah; Las Vegas, Nevada; Estes Park, Colorado, and Bakersfield, California.

The stork left twin girls at the home of Bill Koperski, bus overhaul. Born on July 25, they were named Diana and Donna ... Noah Lewis, bus overhaul, is boasting of Noah Lewis, Jr., who was born July 19 ... Little Kevin John made his appearance in the home of John Kehoe, bus overhaul, on September 8.

Some of our vacationers and their points of destination were: Arleigh Gruetzmacher, power house, Tomahawk, Wisconsin; Jim Oostman, assistant foreman, tinshop, Yellowstone Park; John Loris, upholsterer, Sarasota, Florida; John Golden, woodmill, Elizabeth, Arkansas; Tom McPartlan and Bill Donnelly, miscellaneous, St. Joseph, Michigan; Fran Louward, office, Yellowstone Park; Jean Panek, office, Tomahawk, Wisconsin ... Stanley Sluzinski and Jim Kozak, bus overhaul, took a weekend trip to Wolf River, Wisconsin.

Joe Kopinski, bus overhaul, named his sixth child, born on August 21, Michael Paul.

Carl Welin, machinist, moved to his new home recently.

On the sick list at this writing are Ted Wahlberg, senior foreman;

Frank Jankowski, machine shop; William Webb, bus overhaul; Ed Friedman and Ray Smith, miscellaneous ... Welder Louis Podkornaris died October 8 after an illness.

Chris Nielsen, office, spent his vacation in Toronto, Canada, visiting his daughter, son-in-law and three grandsons.

Carl Anderson spent part of his vacation near Spring Mill, Indiana.

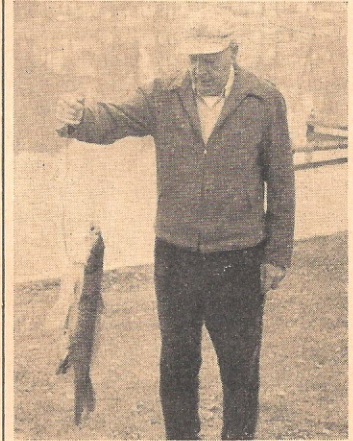
Diana Mae, daughter of Al Meeder, machine shop, was married to Robert Kamberg on August 4. The bride is the granddaughter of Harvey Meeder of St. Petersburg, Florida, retired foreman of Wilson shops.

Harvey Harders succeeded Bill Hanna as assistant foreman, car wiring.

John C. Cacciato, material handler, received \$25.00 for proposing that rebuilt engines be set on a pallet board placed between the skid type pallet and the rebuilt engine ... An award of \$15.00 went to Upholsterer Joseph W. Draus for suggesting that new style transfer bags be adjusted for swivel operation ... Machinist Donald N. Schaefer received \$10.00 for proposing CTA mechanics repair check valves on the 500, 600, and 700 series coaches instead of scrapping them.

—EVELYN CLARK

NO BOAT NEEDED



THE FOX RIVER'S a good place to catch fish, thought LeRoy Kirchhoff, invoice man in the Accounting Department, after he hauled in this fine specimen. The water's edge comes right up to the backyard of his McHenry, Illinois, home, as this picture shows.

Reported by Helen A. Lowe

REWARD FOUR FOR SUGGESTIONS

FOUR CTA employees received a total of \$50.00 in suggestion awards recently; Janitor James D. Ross and Operator William Harris, both of 52nd Street station; Operator William J. Coleman of Keeler station, and George Slate, mechanic, of Rosemont Garage.

Ross won \$25.00 for proposing that a metal shield be placed over the heater bleeder line valve at the sides of exit doors on 5900 series buses. This was his second award. Harris was awarded \$10.00 for suggesting that a safety zone be painted on the street at the north-bound bus stop at Wabash and Harrison.

Coleman received \$5.00 for his suggestion that safety conditions at a sidewalk at the westbound bus stop at Kimball and Addison be improved, while Slate was given \$10.00 for proposing the use of a tool for servicing batteries.

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

Leaves CTA To Become Lady In Waiting

WAY AND STRUCTURES—Mrs. Elaine E. Stepke, stenographer, left CTA September 14 to take up her duties as a housewife. She and her husband are expecting a child in December. A surprise dinner was given for her by her co-workers. Replacing her is Marlene M. Neher, who transferred from the Stenographic Department.

The father of Chief Clerk John B. O'Reilly, was recovering from a serious operation at this writing.

—VIOLET CARNES

Sudden Fire Provides Variety For Clerk

WEST SECTION—(Garfield Park)—Clerk Jim Hartigan had the scare of his life recently while alone at his desk and with no one outside in the trainroom. When a storm came up, he went to one of the windows to see if it were closed. Just then, lightning struck right above his head, and a fire started. Jim managed to put it out before firemen arrived, however.

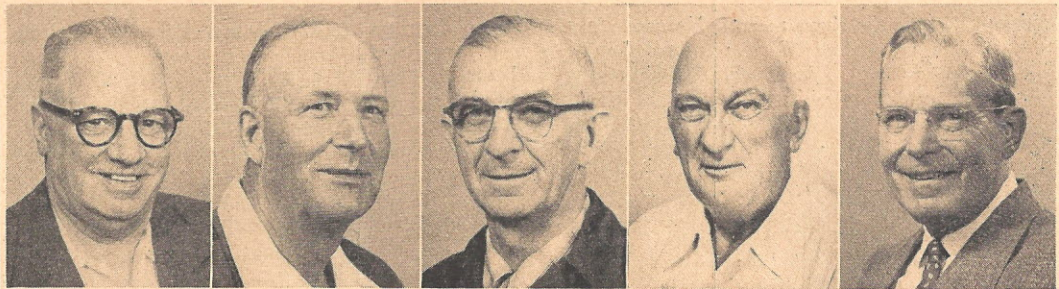
Auxiliary Clerk John Carolan recently became the father of his fifth son.

TENDER RETIRES



RETIRING AFTER 39 years of service, Ed Sharkey (right), trolley tender with the Way and Structures Department's utility and emergency service division at 39th and Halsted, receives best wishes from Robert Gilmore as Frank Beshk (left) and Joseph Mulree, superintendent of the utility and emergency service division, look on in background.

40-YEAR EMPLOYES RECENTLY RETIRED



Stanley C. Baldermann, flagman, Beverly, retired October 1 after 44 years of service.

H. T. Hooper, supervisor, District "B", retired October 1 after 44 years of service.

Raleigh J. Spinks, motorman, Howard, retired October 1 after 40 years of service.

Mahlon W. Bane, supervisor, District "C," retired October 1 after 43 years' service.

William Garbe, conductor, West Section, retired October 1 after 41 years of service.

Conductor John Laurie is back after being on the sick list for some time.

Five conductors were transferred to the West Section: William H. White, William M. Kelly, Alfred E. Bright, Charles R. Simms and James W. McPhee . . . Motorman Steve Rudakus also was transferred.

Gateman Louis Deitch is back after a long illness.

Agent Helen Ryan covered 7,500 miles on a vacation trip out through California and Oregon.

George Spencer of Laramie station is recovering from an appendectomy at this writing.

Supervisor Leroy Rourke is back on the job after an extended sick leave.

(Douglas Park)—Conductor Roy Wisemiller and his wife visited their daughter in Concord, California, on their vacation. They also called on Owen Simpson, former conductor.

Motorman Joe Adcock, who spent a month on his farm in the Ozarks near Ava, Missouri, said a tornado struck while he was there.

New stenographer here is Mrs. Joseph Blaa, who transferred from North Avenue.

The new pick for the west side is now in effect.

During his month's vacation, Motorman Charley Sass stayed around home except for two short trips . . . Conductor Frank Rott repaired his boats and docks at his summer home during his vacation. . . . Night Clerk Laddie Kier "roughed it" and fished during his vacation in northern Wisconsin.

Richard Gavrys, extra guard, received \$15.00 for his suggestion relating to a six car berthing marker

in the north pocket at 54th Avenue terminal.

(Logan Square)—Conductor A. C. Brown took his pension September 1.

Towerman Laddie J. Smach won \$15.00 for proposing that the sand box on the Logan Square platform be relocated.

(Lake Street)—Clerk John Hanning enjoyed his September vacation.

—ARTHUR L. DICKSON

Relatives Got Together During This Vacation

WEST SECTION — (Agents) — Ann Dowling vacationed in Paw Paw, Michigan, with their daughter-in-law and family during one week of her vacation. She spent a second week with her sister in St. Louis, Missouri, and a third week with her son and his family in Barrington, Illinois.

Agent Mary Ellen Dillon, sister of Agent Mamie Hanley, died recently . . . Agent Joe Mirabelli lost his mother . . . Other deaths were those of Robert Maloney's father and Ann Walsh's brother.

Marcella Byrnes spent her vacation in Canada . . . Catherine Mahoney spent a week in the Mackinac Island and Georgian Bay area. . . . Beulah Fields visited Consinin, South Dakota, while George Pickos journeyed to Twin Pines, Michigan . . . Mary Doyle and her three cousins vacationed at Banghom, Michigan.

Agent Kitty Conroy, co-reporter of this column, and her husband vacationed in California, Las Vegas, Nevada, and the Wisconsin

Dells . . . Porter Sam Johnson vacationed in Michigan, while Porter John Perry went fishing in Tennessee and near Waterloo, Iowa.

Sarah Simmons' son, Carroll, who is a Fernch horn player for summer concerts in Grant Park, recently received his master's degree in education at Northwestern University . . . The son of Agent Catherine Daly entered Marquette University.

Little John, Jr., was born to Agent John Filepek and Mrs. Filepek recently. The baby is the first boy in the family which also includes four girls.

Theresa McLaughlin, who is the godmother of her sister's twin boys, flew to New York for their christening.

—KITTY CONROY and RUTH HANSON

Shower of Gifts For Bride-To-Be

WEST SHOPS—The girls in the office surprised Mary Gibbons with a miscellaneous bridal shower. She received many useful and beautiful gifts.

The West Shops soft ball team was defeated in the championship playoffs by Archer.

Don Riess recently lost his mother.

Dorothy Moran returned to her job after a recent illness.

Ed Morris, bus overhaul, told us he caught a four and one-half pound bass.

Gus Wessel and Joe Tabor, started on their pensions September 1.

Heinz Doering, general foreman, vacationed in Woodruff, Wisconsin.

—JOHN BURKE

For And About Our Pensioners

ARCHER—Visiting the shops recently were Pensioners *Ted Shumon* and *Bill Verderber* . . . *Joe Bogg*, retired truck shop foreman, attended a convention of the International Association of Machinists in San Francisco, California, with *George Baux*, bus overhaul, and *Mrs. Baux*.

—R. H. FORTIER

BEVERLY—Chief Clerk *Bill Frank* and *Mrs. Frank* visited *Robert T. Duffy*, former superintendent, and *Mrs. Duffy* at Three Mile Lake, Michigan . . . The Franks also stopped off to call on *Former Receiver Augie* and *Mrs. Sahr* and *Mr. and Mrs. Rudy Nebelsek*. *Rudy*, formerly at Burnside shops, and his wife are now living in West Bend, Wisconsin . . . *William Fournier*, who retired after 35 years' service at 69th and 77th Depots, spent the summer at Twin Lakes, Wisconsin.

Dan Brannigan, formerly of 69th, is employed in the Loop and is living with a daughter at 12900 S.

36 TRANSIT YEARS



RETIRING EFFECTIVE October 1, *John McCarthy* closed out a 36-year transit career with CTA and predecessor firms. He began as a conductor out of Kedzie in June, 1920. At that same station he became a supervisor in January, 1936, and assistant station superintendent in May, 1946. In September, 1949, he was appointed night superintendent at Lawndale. McCarthy was named relief night station superintendent, North Side, the position he held at the time of his retirement, in July, 1952.

Morgan street, Chicago. Dan reported that *Jim Kenny*, formerly of 69th, has spent much time in Florida recently . . . *Elmer "Doc" Thieben*, who now lives in Farmington, Illinois, visited here over the Labor Day weekend . . . *Mike Clifford*, former 77th motorman, bought some property east of Eagle River, Wisconsin.

—FRANK M. BLACK

CLAIM AND LAW—*Josephine* and *Clarence Kelly* of Bradenton, Florida, are visiting in Chicago during October . . . *Julius Lellinger*, Law Department, was recuperating nicely from an emergency operation, as we wrote this.

—EL-JE

ELECTRICAL—Pensioner *Leo Behrendt*, formerly chief of the 20th street substation, took a motor trip through the northern states recently. He spent some time at Rock Falls, Wisconsin.

—GILBERT E. ANDREWS

GENERAL OFFICES—(Electrical) — *L. B. Mann* returned from St. Petersburg, Florida, to visit Chicago friends . . . *Power Supervisor Edward Wilson* and *Mr. Mann* were guests of former Power Supervisor *Harry Gustason* at dinner. *Mr. Mann* was also entertained at the home of *John Schageman* . . . *Theodore Kawol*, who retired July 1, is building a home in Phoenix, Arizona . . . *Arthur Sandberg* visited Pensioner *Harry Essington* recently.

—JULIE PRINDERVILLE

LOOP — (Agents) — *Helen Rogan*, who recently returned from Arizona, is now living with her sister on a farm in Scoville, Wisconsin. She and *Irene Cullen* made a trip around Lake Superior during *Irene's* vacation.

—EDITH EDBROOKE

NORTH AVENUE—*William B. Westlake*, *Jack Devine* and *Frank Johnson* passed away recently . . . *Frank Napravnik* returned from Leesburg, Florida, where he visited *Frank Laffick*.

—JOE HIEBEL

77TH—Retired Motorman *William H. Bowden*, his wife, *Mary*, and daughter, *Lillian Frances*, spent a two-months' vacation together in Ireland, Scotland and England. In Ireland, Will met his brother-in-law and other relatives. The trio also visited Glasgow and Edinburgh in Scotland, and England, where Will had a reunion with his three sisters and their families . . . *Michael*

Murphy, former conductor, and *Mrs. Murphy* celebrated their 35th wedding anniversary with a dinner.

—JOHN CURRY

SKOKIE SHOPS—Pensioners visiting Skokie recently were *L. B. Mann*, formerly of the electrical section, who now lives in St. Petersburg, Florida, and *Henry Whiting*, and *K. Kowalski*, who formerly worked out of Wilson.

—DAVID GURWICH and EVERETT E. ENGLAND

SOUTH SECTION—Taking their pensions September 1 were *Motorman Thomas Ames* and *Henry Hoffman*, *Conductors David Lowery* and *Martin McNamara*, *Porter Walter Noble* . . . *Track Foreman Ernest Lindner*, after 38 years of service, retired . . . *Elihu Bozarth*, now residing in St. Petersburg, Florida, dropped in to say hello.

—LEO J. BIEN

WEST SECTION—New address of *Joe Anderson*, a conductor who had more than 40 years of service, is 4401 E. Mitchell drive, Phoenix, Arizona . . . *Benny Day*, former motorman, who now lives in St. Petersburg, Florida, stopped in to see the gang recently . . . Also visiting here was *Walter E. Kimmel*. He now lives in Gary, Indiana . . . *Conductors Gene O'Connell* and *Jeff Hart* retired on pension September 1.

—ARTHUR L. DICKSON

WEST SECTION — (Agents)—*Agent Nora Coughlin* retired August 1 . . . *Ann Gillespie* spent a week at Niagara Falls and in Canada . . . *Ann Keane Fitzgerald* was a patient in St. Elizabeth's hospital.

—KITTY CONROY and RUTH HANSON

RECENT DEATHS AMONG EMPLOYEES

MATHEW G. BLAIR, 45, operator, 77th. Died 9-5-56. Employed 2-4-48.

PATRICK BURKE, 72, ticket agent, Howard Street. Died 9-8-56. Employed 3-27-24.

PETER BURKE, 65, retired conductor, Devon. Died 9-3-56. Employed 9-16-13.

MARY ELLEN DILLON, 60, ticket agent, West Section. Died 8-28-56. Employed 6-14-40.

G. J. EGAN, 74, retired motorman, Lawndale. Died 6-17-56. Employed 1-25-02.

J. M. ERB, 77, retired motorman, Cottage Grove. Died 8-21-56. Employed 12-1-13.

A. R. FLAHAVERN, 71, retired ticket agent, West Section. Died 8-26-56. Employed 4-6-42.

THEODORE HAMER, 60, janitor, 52nd Street. Died 9-17-56. Employed 2-5-23.

C. A. HIGGINS, 71, retired ticket agent, West Section. Died 8-27-56. Employed 5-22-37.

WALTER JASTPER, 57, receiver, Kedzie. Died 9-2-56. Employed 3-10-24.

E. R. KELMER, 74, retired conductor, West Section. Died 8-27-56. Employed 11-11-99.

EDWARD KURES, 59, operator, North Avenue. Died 9-16-56. Employed 5-11-27.

J. F. MANSON, 77, retired motorman, Lawndale. Died 8-30-56. Employed 9-13-02.

M.E. McCORMICK, 80, retired ticket agent, North Section. Died 8-21-56. Employed 9-7-18.

H. M. O'HARE, 86, retired guard, North Section. Died 8-15-56. Employed 6-25-20.

G. A. PADDEN, 59, retired combination clerk, Wilson Avenue. Died 8-20-56. Employed 7-22-43.

JOSEPH POLIZZI, 60, laborer, Track. Died 9-12-56. Employed 8-24-29.

JAMES QUINLIVAN, 78, retired motorman, Kedzie. Died 9-5-56. Employed 6-21-18.

THOMAS RICE, 70, retired machinist, Keeler. Died 8-27-56. Employed 7-19-19.

F. J. ROUNDTREE, 51, retired conductor, North Avenue. Died 8-30-56. Employed 9-21-36.

MATHIAS SCHLADWEILER, 78, retired motorman, North Section. Died 8-29-56. Employed 3-25-05.

F. P. SCHRIER, 78, retired motorman, 77th. Died 8-23-56. Employed 11-10-21.

G. F. SULLIVAN, 75, retired motorman, Archer. Died 8-15-56. Employed 8-10-03.

C. N. TROVILLION, 60, retired motorman, Devon. Died 9-3-56. Employed 2-2-28.

W. G. WILSON, 59, retired conductor, 77th. Died 8-26-56. Employed 5-11-26.

INQUIRING REPORTER: C. P. Starr

LOCATION: Kedzie

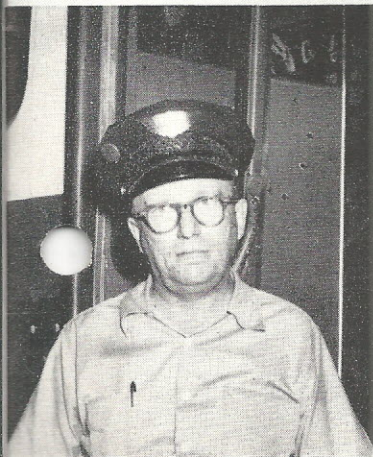
Would you rather rent an apartment or be a home owner?

STANLEY E. KAJPUST, repairman: "Because I pay rent, I don't have to worry about a mortgage, depreciation of the building or making repairs. What makes it easier for my wife and me is that we live in an apartment owned by my in-laws. I'm very well satisfied."



PAUL GUNTHER, operator: "The person who owns his home gains security and independence for himself and his family. He always gets back the money he puts into it. Those who rent often run into landlords who don't want children around. And all a tenant has to show for his hard-earned money is a fistful of rent receipts."

WILLIAM CROSSE, operator: "A homeowner can do as he wants about washing clothes, having pets, and children playing in the yard. He doesn't have to be bothered with the people upstairs or downstairs making too much noise. A person can make payments on a home in a decent neighborhood for about the same price as he can rent an apartment whose landlord may impose a lot of restrictions."



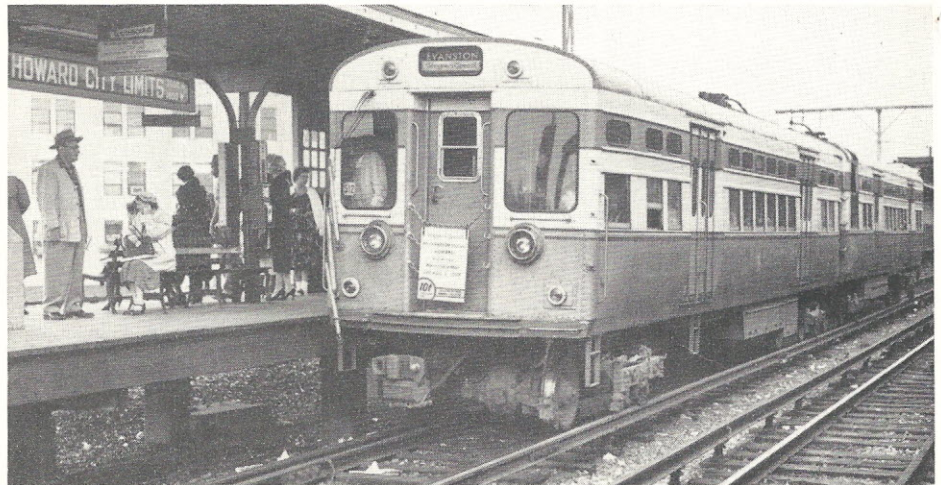
TOM HENNEBERRY, operator: "I would rather rent because there are only two of us. We live in very comfortable quarters and, of course, don't have to worry about heat, repairs, property taxes, snow removal or upkeep of lawns. We're very happy to let the landlord take care of all these things."

DON DE PIETRO, operator: "I would rather pay rent than own a home. This business of always having to keep the yard clean and attractive, painting around the place and taking care of the furnace in the cold months is not for me."



TRANSIT IN THE NEWS

WITH THE addition of Howard street station on the north-south "L"-subway as a stop for Evanston Shoppers' Special trains, more convenient transportation between Evanston and downtown Chicago was provided to some of the 12,000 people who normally board rapid transit trains at Howard street each weekday. New head-end signs and special announcement folders called attention to the revised service upon its effective date on September 10. In service on the Evanston Shoppers' Special trains is the high-performance rapid transit equipment shown here at the Howard street station.



CHICAGO TRANSIT AUTHORITY

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

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

	Month of August		Eight Months Ended August 31,		Twelve Months Ended Aug. 31, 1956
	1956	1955	1956	1955	
Revenues	\$9,986,929	\$9,996,164	\$79,769,275	\$80,089,604	\$120,576,855
Operation and Maintenance Expenses	<u>8,326,142</u>	<u>8,266,173</u>	<u>68,060,777</u>	<u>68,034,136</u>	<u>102,514,832</u>
Available for Debt Service	<u>1,660,787</u>	<u>1,729,991</u>	<u>11,708,498</u>	<u>12,055,468</u>	<u>\$ 18,062,023</u>
Debt Service Requirements:					
Interest Charges	398,661	409,199	3,235,733	3,314,268	
Deposit to Series of 1947 Serial Bond Maturity Fund	250,000 (1)	233,333	1,900,000	1,666,667	
Revenue Bond Reserves (Note 2)	<u>30,000</u>	<u>30,000</u>	<u>240,000</u>	<u>240,000</u>	
	<u>678,661</u>	<u>672,532</u>	<u>5,375,733</u>	<u>5,220,935</u>	
Balance Available for Depreciation	982,126	1,057,459	6,332,765	6,834,533	
Provision for Depreciation - Current Period	<u>798,954</u>	<u>799,693</u>	<u>6,381,542</u>	<u>6,407,168</u>	
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	<u>\$ 183,172</u>	<u>\$ 257,766</u>	<u>\$ 48,777r</u>	<u>\$ 427,365</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>50,462,750</u>	<u>50,419,821</u>	<u>411,738,137</u>	<u>412,820,225</u>	<u>622,411,560</u>
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at August 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		<u>130</u>	<u>3,184</u>
			<u>3,464</u>

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.

STATE STREET ROUTE CHANGE

TERMINAL operation at the south end of CTA's State Street bus line (Route No. 36A) was changed effective September 19.

The new routing avoids operation over a hazardous railroad crossing at 119th and Halsted. It also eliminates delays at other railroad intersections by crossing the tracks at different points, thereby speeding up service.

The new routing is as follows: Buses travel west in 119th street from Michigan to Peoria, south in Peoria to 120th street, west in 120th to Morgan, north in Morgan to 119th and east in 119th to Michigan for the northbound trip.

Formerly, buses traveled west in 119th from Michigan to Morgan, south in Morgan to 120th, east in 120th to Halsted, north in Halsted to 119th, and east in 119th to Michigan.

The remainder of the route is unaffected by the change.

NEW APPOINTMENT

IN A BULLETIN signed by Charles E. Keiser, superintendent of transportation, and T. B. O'Connor, general superintendent of transportation and shops and equipment, George T. May was appointed North Side relief night station superintendent to replace John McCarthy who retired effective October 1.

Gal with a Goal

AMBITION AND versatility are personified in pretty *Ann McAndrews*, machine operator in CTA's Revenue Accounting Department, who is laying the foundation for a promising theatrical career.

This busy girl participates in work on radio, the legitimate stage, modeling, is a member of a theatrical troupe and writes popular songs—all in her spare time.

During this past summer, Ann filled in for the regular announcer of the program "Irish Melody Time," a weekly recorded program, over radio station WOPA, Oak Park.

Often, during a weekend, Ann and other members of the GI Guys and Dolls troupe, a non-profit group which puts on shows for servicemen and for charitable organizations, are doing their acts in some near or distant part of the nation. For these performances, Ann renders various monologues in Yiddish, French, Irish or Italian dialects.

This year Ann branched out into modeling. As a "freelancer" in that field, she has modeled bathing suits and other apparel for several different studios.

The talented lass also has tried her hand at writing popular songs. One of her creations, "Rovin' Eyes," proved to be such a success that it was aired on the "Tune Time from Hollywood" radio program recently.

A SUNSTRAND machine operator in the Revenue Accounting Department, Ann has worked for CTA since September, 1955.



ANN McANDREWS in a typical studio atmosphere awaits signal to begin "Irish Melody Time," a half-hour long program of Irish tunes, announcements and commercials over station WOPA, Oak Park.



AN ATTRACTIVE playsuit outfit is modeled by Ann for the Abbott Studios, Chicago. Ann also models bathing suits and similar outfits for other studios in the Chicago area.

Ann likewise finds time to participate in theatrical stage productions. During the last several years, she has portrayed leading roles in several plays which ran in various North Side theaters.

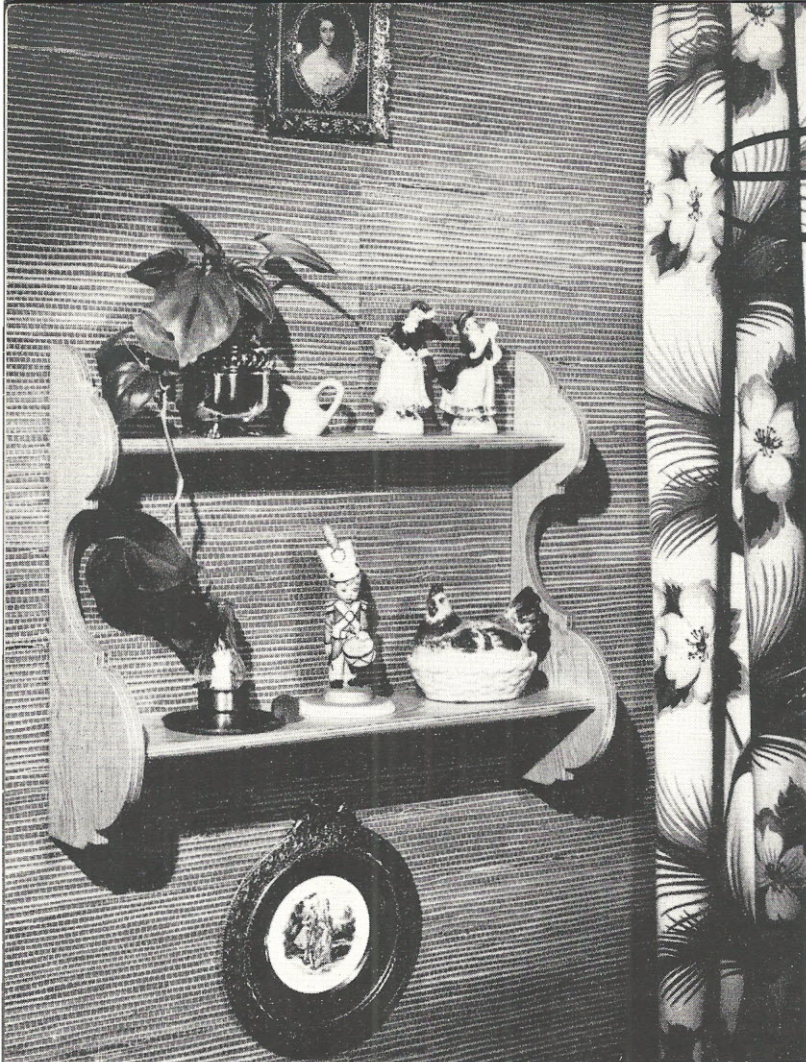
Stage acting was the first of Ann's many-varied theatrical activities. Back in her grammar school days, a speech teacher developed the girl's interest in dramatics. Majoring in that subject in high school, Ann took leading parts in nearly a dozen school plays. And, while still a high school student, she landed important roles in a number of summer stock theater productions.

Ann developed her ability for giving monologues and acting as master of ceremonies for different occasions while in high school. Since that time, she has emceed a great number of programs sponsored by various groups.

As if all these interests weren't enough to keep her busy, Ann also has designed dresses, and engages in softball, tennis, swimming and bowling.

Looking toward the future, Ann said, "If the opportunity comes, I intend to become a professional entertainer if possible. What I'd really like to do is to get into television work."

With her get-up-and-go spirit and her ability, this attractive young lady should reach her goal.



Simple

"DO IT YOURSELF"

Project

THE LENGTHENING evenings ahead are ideal for do-it-yourself fans who like to spend their spare time developing home workshop projects. And for those who enjoy working with plywood, here's a simple pattern plan for an attractive wall-shelf which duplicates a fine antique that will work in well with any type of home furnishings.

The historic shelf which inspired the pattern for this reproduction came from Williamsburg, Virginia, home of the earliest settlers of America. You can make one yourself in an afternoon or evening.

The wall-shelf is one of a series of "Collectors' Item" patterns designed by a famed author-designer and one of the world's foremost authorities in this field from actual originals in his extensive collection.

Although time has dimmed the factual record of this particular antique, it must have been an important piece of decoration in a beautiful Virginia home. It may once have held a jar of lavender, an antique covered jar of rose petals, or an early vase.

Simple Lines

With its simple, graceful lines, a copy today will serve as a charming furniture accessory in any contemporary home. It is a perfect place for one of your favorite knickknacks, a small set of books or for some nice teapots.

You can make this wall-shelf from the pattern shown here from a small piece of $\frac{1}{2}$ " fir plywood. Lumber dealers have fir plywood in stock small panels and a piece as small as 19" by 18" will do.

From this cut out the following pieces:

- | | | |
|---------------------------------|-------|-----|
| 1 pc. 3" by 18" | shelf | (A) |
| 2 pcs. 5 $\frac{1}{4}$ " by 16" | sides | (B) |
| 1 pc. 4 $\frac{3}{4}$ " by 18" | shelf | (C) |

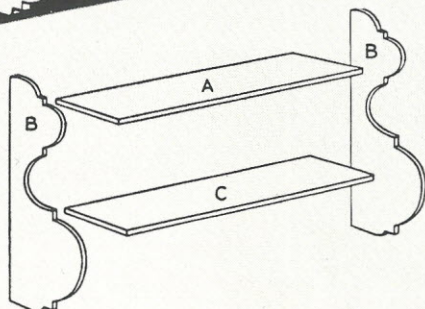
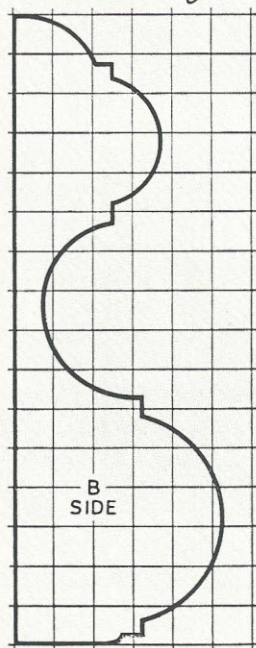
Then make a grid on piece of paper spacing the lines 1" apart. Draw the full-size outline of the sides on the grid from the pattern shown. Then cut out the two sides with a jig saw or coping saw.

To assemble the shelf, place wood glue on each end of the two shelves. Screw or nail the shelves into place. Use 4d finishing nails or No. 6 1" flathead screws.

You can finish the piece with stain, varnish, wax or paint. First sand the piece with 0 sandpaper and then dampen the surface with a wet cloth. Let stand for 12 hours and rub with 00 sandpaper or fine steel wool.

Brightly colored decals which you can get at the dime store can be used on the sides of the shelf.

Williamsburg Wall Shelf



P-2 Wall Shelf

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society

PROBABLY the most important activity in October is the planting of spring flowering bulbs. Fresh stocks of them are in the stores and a good selection can be had now. There is no point in waiting until you are ready to put them in the ground. All bulbs can be kept safely in bags for several weeks without damage. Early ordering or buying assures you of getting the varieties you want.

Bulbs will grow and bloom for a year or two in almost any soil, but they last longest in a good loam or sandy loam. There are known instances of tulips persisting in the same spot for 20 years and apparently able to keep on indefinitely. In all bulb planting be sure to check the proper depth before planting. The difference of an inch or two can cause the bulbs to fail to flower in some cases.

Tulips and daffodils (narcissus) can stand a variation of several inches in planting depth, but the smaller bulbs—crocus, scilla, muscari—are less able to withstand deep planting.

Lilies especially require the right depth. The popular and beautiful Madonna lily will not do well if planted deeper than three inches below the soil surface, while the native Turk's Cap frequently grows about a foot down. Books and articles on lilies tell the proper depth for each species. Be sure before you plant.

Bulbs for indoor flowering can be planted as soon as you receive them. Tulips, hyacinths, daffodils, crocus are the most used. The simplest method is to pot them in shallow pots (bans) and then bury the pots under a foot or more of soil. Cold frames are excellent places to bury the bulbs. The pots are left buried until the middle of December or later when they can be dug up and brought into a cool spot, such as a basement until good top growth has occurred. Then they are brought into good light and heat for flowering.

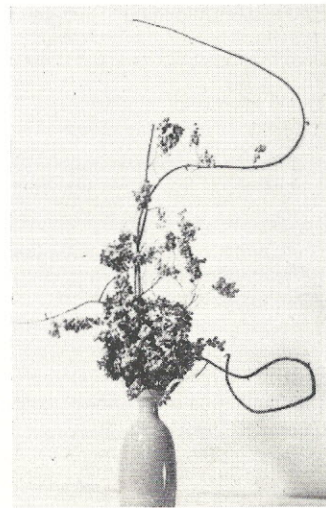
In the garden there are a few plants that should be planted. Peonies head the list. Good strong, fresh roots

Wheat stalks, thistle, zinnias, artichoke, wild grasses, tree of heaven flowers and seed pods.

Bittersweet and hydrangea flowers.

Dock, zinnia flowers, hydrangea flowers.

Coxcomb, ferns, grasses, okra pods, hydrangea, dwarf zinnia, silver maple leaves.



Silver maple leaves, sumac seeds, red pepper pods, dock, artichoke, silver king.

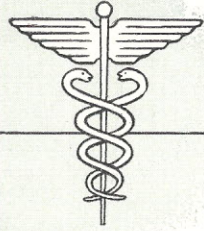
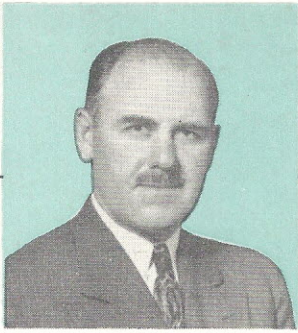
of them are available now and should be planted as soon as possible. Oriental poppies can still be planted if done early. A fall growth is essential for these plants. Balled trees and shrubs can be safely moved. Around this area about the only items commonly balled are evergreens. Bare root plants, trees, shrubs, perennials, frequently suffer severely if transplanted in the fall. Better wait for spring on these items.

In our last issue, we mentioned that there are many flowers, leaves and grasses that lend themselves to bright winter decorations for the home when properly dried, preserved and arranged.

This month we have photographs showing some of the attractive arrangements that can be made from materials from the garden or fields and woods and which will retain their beauty and grace for long periods.

The captions under the pictures tell which trees, shrubs, plants, etc., provide the basic materials for these colorful decorations.

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



medically speaking

By Dr. George H. Irwin
CTA Medical Director

THE PROBLEM OF ABSENTEEISM

ABSENTEEISM among employed persons is a problem of great concern in every industry. According to available data, the combined cost of loss of services and production due to absenteeism from all causes totals some seven to 10 billion dollars a year. The cost of absenteeism due to illness alone is estimated at five billion.

The direct cost to employes also is considerable. Figures indicate that the average net medical-care cost is about \$150 for each prolonged medical absence. This would be more than \$200,000,000 per year for all employes in industry. This is the out-of-pocket cost to the workers, even after the receipt of all benefits from hospitalization, surgical and medical care, insurance and other prepaid plans.

In California, a study of absenteeism was made at approximately 200 plants. Many observations were made. They found an average three per cent absentee rate per month, with Monday being the most prevalent day for absences to occur. The study further disclosed that there was an average loss of income of about \$125 per employe per year.

This study developed that some of the more common causes of absenteeism are: (1) Lack of proper job placement. It observed that employes sincerely interested in their work show less absenteeism. (2) Industrial fatigue. It was recommended that whenever possible employer and employe co-operate to reduce this cause. (3) Low morale. Unpleasant working conditions or ineffective grievance procedures were determined as major causative factors. (4) Domestic causes. These could include illness or acci-

dents in the family, shopping inconveniences, inadequate transportation facilities, lack of family services such as laundry and banking, and other annoying household problems which are difficult to solve.

Any program which helps to reduce absenteeism naturally is beneficial to the employe and to the company. The Medical Department of the CTA is anxious to help improve this situation. The health of the worker is of primary consideration. We feel that the annual examination or periodic check-up is a step in the right direction. In this way, minor non-disabling conditions are often discovered. When and if they are corrected promptly, future absenteeism can be eliminated. Moreover early diagnosis and proper treatment lessens prolonged-illness absenteeism.

Contrariwise, there are certain times when absenteeism is praiseworthy. A good example of this is the following: When the company physician sends an employe home or the employe stays home of his own accord because of a severe infectious cold, two things are accomplished. By this act, the individual's welfare is preserved and fellow workers are protected against some readily transmissible disease. There is a real need for a better appraisal or study of absenteeism.

One of the most important methods of reducing absenteeism is to maintain good health. An individual in good health, who is able to work regularly, always feels more content and happy. Moreover, he is better off financially in the long run.

Cicero Bus Service Improved

AN EXPANSION of CTA's South Cicero avenue bus line (Route No. 54B), which became effective October 1, provides new service in Cicero avenue between Archer avenue and Cermak road from about 6:45 p.m. to 12:30 a.m.

The new schedule calls for buses to operate in South Cicero avenue, Mondays through Saturdays, between 76th street and Cermak road from approximately 5:30 a.m. to 12:30 a.m.

Formerly, from 6:45 p.m. to 12:30 a.m., South Cicero buses serve only the area between 76th street and Archer avenue.

Under the new arrangement, patrons can make easier and more convenient connections between Midway Airport and points in the north and northwest sections of the city by transferring to or from the Cicero trolley bus line (Route No. 54) at either Cermak road or 24th street.

AN AMERICAN Transit Association bronze certificate for employe safety achievement has been awarded to Skokie Shops for completing 379,152 consecutive man hours of operation without a disabling injury. This covered the period from November 3, 1955, to August, 1956. Clerk Everett E. England is shown placing the certificate on the wall outside the office of Earl K. Leaming, general foreman.



To the Ladies

FROM ELLEN

FALL FASHIONS – FUN TO MAKE

ALONG WITH faded tans and a drop in temperature comes an upsurge of energy. What better path to direct it into than towards making a more extensive fall wardrobe.

You may feel that your favorite back-to-school teen's togs have precedence over your own, in which case there are wonderful circle skirt patterns which you can decorate with felt appliques to suit her personality. For a top to the skirt, which, incidentally could be a cinch to make and easy enough for any teenager herself, we suggest a trim turtle neck blouse without sleeves. The blouse and skirt patterns are available at your favorite department store's sewing counter. The whole skirt can be made in one of the exciting shades of felt, or you can use sturdy and smart denim, which has the added plus of washability, but comes in winter or year 'round shades, such as deep gold or charcoal grey.

Another good choice for the school bound, or, for that matter, the homemaker or office worker, is a very versatile halter dress that can do double duty as a jumper. A turtle neck blouse with $\frac{3}{4}$ sleeves, which would look well in wool jersey, is a perfect teammate for the halter dress. Make the dress in one of the season's smart new tweeds, and for evening wear it minus the blouse but with plenty of jewelry.

If your closet lacks an outfit that is apropos for dinner dates and yet not too dressy for the office, you ought to investigate the latest patterns for this season. There are essentially classic suit patterns, using crisp fabrics such as



FUN TO make and wear—felt applique on a bright and simple-to-make circle skirt highlighted with the chic diamond and bell buttons. The skirts are topped by trim, sleeveless blouses.

faillie. High-light them with sparkling buttons and other jewelry.

You'll make it even easier for yourself if you consult the back of the pattern envelope before you buy your material and read the suggestions for fabric, thread, fasteners, ribbon or trimmings.

Now that the weekends for basking at the beach are a thing of the past, renewing acquaintances with the sewing machine is in order and will do wonders for keeping you or anyone else you sew for well dressed this fall.

BY-THE-FIRE FARE

NIPPY WEATHER, cold blue skies, pompoms and football—all add up to a by-the-fire supper. And what's ideal by-the-fire fare? Why deviled bean barbecue, Saturday night notwithstanding!

But this time, make it a special baked

bean dish simply by adding zestfully seasoned deviled ham. It is amazing (but not really) how deviled ham glorifies any plain foods and keeps them within the budget borders. Deviled ham adds a magic charm to so many canned foods, like creamed soups, spaghetti, and green vegetables. You'll just have to taste for yourself.

That deviled bean barbecue sugges-

tion is a good one if you're expecting a crowd after the game . . . it's so easy to prepare, even in a large quantity. For a P.S. treat to the barbecue menu, serve deviled Hawaiian sweets, a rich-tasting glamorous accompaniment to any meal. Here again the canned food shelf takes over with canned sweet potatoes, pineapple and that wonderful flavor booster, deviled ham.

Write to Women's Page Editor, P.O. Box 3555, Chicago 54, Illinois, for your free bean barbecue and deviled Hawaiian sweets recipe booklet.

PERFECT fall fare is this deviled bean barbecue, a simple bean supper with added charm—thanks to Deviled Ham.



WHAT'S ON YOUR MIND?

PASSENGERS AND
FELLOW EMPLOYEES SAY
HE'S A **GREAT GUY...**

YES...
HE USES
HIS HEAD!



THE **CTA** IS WHAT **YOU** MAKE IT!

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