



TRANSIT NEWS

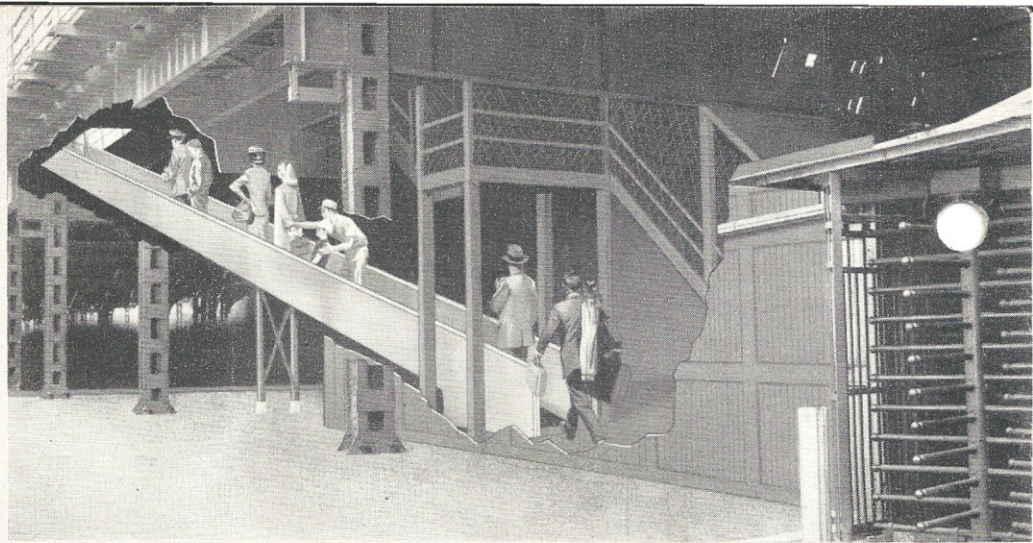
NOVEMBER, 1956



SET TO START ON "Speed Ramp" INSTALLATION

WORK IS to begin soon on the test installation of a "speed ramp" at the 63rd street and Loomis boulevard terminal of the Englewood branch of the North-South "L"-subway route in accordance with the contract awarded recently by Chicago Transit Board.

The speed ramp will lead from the station, which is on the east side of Loomis, to the platform, and will be parallel to and alongside the elevated tracks. The ramp will be approximately



88 feet long and will have 33 inches of exposed standing space. Specifications call for the ramp to have a capacity of 7,200 persons an hour, a belt speed of 125 feet per minute, and controls that will permit operation of the belt either in an "up" or "down" direction.

The accompanying "cutaway" view shows the street level entrance to the

speedwalk ramp, which will be installed by the Stephens-Adamson Manufacturing Company of Aurora. Traffic at this station is particularly heavy due to feeder bus lines. Note ballustrades on both sides of moving platform protecting passengers over the entire length of travel. If operation is successful, other installations will be made at heavily used stations.

LARAMIE WINS FIFTH SAA PLAQUE IN ROW

LARAMIE STATION made it five wins in a row in the quarterly Station Achievement Award competition when it retained possession of the traffic and passenger type plaque awarded on the rapid transit system.

To score its fifth consecutive win, Laramie achieved a 1.13 reduction in its accident rate during July, August and September as compared with the average rate established during a like period for the past three years.

In setting up the record performance, Laramie Transportation Department employees have held the S.A.A. plaque for 15 months in succession despite the efforts of the seven other rapid transit system stations to win it away from them.

The surface system awards went to Limits and North Park. To win the traffic type plaque, Limits achieved a

4.08 decrease in accidents, reducing from 13.86 to 9.78 the accident rate per 100,000 miles operated. In taking the passenger type award, North Park registered a 1.35 decline in accidents by reducing from 6.31 to 4.96 the accident rate per million passengers.

Kedzie and Keeler were the winners of the traffic type and passenger type plaques, respectively, during the previous quarter.

The award plaques were presented at the three stations late in October.

RECENT CTA ADDITIONS TO THE ARMED FORCES

D. G. Harrington—Shops and Equipment (North Gas)

Donald Lee—Transportation (Kedzie)

James E. Mifflin—Transportation (Lawn-dale)

RETURNED FROM SERVICE

Walter Hallford, Jr.—Shops and Equipment (West Shops)

Robert E. Whittenburg — Shops and Equipment (77th Bus)

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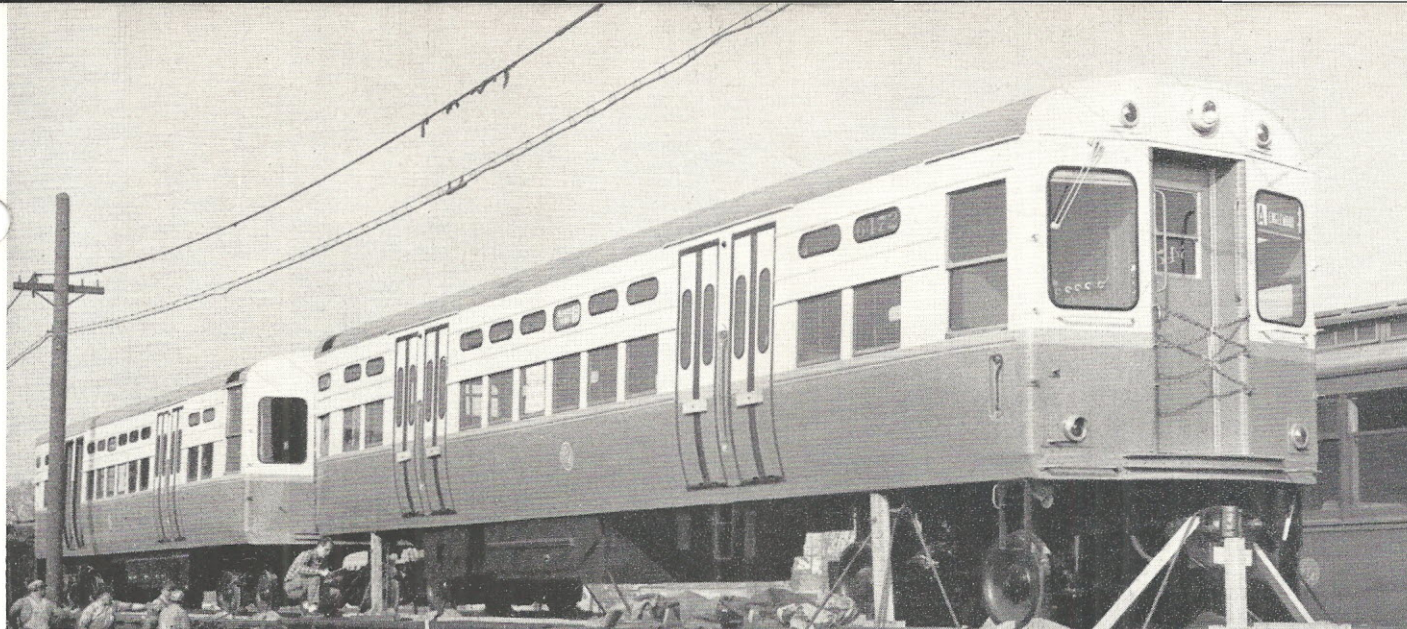
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THE FIRST two cars of a series of 200 new, all-metal "Green Hornet" rapid transit cars now on order from the St. Louis Car Company arrived at Skokie Shops on October 18. Delivery of the units, expected to be completed by mid-summer

of 1957, will permit the retiring of 200 wood-steel cars and will mean that the modernization of CTA's rapid transit fleet will be more than 95 per cent complete.

BEGIN DELIVERY OF NEW EQUIPMENT

More "L"-Subway Cars, Propane Buses on Way

A TOTAL of 12 units of CTA's orders for 200 new, all-metal elevated-subway cars had arrived at Skokie Shops and five of the 250 odorless, propane (L-P gas) buses on order had been delivered at the time this issue of CTA TRANSIT NEWS went to press, with delivery of both types of vehicles slated to be made on regular schedule until the completion of the two orders.

The "L"-subway cars are being fabricated by the St. Louis Car Company, St. Louis, Missouri, and the buses purchased from Flxible-Twin Coach Company of Loudonville, Ohio. Another 100 L-P gas buses are being leased from the Mack Motor Truck Corporation of New Jersey.

The current deliveries of the rapid transit units apply against CTA's orders for 80 cars, placed in August, 1955, and for 50 cars, placed in February of 1956, at a total cost of approximately \$5,347,000. The buses, which further supplement CTA's modernization program, are the first of the order placed with the Flxible-Twin Coach Company on February 2 of this year.

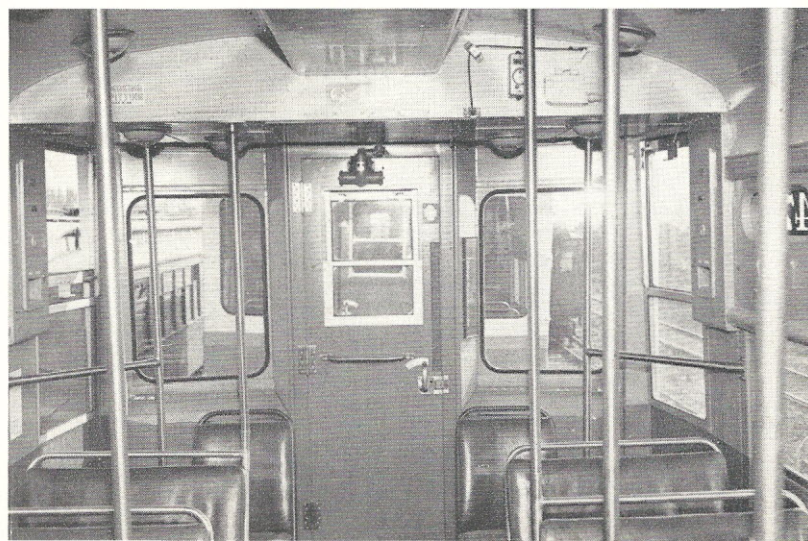
Completion of the two orders for 130 "L"-subway cars is scheduled for the latter part of April, 1957, and delivery of an additional 70 cars ordered on September 25, 1956, costing \$3,111,850, should be completed by mid-summer of next year.

INTERIOR VIEW of one of the first of the new "Green Hornet" rapid transit cars now on order is shown in the photo. A feature of the new cars is the single seat installation at the rear to provide space for the conductor to work without interfering with passengers, eliminating the chained-off seats.

These three orders bring up to 670 the number of new elevated-subway cars purchased by CTA since 1950 at a total cost of \$24,922,568.

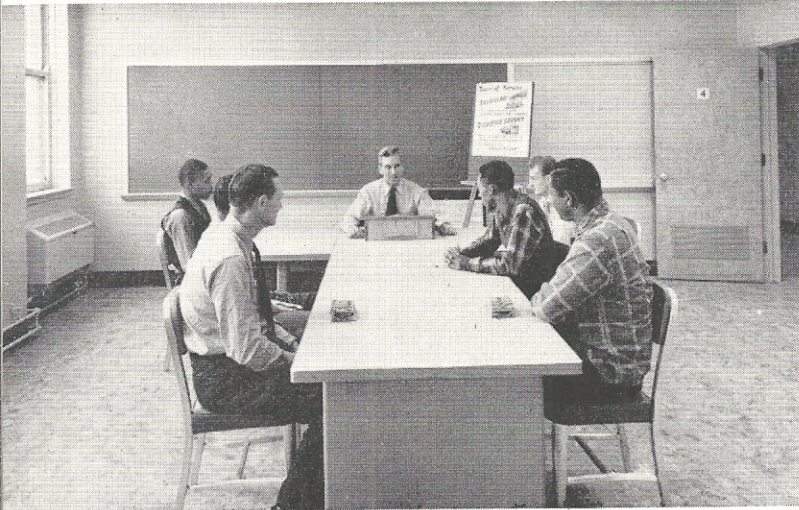
By the middle of 1957, all except about 70 wood-steel cars will have disappeared from the Chicago transit scene, and they will remain in service for only a few months. The final order in the rapid transit phase of CTA's equipment modernization program, covering another 70 "Green Hornet" rapid transit cars, is scheduled for bidding in mid-year 1957, making the rapid transit fleet 100 per cent modernized.

As these first units of the current orders are received, serviced and tested, they are assigned to CTA's North-South elevated-subway route to relieve a very severe equipment shortage on that line. After this shortage has been alleviated, the newly-built cars will be used to retire wood-steel units on the Garfield Park and Ravenswood elevated routes. As more cars arrive, they will be distributed to replace the few remaining wood-steel cars.

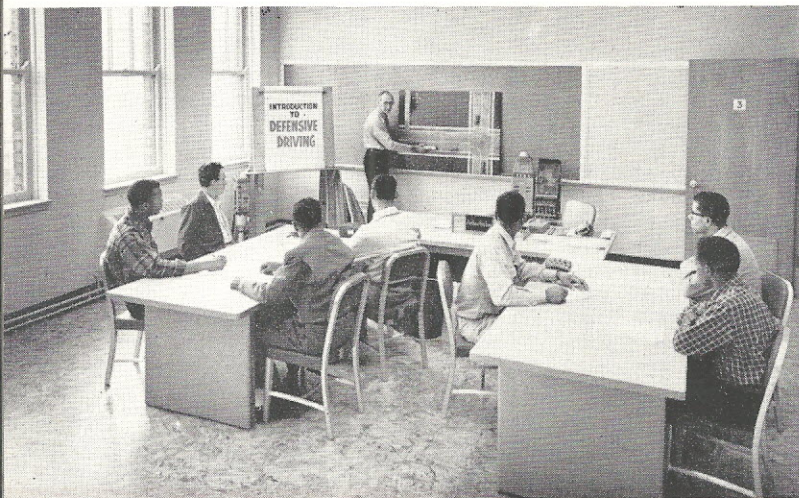


Remodeling Project Completed

TRAINING CENTER BACK AT LIMITS



NEW TRANSPORTATION Department personnel selected for service on the rapid transit system are briefed on the basic duties of trainmen by *Instructor John Flynn*. This occurs on the first day of the training program entered into by job applicants accepted as rapid transit operating personnel.



THE TRAINING program for surface system operators, begins with a lecture on defensive driving being given here by *Instructor Arthur Krickow* with the aid of a magnetic board and flip chart. A demonstration also is given on use of three types of fareboxes.

ASSIGNED TO the surface system, this group is learning how to fill out tripsheets, accident reports and other required forms. The instructor is *Walter Pyper*. They also familiarize themselves with schedules, route maps and similar informational aids during this session.

CTA'S TRAINING CENTER for new Transportation Department employees is now back in its remodeled and refurbished quarters on the second floor of Limits station after being temporarily housed at Keeler station while the remodeling project was being completed.

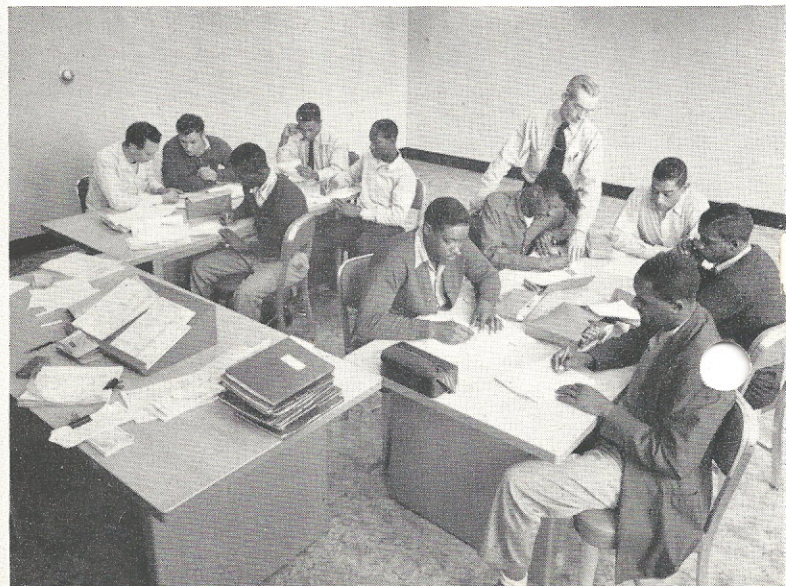
The new arrangement provides six classrooms, two of which are divided by an accordion-type door, an office for supervisory personnel, an instructor's room and two storage rooms. The floor space is the same as before the remodeling, but the large assembly room which was formerly part of the facilities has been broken up into smaller classrooms.

The entire interior has been tastefully redecorated and furnished and training sessions are now conducted in pleasant, well-illuminated surroundings.

Under direction of a staff of instructors, new employees hired for Transportation Department service receive their primary training at the center before being assigned to whatever job for which they were selected. Both surface system and rapid transit system employees undergo a specified training period, the length of which depends upon their job classification.

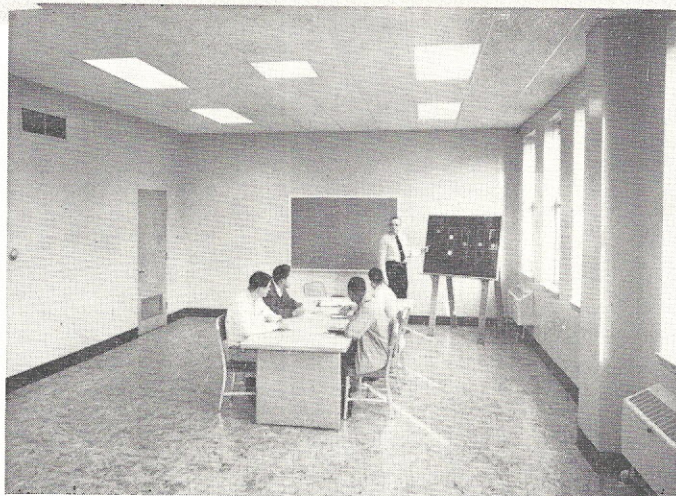
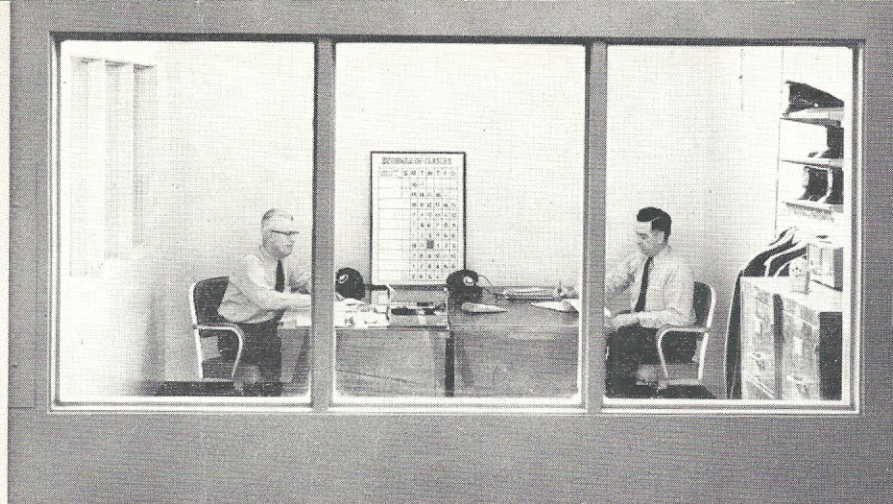
As could be expected, newly-employed bus operators comprise the largest number of trainees who pass through the school. But motormen and conductors on surface cars, "L" motormen and trainmen, ticket agents, porters and gatemen also are required to complete classroom training as a preliminary to their actual job experience.

Almost every weekday throughout the year classes are in session at the training center. For example, the schedule for a recent week posted, for the surface system, two classes



THIS OFFICE serves as the administrative headquarters of the training center. At the left is *Instructor Robert Christian* of the surface system, and at the right is *James Roche*, supervising instructor for the rapid transit system.

TRAINEES SELECTED for the rapid transit system receive instructions on block system signals from *Instructor W. B. Henn*. Members of this class are in the seventh day of a 15-day training period during which the responsibilities of their new jobs are outlined.



schedules, trip sheets, forms, defensive driving, and courtesy. In addition to supervised practice sessions in driving the various type buses, trainees later operate on regular runs under the direction of a line instructor until their training period is completed.

Indicative of the extent of the school's activities are the figures showing the number of employees trained in recent years. These include both rapid transit and surface system personnel, and numbered 1,295 in 1954, 794 in 1955, and 980 in the first 10½ months of this year. By the end of the year the total is expected to reach 1,200.

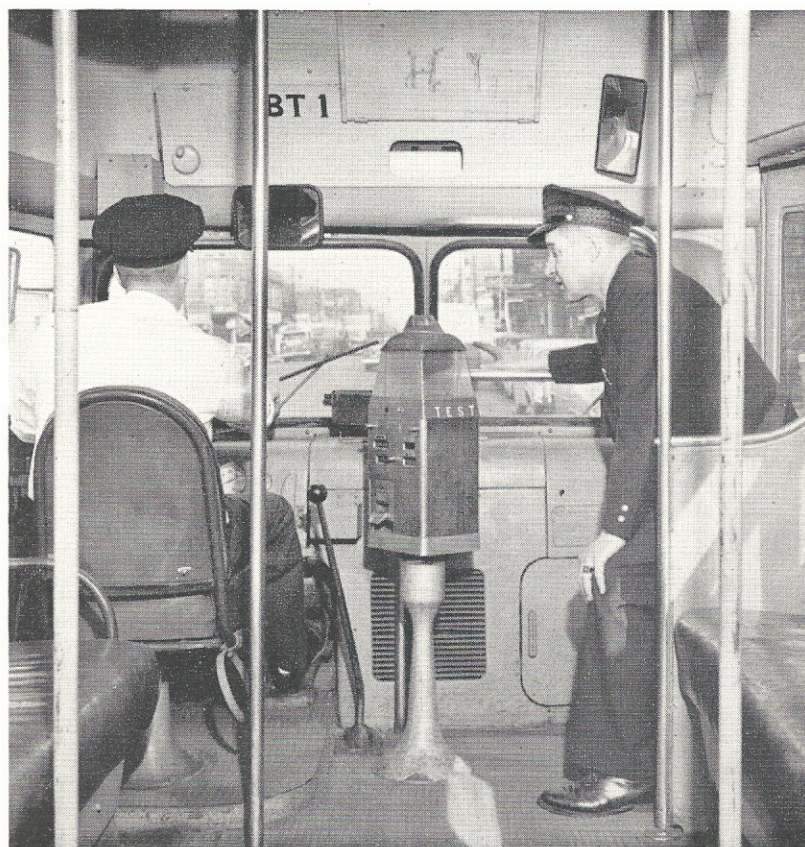
each for Monday, Tuesday, Thursday and Friday, and three classes each day on Wednesday and Saturday. The rapid transit program varies according to hiring requirements but classes may meet every day Sunday through Saturday.

Surface system operator-trainees maintain that status for a 15-day period if they are assigned to a station where the only service vehicles are buses. Operators assigned to Devon or 77th, however, are in training for 17 days because they must qualify both as streetcar conductors and bus operators. They must also qualify as motormen within 30 days of their assignment to the two stations.

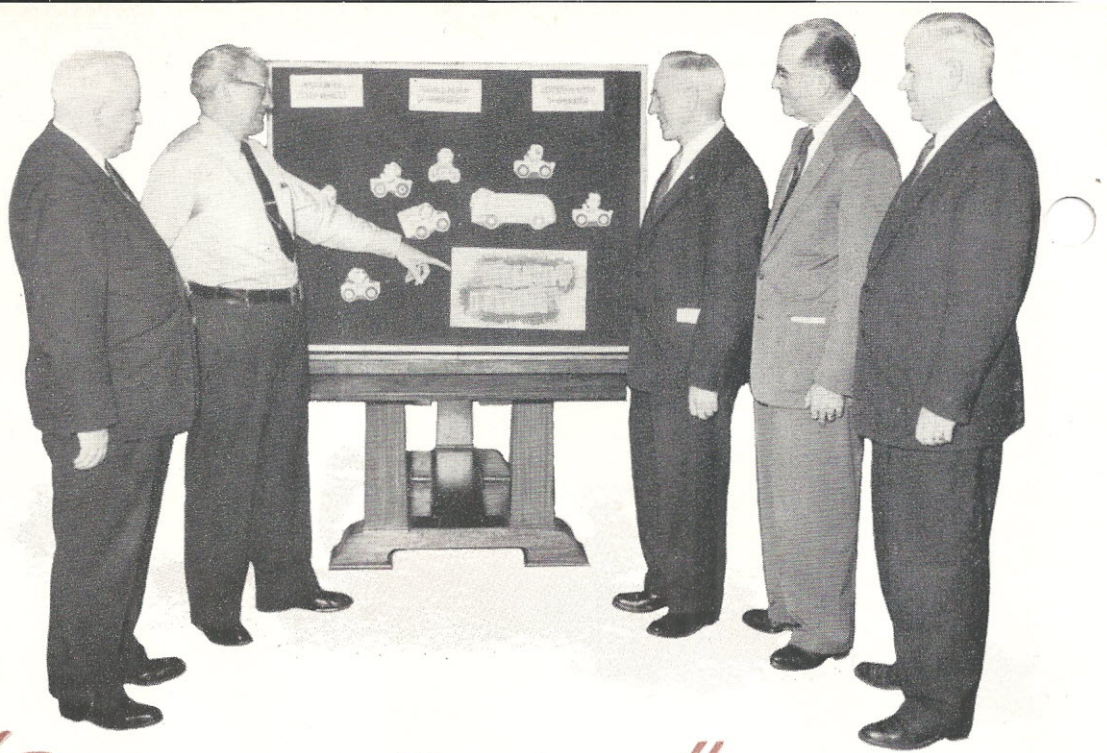
The training period is four full days and two one-half days—or 40 hours. This includes some time spent in practice driving on out-of-service vehicles for all bus operators. The training period for rapid transit system jobs ranges from two days for porters to 15 days for train service both as motormen and conductors.

Subjects of the classroom lectures include orientation, fare structure and fare registration equipment, transfers,

BEFORE ANY operator completes his training he must demonstrate his qualifications for his job through practice driving sessions on a training bus. The instructor shown in the picture is *Thomas Stiglic*. Later, the student driver receives further training on a bus in service under the direction of a line instructor.



A PREVIEW presentation of the "Defensive Driving" program was given station superintendents at a Transportation Department meeting held in CTA's general offices just before the special buses which are carrying the program to all surface system operating stations started their tour. Reviewing some of the material used in the presentation are, left to right, Superintendent J. J. O'Connor, Archer; William Kennedy, instructor; E. C. Tocci, 69th; E. A. Guiles, North Park, and Herman Erickson, Limits.



LAUNCH *"Defensive Driving"* PROGRAM ON SURFACE SYSTEM

A SYSTEM-WIDE "Defensive Driving" program, designed to further reduce surface system accidents, was started on November 2 when first sessions were held simultaneously at Beverly station on the south side and Forest Glen station on the northwest side.

The program, developed by CTA's Training and Accident Prevention Department, focuses attention on safe-driving principles and reviews defensive actions which can be taken by operators to avoid vehicular, passenger and pedestrian accidents.

In effect, the program defines the driving standards of a professional bus driver and stresses defensive driving techniques that are calculated to prevent the occurrence of accidents under conditions operators face daily.

The two specially-equipped training buses used previously in the Courtesy Caravan and Passenger Safety Program have been assigned to the new program. These are slated to tour all surface system operating stations to acquaint operating personnel with the objectives of the program.

One bus will cover north side stations; the other, south side stations on a schedule running through the month of November.

Prior to the date on which the buses visit the various locations, the station superintendents are contacting all operators to ask their cooperation in the new campaign. This is followed up by a request for operators to "sign up" to attend defensive driving sessions.

These sessions, of about 20 minutes duration, are conducted by Transportation Department instructors, who make a "Flannel board" presentation of defensive driving techniques and distribute a "Defensive Driving Guide" to opera-

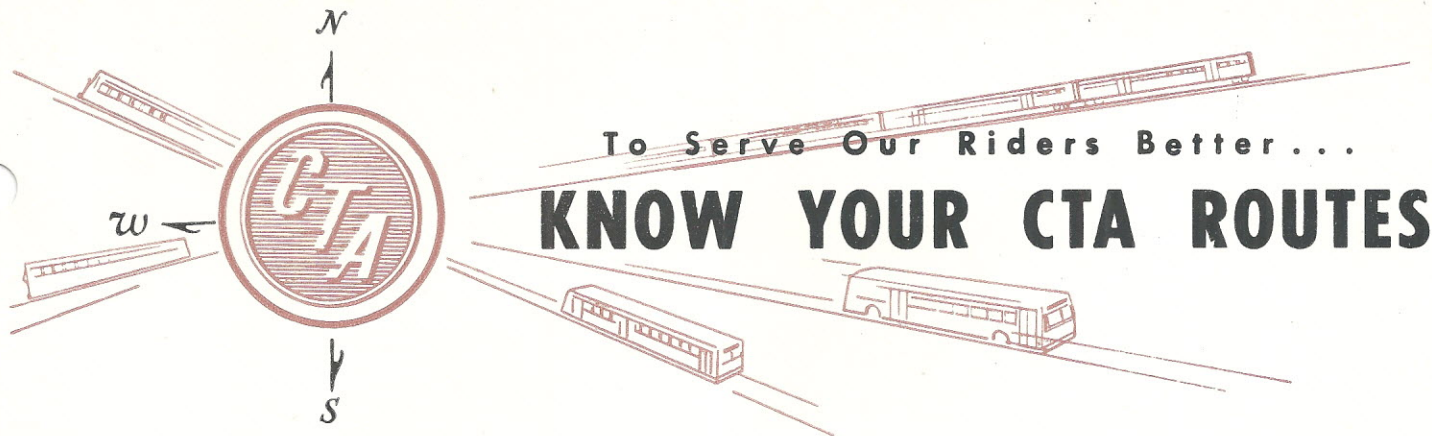
tors in attendance. Following the program, the station superintendents again contact the operators to review and answer any questions regarding the program.

As a follow-up effort, one phase of defensive driving is being emphasized each week in a series of leaflets prepared for the program.

After the opening sessions at Beverly and Forest Glen, the buses were scheduled to move to the following stations on the dates indicated: North stations: North Park, four days, November 7 to 12; Devon, three days, November 13 to 15; Limits, three days, November 16 to 20; Keeler, two days, November 21 to 23; North Avenue, five days, November 26 to 30; Kedzie, five days, December 3 to 7. South stations: 77th, eight days, November 5 to 14; 52nd, two days, November 15 and 16; 69th, five days, November 19 to 26; Archer, four days, November 27 to 30; Lawndale, three days, December 3 to 5.

The "Defensive Driving Guide" notes that the problem of traffic accidents becomes more serious daily because of the ever-increasing number of vehicles on the street and because the majority of drivers are not trained in safe-driving principles. It points out that the solution to the problem of reducing accidents lies with drivers who drive defensively, who drive so that they do not cause accidents themselves and so that they prevent untrained drivers from causing accidents involving them.

The guide points out that in public transportation, there is the additional and equally serious problem of passenger accidents. In recent years traffic and passenger accident costs have increased. In view of this situation, CTA, with one of the largest fleets of vehicles in the United States, can settle for nothing less than a defensive driver behind the wheel of each of its vehicles.



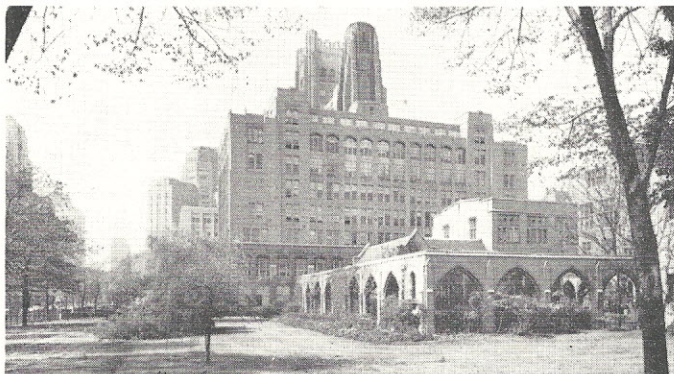
To Serve Our Riders Better...

KNOW YOUR CTA ROUTES

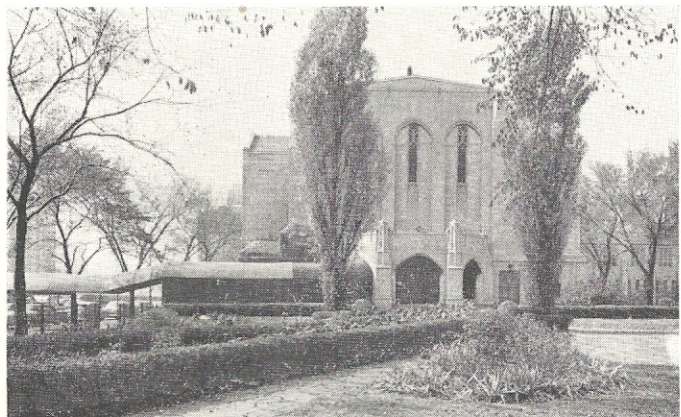
(This is the 25th in a series on CTA routes)

WHEN THE great Chicago fire of 1871 all but enveloped and destroyed a large portion of the downtown and near north side area, the Chicago avenue line was in the heart of the devastated district.

For it was in 1859 that the first horse cars were placed in service over a short route from Clark street west to the river. But with the rebuilding of the destroyed section



CONTRIBUTING GREATLY to Chicago's prestige as an educational center is McKinlock Campus of Northwestern University, located at the east end of Chicago avenue. The concentration of buildings on the lake front is a notable example of the city's steadily advancing reputation in the fields of education and research.



THE CLASSIC lines of Thorne Hall help dignify its surroundings on McKinlock Campus. Many university events, as well as public gatherings, take place in this auditorium.

service was restored and Chicago avenue was ultimately to become one of the city's main traffic arteries and an important crosstown connecting link between the lake front and the western suburbs.

Today, the Chicago avenue — No. 66 — trolley bus route serves not only the influential commercial and industrial area on its east end, but also the populous residential neighborhoods located west to the city limits at Austin boulevard.

Operating over a measured round trip of 15.62 miles, Chicago avenue buses connect directly with four rapid transit routes—the north-south “L”-subway and the Milwaukee avenue subway, the Ravenswood and Evanston “L” lines, and with 23 intersecting surface routes. Thus it provides a convenient transfer service to off-line points north and south of its regularly scheduled route.

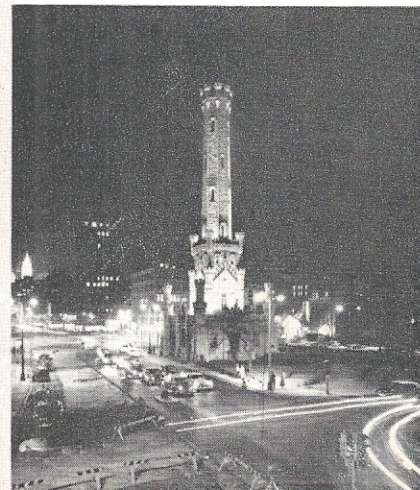
From the west terminal at Mayfield avenue (5900 W), buses travel eastbound over Chicago avenue to Fairbanks court (234 E) and south on Fairbanks to the east terminal at Ontario street (628 N), and then return westbound over the same route.

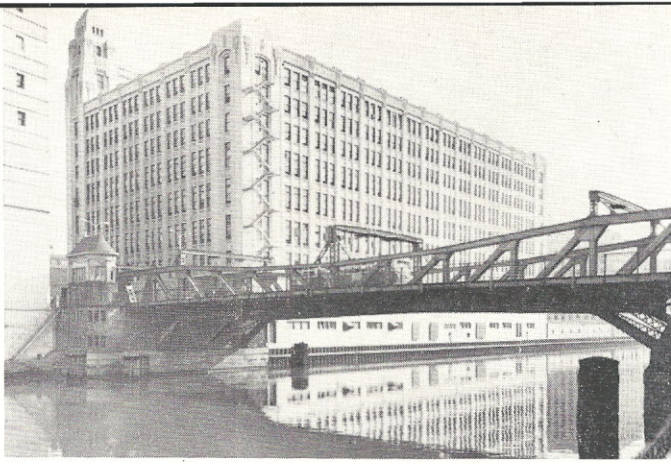
Weekday schedules call for buses on one and one-half to two-minute intervals during the a.m. and p.m. rush periods, with six and six and one-half minute headways being established for midday and evening operations, respectively.

Saturdays, service headways are five minutes during the a.m. and p.m. rush; six minutes during midday hours, and eight minutes through evening operations. Sundays and holidays, when travel is light, 15-minute intervals are maintained through the early morning until 9 a.m., and eight-minute headways the rest of the day. “Owl” service is operated at 30-minute intervals from 1:30 a.m. to 5:15 a.m.

During weekday rush hours some short runs are operated to meet the demands of traffic. During the morning peak period some buses turn back east at the Chicago avenue

LIKE A sentinel of stone guarding the northern approaches to the downtown business section is the old water tower, famous landmark at Chicago avenue and Michigan boulevard. Illuminated at night it takes on the appearance of a beacon shining against the dark skies.





A GIANT in its field is the mail order concern of Montgomery Ward and Company, located on Chicago avenue at the river. This is the headquarters office building of the great enterprise which has become internationally known through its catalog.

station of the Milwaukee avenue subway, and during the evening rush a limited number of runs terminate westbound at Central avenue. Eastbound, during the morning and evening rush hours, the scheduled operation of some buses is from Cicero avenue.

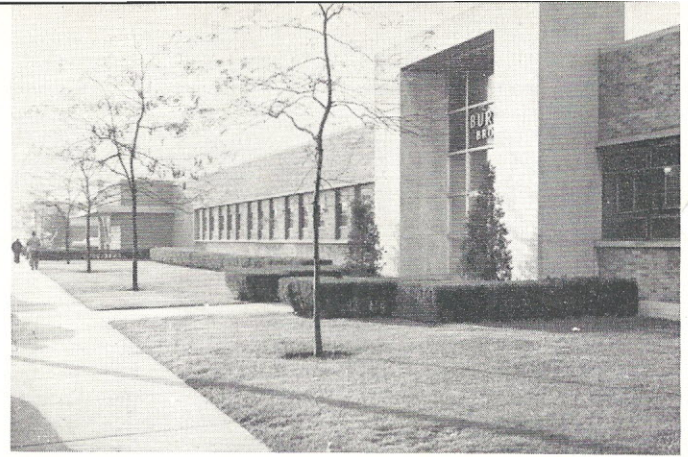
The running time between outer terminals varies from 38 to 49 minutes, street traffic conditions and the time of day being the governing factors. Fifty-one 48-passenger trolley buses are assigned to the route, and these are based at North Avenue station.

At the intersection of Chicago avenue and Michigan boulevard, one of the city's historic landmarks, the Chicago Water Tower, stands at the north end of what has been named the "Miracle Mile" because of its rapid commercial development in comparatively recent years.

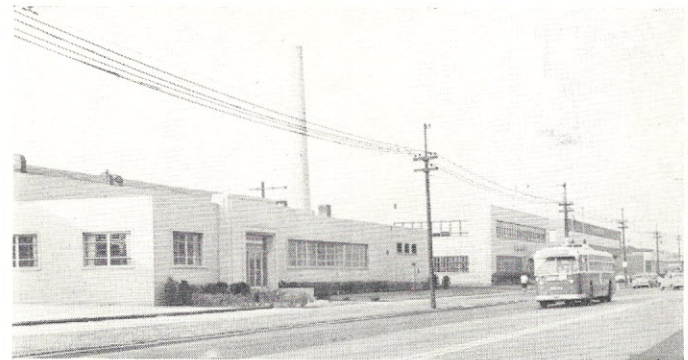
East of Michigan on Chicago avenue, the inspiring gray-stone buildings of McKinlock Campus of Northwestern University occupy the lake front acres of the former Streeter-ville district. Sharing the land claimed on squatter rights in an earlier Chicago era by the colorful old "Captain" George Streeter also are three great hospitals—Passavant, Wesley Memorial, and the new Veterans Administration Research Hospital.

Considerable traffic on the Chicago avenue route is generated by the fact that the giant mail order of Montgomery Ward and Company is located in the 600 block on West Chicago avenue. Buses operate right to the door of this internationally-known concern and employes alone account for a considerable number of daily riders.

(The 26th in this series of CTA routes will appear in a future issue.)



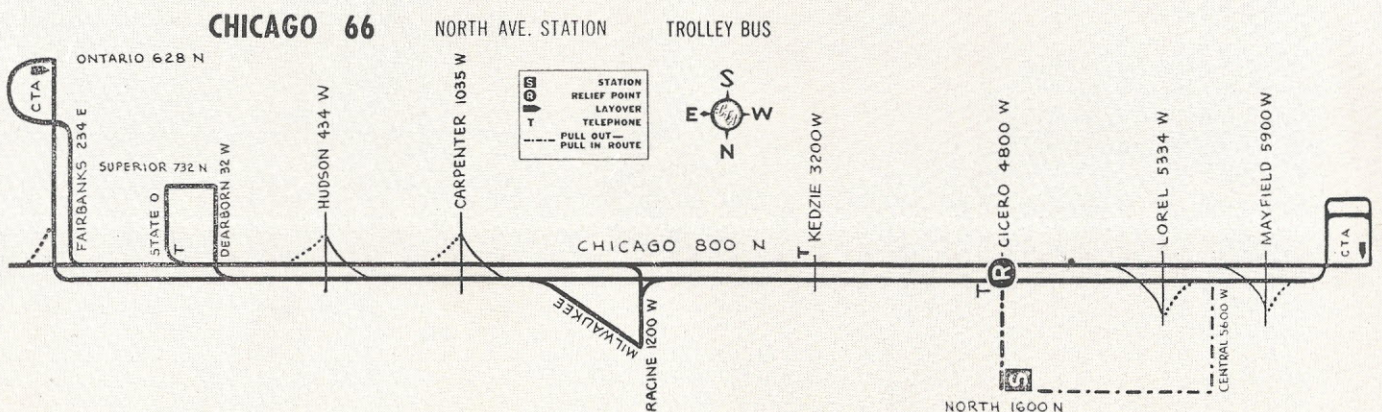
CHICAGO'S EXPANSION outward from the Loop has brought the construction of many modern commercial buildings to outlying sections. This office and plant of a bakery chain at Chicago avenue and Kenton typifies a popular construction design.



THE "NEW LOOK" along Chicago avenue is due to the rapidly growing industrial areas that are springing up in the western sections. This group of factory buildings, at Karlov avenue, gives evidence of this growth.



STARTING ON an eastbound trip that will end on the lake front, a Chicago avenue bus pulls out of the off-street terminal at Mayfield avenue.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Canadian Trip Includes Visits To Shrine, Falls

ACCOUNTING — *Irene Wenke* and *Mae Kearns*, Material and Supplies, spent their vacations together. After visiting friends in Detroit, Michigan, they went on to Quebec, Toronto and Montreal, Canada. Highlights of their trip were visiting the Shrine of Ste. Anne de Beaupre and viewing Montmorency Falls.

Evelyn Leu, IBM, accompanied by her mother, a former CTA employee, drove to Niagara Falls, Canada, then to Montreal and Quebec where they spent several days sightseeing, including the Shrine of Ste. Anne de Beaupre. After crossing the St. Lawrence river via ferry, they drove through the eastern states amid glorious autumn foliage. A few days' stay in New York City and Washington, D. C., climaxed their trip.

Mable Potthast, General, went sightseeing in California. She enjoyed San Bernardino, a drive along the ocean from Los Angeles to San Diego and a mountain drive to Palm Springs and Indio. Disneyland, *Knott's Berry Farm*, Hollywood and Santa Monica also claimed her interest.

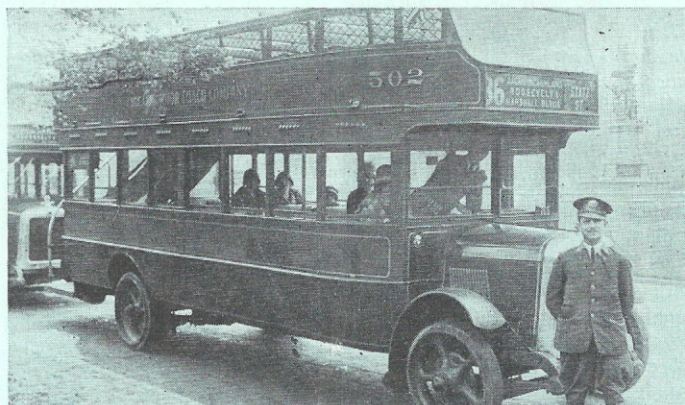
Make Southern Tour

George Triunfol, General, accompanied by his wife, made a fast drive to Norfolk, Virginia, to pick up their son, who is in the Navy. Stopovers at Williamsburg, Virginia; Washington, D. C., and Asheville, North Carolina, also were on their itinerary.

Sara McDonnell, Revenue, enjoyed a stay at Hot Springs, Arkansas . . . *Felix Palilunas*, assistant payroll accountant, and his wife and daughter recently vacationed in Miami Beach, Florida. Accompanying them was their niece, for whom this trip was a graduation gift.

Mrs. Eileen Frances McIntyre, daughter of *Thomas F. Coan*, Internal Auditing, gave birth to a daughter, *Colleen Rita*, on October 13. The little miss and her three brothers bring the number of Coan grandchildren to four.

Patricia Welch, Revenue, was tendered a farewell dinner at *George Diamond's* by her co-workers. She received a bassinet, and



1926 STYLE BUS

DOUBLE-DECKER motor buses, which operators had to crank to get started, plied Chicago's streets in July, 1926, when this picture was taken. Driver of this four-cylinder vehicle, belonging to the former Chicago Motor Coach company and seen in the picture at Independence Square, was *Louis Braidman* (standing). Louis, who began his transit career working out of the old Wilcox garage in 1923, is now a bus operator at Kedzie station.

Reported by C. P. Starr

a matching wool shawl and sweater set when she left CTA on October 19.

—HELEN A. LOWE

Maybe They'd Also Like Two Horses

ARCHER—A suggestion for a good Christmas present for the families of *Stuart Simms*, District "B" superintendent, and *Supervisor John Clayton* would be complete cowboy outfits, lassos and all. Recently, some calves and young steers freed themselves from a truck around the vicinity of Archer and California and both men helped to round them up.

Operator Dan Fitzgibbons enjoyed his vacation in Sanora, California, where he visited his dad . . . *Relief Superintendent Stanley Bitel* and his wife, vacationing in the Los Angeles area, visited Disneyland and *Knott's Berry Farm*. They also rode a cable car, which originally ran in San Francisco . . . California was also visited by *Operator William Moore* and his wife. Besides traveling to Los Angeles, they stopped in Kansas and Phoenix, Arizona, to visit relatives.

Supervisor Roy Alford of District "B" traveled to Los Angeles and

Pasadena, California, and Las Vegas and Reno, Nevada.

Supervisor Eddie O'Connell, District "B", and his wife observed their silver wedding anniversary in October . . . Another October wedding anniversary was that celebrated by *Operator Sigmond Wodarczyk* and *Mrs. Wodarczyk*.

Operator Bill Hare went to Alabama to visit relatives he hadn't seen from seven to 20 years.

Clerk Hank Zych is back at his desk after undergoing an operation.

Operator Frank Gill and his wife celebrated their 27th wedding anniversary recently . . . *Supervisor Art Roepke*, District "B", and his better half marked 19 years of married life last month.

At this writing, *Operator Elmer Liss* is still off work, after being injured in an accident about three months ago . . . *Repairman Simon Julian* and *James Kennedy* are off sick at this writing.

Patrick McDonagh, father of *Instructor Hugh McDonagh*, and *William Snyder*, father of *Instructor Fremont Snyder*, passed away recently.

Pensioner Thomas McCahon and the wife of *Pensioner P. A. Schulteis* died recently.

—R. H. FORTIER

Complete U. S. Circuit With Western Trip

BEVERLY—*Leslie Paine* and his wife, *Emily*, took a 22-day trip covering 6,265 miles. Their itinerary included stops at Carlsbad Caverns, New Mexico; Estes Park, Colorado; Tijuana, Mexico; Sequoia National Park, Palm Springs, Hollywood and San Francisco, California. The Paines now have been in every state of the Union and in the greater part of Canada.

In the Repair Department is a bowling team known as the "Pride of Erin," and sure they are in first place at present. Roster of this "Fighting Irish" team reads like the Notre Dame lineup with *Al Rehling*, *Tom Tomasek*, *Joe Gimel*, *Bernie Lazisky* and, last but not least, *Dan Murphy*.

Operator Howard Taluzek and *John Lane*, who are in-laws, were presented with their second grandchild, *Gayle Jo*.

New Operator

One of our new operators is *Raymond D. Carson*, who comes from a long line of transportation employees. His father is *Deloss C.*; his uncle is *Theron*, now retired, and his grandfather, *Deloss, Sr.*, now deceased, worked at Burnside for many years.

Walter Raye is a new operator who came to us from Texas where he finished a three-year course at Texas A. and M. University . . . *Paul Jones*, who changed from an Air Force uniform to that of the CTA, was a special Air Force representative who traveled all over the world.

Charles and *Virginia Berryhill* will celebrate 28 years of married life on November 28 . . . *Norman* and *Anne Neucomb* marked their 34th wedding anniversary on November 29.

Jo Ann Rohlen, daughter of *Hugo* and *Ann Rohlen*, was recently married to *Ron Casper* at St. Christina's church.

Eddie Trost is back to work after being hospitalized with a throat infection . . . Also back on the job is *Keramith Muthleb*, who was hospitalized with an infected foot . . .

Jerry Gleason had re-entered St. Bernard's hospital, as this was written . . . Mrs. Art Pinelli also re-entered the same hospital.

Supervisor Ernie Frank spent a lot of time at his new home in Lake Geneva, Wisconsin.

Receiver Harry Swanson and Mrs. Swanson visited relatives and friends in Houston, Texas . . . Ed and Mable Sebek fished in several lakes in the Hayward, Wisconsin, area and reported good luck . . . Lomar and Mildred Arseneau toured 11 states in driving through the Ozarks, Smokies and Cumberland mountains . . . Mr. and Mrs. Fremont Snyder fished and loafed at Bellingrath Gardens in Mobile, Alabama . . . Frank and Florence Krause visited New York City, Atlantic City, Philadelphia and Niagara Falls.

Operator Harry Louis, who tried deer hunting with a bow and arrow up in the Eagle River area of Wisconsin, didn't have much luck but did have a lot of fun . . . Mr. and Mrs. Val Kauk spent most of September at Kitchener and Waterloo, Ontario, where they visited relatives . . . Taking over for vacationing Clerk Charlie Abt was Mike Granger.

—FRANK M. BLACK

CUTTING THE CAKE



AFTER A ceremony October 6 in which Lois Legner, Material and Supplies, Accounting Department, was married to Pierson J. Anderson at Unity Evangelical Lutheran church, the couple cut the traditional wedding cake at a reception held at the Edgewater Beach hotel. One of Lois' bridesmaids was Theresa Focht, Purchasing Department.

Reported by Helen A. Lowe

Law Department Girl Takes Marriage Vows

CLAIM-LAW—Phyllis Torrey of the Law Department became the bride of Clifford Cozens October 27 at St. Andrew's church.

Rita Winnis, Claim, enjoyed her vacation in Miami, Florida . . . Vince and Genevieve Moore toured Indiana and Ohio, and visited relatives in Cincinnati.

Shirley, Dickie and Chuckie, children of Charlie Olcikas, statementman, welcomed their new baby brother, Frank, on October 8.

When Mary Kay Quinlan, former clerk with the Claim Department, gave birth to a daughter on October 22, she promptly made Motorman Edward Rowland, Devon, the proud grandpa of two boys and a girl.

—EL JE

Vacation's A Good Time To Fix Up Home

DEVON — Day Superintendent George Dorgan did some extensive renovating to the interior of his home during his vacation . . . Night Superintendent Charles Kerr took a short trip around the middle west . . . Chief Clerk Freddie Myers spent his vacation out in Park Ridge.

Clerk Lee Cumber relaxed in Wisconsin . . . Clerk Frank Konkar is vacationing throughout November.

Conductor John Holley took his pension October 1.

On our sick list at present are Motorman Jim Lyden. Operators Ed Collins and Ray Styles, and Conductors Ed Marmoll, Tony Gloppe, Joe Eckles and Ray Brooks . . . William Washa, our Credit Union treasurer, is back on the job after a long stay at Billings hospital because of illness.

Conductor P. E. Kane won a \$5.00 award for proposing that obsolete money trays on buses be removed . . . Operator George Zorn was awarded \$10.00 for his suggestion that a rubber disc be used around the reverse key of a bus transmission to prevent coins from dropping into the transmission case.

L. Will, a former employee, is back with CTA as a conductor.

If you have any news items, please leave them with the clerk, who will pass them on to me.

—HERBIE SCHMIDT

NEW STEWARDESS



BONNIE JEAN McGRATH, formerly a mileage clerk in CTA's Accounting Department, recently became a member of American Airlines' stewardess corps and is serving on flights out of Midway Airport. Before winning her wings, she completed a five-week course at America's stewardess training center in Chicago, during which she studied the principles of meteorology, the theory of flight, emergency and safety procedures, first aid, radio, personal grooming, airline schedules and other related subjects.

Linda Lou Makes Two

ELECTRICAL—Fred Lundie is the proud daddy of a baby girl, Linda Lou, who arrived on October 12. The Lundies now have a boy and a girl . . . Paul Drafz, chief operator at Grand substation, became the grandfather of little Judy Elaine during his vacation . . . John Rusnak, operator, 63rd Street substation, sent a note from Lawton, Oklahoma, stating that he and Mrs. Rusnak became proud grandparents of a girl, Lynn Maria.

Operator James Haydon, Harding substation, sent a card from New York City which he wrote in the observation tower atop the Empire State Building . . . Florian Czanstowski, chief operator, Van Buren substation, visited Disneyland and the Mission of Capistrano in California. He also motored to points in Mexico . . . Joseph Connelly, assistant electrolysis tester, covered about 6,000 miles during his vacation. His itinerary included the

Ozarks, Yosemite National Park and the Grand Canyon.

Arthur and James McDermott, "A" electricians, suffered the loss of their brother on September 21. . . . Frank Lombardo, "B" helper, Line Department, died September 21 after being struck by an automobile. He was a 16-year employee.

At this writing, Chief Operator Max Drafz, Calvary substation, is home recuperating from injuries he received in an automobile accident while on his vacation.

Daniel Kelly, chief operator at 63rd Street substation, spent time in Cleveland, Ohio; Pittsburgh, Pennsylvania, and several small mining towns in the Pittsburgh vicinity during his vacation. Before returning home, he spent a week at Fox Lake, Illinois.

—GILBERT E. ANDREWS

'Get Well' Cards In Order For Operators

FOREST GLEN—On the sick list at this writing are: Operators George Crofoot, George Zold, Al Delster, Tim Filson and Frank Kimmel.

Yellowstone National Park's beautiful wonders were expounded by Cleaner Connie Gillespie who vacationed there recently . . . Operator J. Janos found trails a-winding westward to Salt Lake City during his recent vacation . . . Operator William Freeman tried his hand with a rod and reel on a vacation to Sturgeon Bay, Wisconsin . . . Operator George Griffin spent his vacation money in dear old Chicago . . . Chief Clerk Elmer Riedel took a short jaunt to our neighboring state to the north for some fishing. On the trip home, Elmer and car had a tangle with a tree. He suffered no injuries, however.

Operator Bill Hart spent several tedious hours painting an elegant poster advertising the Forest Glen baseball banquet. But imagine his dilemma when, after completing the project, he discovered he had left the "e" out of Forest!!

Frank Lifka, formerly of Armistage, who took his pension September 1, died October 12.

—ROBERT F. CALDWELL

Hawaiian Journey Provides Fun, Variety

GENERAL OFFICE—(Transportation)—Stenographer Mickey Daly, recently returned from a memorable trip to Hawaii. Flying to Los Angeles, she visited with Benjamin J. Pepperman, retired former vice-president of the Chicago Motor

Coach company, before boarding the liner "Lurline" for Honolulu. The nine days she spent at Waikiki beach on Oahu included a ride on a catamaran, which is a two-pon-toon boat, and a traditional native feast of roast pig, vegetables and poi. She also visited Pearl Harbor, where hats were tipped towards the hulk of the sunken battleship Arizona, over which the U.S. flag flies as a memorial to the men who went down with their ship on December 7, 1941.

At an apartment warming *Frank Thompson* and his brother, *Bill*, 69th, entertained the entire tele-phone personnel at dinner, which gourmet *Frank* completely prepared. To keep the boys on time, the group presented them with a sun-burst clock.

Wanda and *Jack Krause* recently traveled to Texas to visit *Wanda's* relatives there and from South Dakota, and to act as Godparents for a new little niece.

A new face in the radio room is *Leo Tamul*, a supervisor from District "A."

GOLDEN WEDDING



THEIR 50th wedding anniversary was observed on October 27 by District Superintendent *John Kramer*, District "B," and his wife, *Josephine*, with a family celebration, which included his brother, *Louis*, assistant night foreman, bus repair, Lawndale.

John's transit career dates back to July 26, 1910, when he started as a conductor at the old Blue Island depot. His late father, *Martin*, and his late brother, *Martin, Jr.*, also were transit employees.

A group of *John's* fellow workers and friends presented the couple with a centerpiece.

Reported by *R. H. Fortier*

Jim Blaa returned from a fleet supervising training course at Purdue University in time to welcome the arrival of *Mary Beth*.

(Insurance) — This department recently acquired the services of *Kay Gibbins*.

(Public Information) — *Carole Doody*, Steno II, became the bride of *Francis J. Doyle* October 13 in a ceremony at St. Brendan's church. The couple spent a honeymoon in Florida. *Carole* is the daughter of *H. J. Doody*, Investigator I, Claim Department.

—JULIE PRINDERVILLE

Give Me The Outdoor Life

GENERAL OFFICE — (Executive) — *Willis Helfrich*, Scoutmaster of Troop 915, and six of his Scouts hiked the 20-mile Black Hawk Trail between Camp Lowden and the Black Hawk statue near Oregon, Illinois. Rain fell during the first two hours of the hike, but the warm sun soon dried out their clothing. They slept out two nights under the stars, using sleeping bags.

(Employment) — New employees here are: *Marge Hanson*, formerly a telephone operator in the Transportation Department, and *Julie Riordan*, *Janice Bruhnke*, and *Evelyn Kaross*, from the Job Classification Department.

Wisconsin resorts attracted *Genevieve Bagger*, *Elliott McMahon*, *Ray Ruzich* and *Ed Bole*, while South Haven, Michigan, played host to *Jack O'Connor*. . . *Stan Tadevic* decided to take in the sights around Chicago.

(Engineering) — *Floyd N. Graham* is back on the job after recent surgery.

Victoria Lepec left CTA to spend all her time in her new home.

Jean Chapman again vacationed at the Jack and Jill Ranch in Michigan.

(Training and Accident Prevention) — *Russ Warnstedt* has been appointed youth guidance chairman of the North Shore Eagles. Under his supervision a "Teen-Kanteen" is held every month with dancing and free refreshments. Five teams of teenagers meet to bowl against each other every Saturday morning.

Russ recently won a \$5.00 suggestion award for his proposal that a bus stop sign at the westbound Ravenswood "L" stop be moved. This is his fifth award.

—MARY E. CLARKE

Superintendent Enjoys Florida Sunshine

KEDZIE — Night Superintendent *Myles Harrington* spent his vacation down Florida way, enjoying the seashore and sunshine.

At this writing, *Receiver Frank Fournier* is in West Suburban Hospital recovering from an appendectomy . . . *Instructor Edward Hawlicek* underwent a gall bladder operation at St. Ann's hospital.

Relief Receiver Stanley Micek was married on October 20.

We welcome all the new men who joined us in the past two months and hope they will enjoy working with us.

—C. P. STARR

Operator's Son Obtains Degree In Music

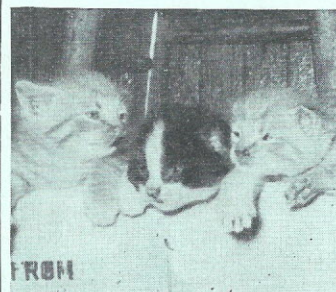
LIMITS—The son of *Operator* and *Mrs. Robert Koehnke* graduated from Roosevelt University with a bachelor degree in music in September.

Bill Billsten, repair, and *Millie MacMurray* were married in August.

Instructor Pat McCarthy spent his vacation in Hollywood, Florida.

Operator Bruno Kars has been elected president of our Credit

THREE OF A KIND



IT'S A BIG, wide, wonderful world and we want to see more of it, these seven-week-old youngsters seem to say as they peer over the edge of their packing box home inside the Howard Street Terminal shop. The three kittens, all of them males and unnamed when this picture was taken, were born underneath the shop building early in July to *Pinkie* and *Tommy*, shop mascots.

Union . . . *Operator A. Domino* was elected vice-president, while *Frank Hamile*, repair, was elected to the board of directors to fill the va-

IF YOU KNOW a CTA employee 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)

cancy caused by the death of *Harry Henry*.

Operator *B. K. Slee* suffered the death of his father.

Keep the news coming in, men.

—IRVING J. METZGER

Indiana Vacation Includes Hiking

Loop—(Agents)—*Genevieve Harding's* vacation included hiking around Kendallville, Indiana, and a trip to Detroit, Michigan . . . *Geraldine Wallace* enjoyed seeing her two grandchildren during a visit to her daughter in Albuquerque, New Mexico.

Mary Bye's itinerary included historical sites around Niagara Falls, New York City and Philadelphia. She also took a walk on the Boardwalk at Atlantic City, New Jersey, and visited a nephew in Washington, D. C., and friends in Vermont.

Arlene Swanson is convalescing at home after undergoing surgery, at this writing.

AUDIT CLERK RETIRES



GEORGE BREIDENBACH, audit clerk III in the Internal Auditing Department, retired October 1 after nearly 30 years with CTA and the former Chicago Rapid Transit Company. Starting as a night audit clerk in the Accounting Department on December 13, 1926, he was transferred to CTA's Internal Auditing Department on January 1, 1948. Upon his retirement, his fellow workers, represented by *E. J. Burke* (above, left), presented him with a wristwatch. Friends from Accounting gave him a cuff link set.

Howard Travis, who had 17 years of service with CTA and the former Chicago Rapid Transit company, died October 1 . . . Pensioner *George Gunthier* passed away September 21.

Charles Claybrook and *Augustus McGill* went into retirement after 12 years' service.

Lucille Malone and her mother, who lives in Peoria, visited with Lucille's son in Long Beach, California.

—EDITH EDBROOKE

In Autumn, A Man's Fancy Turns To Ducks

NORTH AVENUE—The banging of guns and the rustle of wings could be heard as the duck season opened. On hand, as usual, to greet the feathered game were *Bill Miedema*, *Bob Kraemer*, *Ernie Bock* and *Al Nehls*.

The Stewart club, which has many CTA members, heard *George Di Gore* playing the "Victory March" on the way to the Notre Dame-Purdue game at South Bend. On the way back, he could be heard playing a funeral march after Purdue beat the Irish.

Steve Drabant of the Repair Department is doing well after recent surgery . . . *Tom Brown*, also of repair, was a patient at St. Ann's hospital . . . *John McGill* is on the sick list at this writing.

Celebrating wedding anniversaries were: *Ralph Hartsell*, his 29th on November 3; *Arthur Weinrich*, his 25th on November 10; *Douglas Halberg*, his 27th on November 11; *Joseph Dillon*, his 26th on November 16, and *Phil Smith*, his 29th on November 19 . . . Others marking years of wedded bliss will be: *Owen Calt*, his 19th on Thanksgiving Day; *Joseph Hebda*, his 17th on November 26; *John "Jake" Jacoby*, his 25th on November 27, and *John Ziemba*, his 32nd, also on November 27.

—JOE HIEBEL

Stork Makes Visit, Leaves Little Girl

NORTH PARK—The stork left a permanent visitor, a baby girl, in the home of *Robert* and *Katie Dillard* on October 4 . . . After three girls, the *Edward Springers* welcomed their first son on October 10 . . . *Ray Blaa, Jr.*, and his wife presented *Mr. and Mrs. Ray Blaa, Sr.*, with their first grandson.

TAKES PENSION



AFTER 37 years of service, **Stock Clerk Lowell J. Page**, better known as "Jerry" by his friends, retired October 1. Here, Jerry, holding his retirement pin, was being presented with a \$100.00 check by *R. C. Gavert*, divisional storekeeper (left), on behalf of his associates. Jerry also received a \$20.00 check from his co-workers in the Shops Department. He was guest of honor at a surprise gathering of his friends.

Reported by *Dagmar McNamara*

Operator *Ed O'Brien* was married to *Bea Hymes* on October 4 . . . Receiver *Stanley Micek* and *Flarence Jordan* were joined in matrimony October 20.

A third place trophy was presented to North Park by *Manager Ben Kerpen* and the 1956 softball team.

Marilyn Brodd, daughter of Operator and *Mrs. Ed Brodd*, entered St. Joseph's Convent, Milwaukee, in September.

Receiver *Horace Mitchell* returned to work after a 10-day illness last month.

Operator *George Hagen* passed away September 23. George will be long remembered by his friends at North Park and Devon . . . Operator *Joe Kraus* lost his father . . . *L. McDermott* suffered the loss of his brother . . . *Tom Printen's* mother passed away.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

It May Be Quaint But Fast It Ain't

PURCHASING AND STORES—*Mildred Bonomo*, Purchasing, enjoyed the interesting places in Los Angeles and San Francisco while on vacation, but will take CTA transportation the rest of the year. While riding a cable car in San Francisco, she had to get out and help push after the car got stuck . . . *Rose James*, Purchasing, assures us there was never a dull moment during her stay in Winona Lake, Indiana.

Steve Zahora, West Division, was chosen as one of a group of 14 who recorded the Sorrowful Mother Novena, under the direction of *The Rev. James M. Keane*, for Columbia records.

J. Y. Guinter, Stores, General Office, survived a landslide which pushed his train off the tracks as he traveled through the mountains on a Guatemala vacation.

Clifford White and *John Bosacki* are new stock clerks in the Stores Department.

Pensioner *Eng Jensen* dropped in for a visit with his friends at West Division.

Thomas Galante, Purchasing, is the proud grandfather of his namesake, *Thomas*, born September 5.

Margaret Rosich, Stores, General Office, transferred to the Schedule-Traffic Department . . . *Virginia McStay* is the latest addition to Stores, General Office.

The following men are now Store employees at south division: *Hugh Fisher*, *William Dalton*, *George Nolan*, *Hugh Barclay*, *William McDonald*, *Francis Chappell*, *William Harrison*, *Walter Treu*, *Norman Mackie*, *Joseph Giovenco*, *Otto Haack*, *Fred Schwartz*, *Walter Beber* and *Eric Lausch*.

—DAGMAR McNAMARA

ROSARY GROUP MARKS FOUNDING

APPROXIMATELY 150 CTA employees from various departments and members of their families attended services on Saturday, October 13, commemorating the second anniversary of the West Shops Rosary Group. *The Rev. James M. Keane, S.M.*, celebrated the mass of thanksgiving at the novena chapel of the Our Lady of Sorrows Basilica.

Leader and founder of the rosary group is *Machinist Henry Gillespie*.

New Arrival Provides Playmate For Brother

SCHEDULE-TRAFFIC — The birth of *Daniel John Connors* at Holy Cross Hospital on October 2 was announced by *Mr. and Mrs. Maurice Connors*. His brother, *Timothy Michael*, is especially pleased with his new playmate.

William Underwood retired October 31 after a career with the former Chicago Motor Coach company and CTA which dated back to 1923. He spent his first 12 years as a traffic clerk. His fellow employees wished Bill a happy retirement with a purse. He expects to spend his time at his Cicero home getting better acquainted with his nine grandchildren.

Wedding bells ran for *Joanne*, daughter of *Mr. and Mrs. Joseph DeGrazia*, on October 6 when she exchanged wedding vows with *Louis Innocentini* at a nuptial mass at St. William's Church . . . *Mr. and Mrs. John Franzen* announced the marriage of their daughter, *Jean*, to *Robert LaMoun-*

tain on October 13. The nuptial mass and ceremony was at Little Flower church with the bride's cousin, the *Rev. Peter Franzen*, officiating.

William, son of *Mr. and Mrs. William P. Devereux*, was married to *Patricia Della McGowan* on October 13. The cousin of the bridegroom, the *Rev. William Devereux*, said the nuptial mass at St. Margaret Mary's church.

Mr. and Mrs. Michael O'Neill are getting acquainted with their new granddaughter, who was born on October 3. This makes one grandson and one granddaughter for the O'Neills.

Kathryn Batina spent a Florida vacation.

—L. C. DUTTON

Electrical Worker Is Dancing Champ

SKOKIE SHOPS—*Thomas Hoey*, electrical worker, and his partner, *Jean Mudloff*, won a trophy and \$1,000 for winning the all-around ballroom dancing championship of the

U.S. at the Aragon Ballroom recently.

Alex Sidlowich suffered the death of his wife on September 25.

Oliver Lang, painter-foreman, became a grandfather for the fourth time, and this time it was a grandson . . . Their wish for a daughter came true when, on September 23, *Sharon* was born to *Machinist* and *Mrs. Raymond Lakowski*.

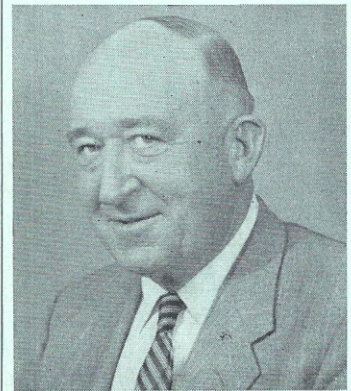
Upholsterer Eugene Jankowski was married to *Patricia Ziocchi*, on October 20. The newlyweds honeymooned in Florida.

George Kimske, carpenter, recently visited his summer home in Lake Geneva with his children.

Awards totaling \$75.00 went to two machinists and an apprentice from the Suggestion Awards committee for proposals they made.

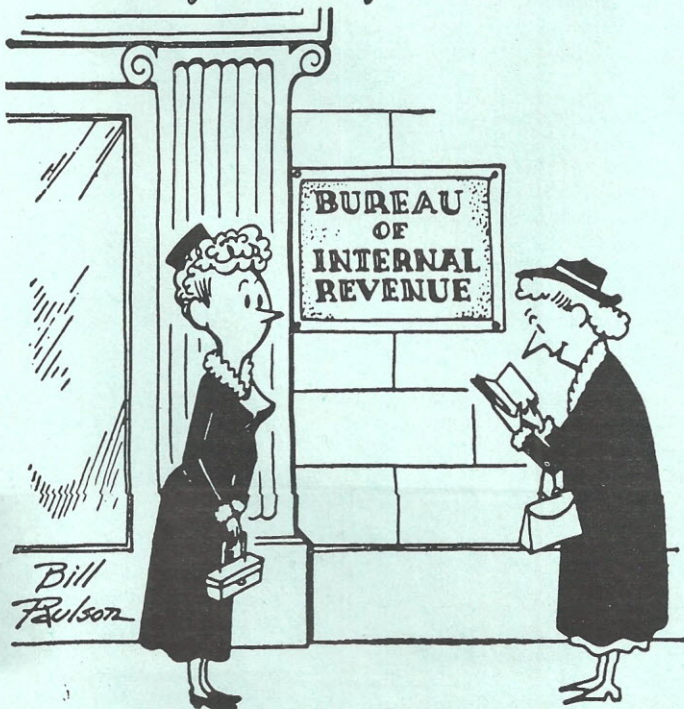
Machinist Ernest H. Fisk was awarded \$25.00 for proposing that a set of jaws be made for bolt cutting machine used on 6000 series rapid transit car axle units. A \$25.00 award was made to *Machinist E. Z. Galek* for his suggestion that a rotor file be used to file off babbit metal on the ends of bearings. *Apprentice Richard M. Hannigan* received \$25.00 for proposing that hose be used to cover chrome handles on the 6000 series cars when they are spray-painted . . . *Machinist Joseph Neboska* won a \$15.00 award for suggesting that a fixture for spinning wheels and

CLERK HONORED



A MANY-VARIED transit career which spanned 37 years was closed out by *District Superintendent Willis E. Goodall* on November 1. Starting as a streetcar motorman with the former Chicago Surface Lines on October 28, 1919, he was later, variously, starter, supervisor, stationmaster, and divisional superintendent. He became a district superintendent in April, 1945, and held that position until November, 1947, when he was named as a liaison man with the Training and Accident Prevention Department. He assumed the district superintendent post again in January, 1951.

My Neighbors



"This is it, Aggie—where all our money goes!"

We Need Men

... for Surface Transportation Work

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

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

motors be used when commutators are cleaned and sanded.

—DAVID GURWICH and
EVERETT E. ENGLAND

This Fish Tale Was Full Of Holes

SOUTH SECTION — *Motorman Bill Mount* had good luck fishing and caught about 100 crappies. But, when ready to go home, he pulled up the net with the fish and discovered a number of holes in it through which most of the crappies had escaped.

Electrician Jack Shea was married on October 13.

New employees assigned here are *Guards DeArmond Carter, Judson Fannin, Van Mims, Herbert McClenon, John Bates* and *Henry Thorne* . . . Other newcomers are *Porters Eugene Rogers* and *Thurman Stovall*.

Trainman Frank Pinta celebrated his 26th wedding anniversary on October 6.

On a vacation trip, *Motorman Ed Hennessy* visited *Pensioner Fred Beck*, who formerly worked as a conductor on the North Section, in Phoenix, Arizona.

Supervisor Frank Comiskey exchanged his CTA uniform for that of the Chicago police force.

Clerk Charles Sasso is looking fine and feeling great after being off for some time because of a stay in the hospital.

Instructor Don Murphy observed 23 years of wedded bliss on October 9.

Switchman Maurice O'Brien, who was ill, is back on the job.

—LEO J. BIEN

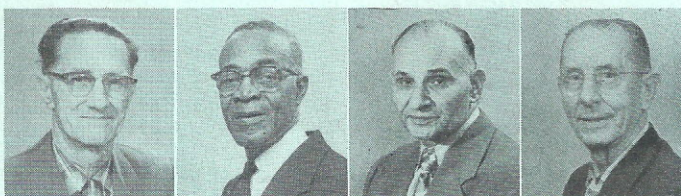
CTA LEGION POST PLANS YULE PARTY

A CHRISTMAS party for children of members of CTA Post 1216, American Legion, will be held Tuesday, December 18, at St. Jude's hall, 211 W. Madison street, starting at about 8:00 p.m.

Chairman of the annual affair, which will feature movies, a magic act and refreshments, is *Past Commander Robert Buerger*, carpenter, Skokie Shops.

Toys will be handed out to the children.

40-YEAR EMPLOYEES RECENTLY RETIRED



John W. Div-er, switchman, South Section, retired November 1 after 45 years' service.

William H. Woods, porter, South Section, retired November 1 after 42 years' service.

Ferdinand Wascheck, gateman, West Section, retired November 1 after 40 years of service.

William Tripp, motorman, West Section, retired November 1 after 45 years' service.

Sits On Jury, Then Sits With Fish Pole

SOUTH SHOPS — (*Paint Shop*) — *Foreman Andy Draus* spent part of his vacation doing some fishing at Cranberry Lake, Wisconsin. Before going on vacation, Andy spent two weeks on jury duty in circuit court. . . . *Joe Carroll* visited friends in New York and vicinity on his vacation.

Jim Cervenka and his wife adopted a two and a half week old baby girl on September 10 and named her *Joan Marie* . . . *Faulkner McCrea* passed the cigars around to everybody on October 19 when his wife, *Ann*, presented him with a boy whom they named *Kevin*. The little lad has two brothers, *Richard* and *Kenneth*.

(*Miscellaneous*)—An unfortunate accident happened while *Jim Henry*, his wife, *Ann*, and son, *Jimmy*, were on vacation at *Sunny Brook Farm* in South Haven, Michigan. Young *Jimmy*, who is four years old, fell and broke his arm.

Harry Baker boasted of five grandchildren when *David Koeller* was born on September 20.

(*Print Shop*)—The latest member of the *Henry Siuba* family is little *Richard*, who arrived on October 5.

(*Blacksmith Shop*) — *Assistant Foreman Tom Pauley* spent his vacation indulging in his favorite sport of pheasant hunting near Lincoln, Nebraska.

(*Bus Overhaul*) — This belated announcement of baby *John Michael's* arrival on August 16 was due to the fact that his father, *Bill Rohe*, was on vacation.

Foreman Bill Willenius' father passed away suddenly on September 26 while on his way to Florida.

Joe Kuodis of upholstery received a cash gift from his fellow employees when he went on pension October 1. Joe had 32 years of service.

Representing South Shops at the annual dinner meeting of the Southeast Cook County chapter of Credit Unions held at the Martinique restaurant on October 18 were *Richard Bulak*, vice president; *John Jankus*, treasurer; *William Unwin*, assistant treasurer; *Matt Basso*, clerk, and *Harvey Harder* and your reporter, board members.

Rose Verna, print shop, left CTA to be married to *Dominick Curbis* recently and take up duties as a housewife. The couple now live on a farm at Beecher, Illinois.

—EVELYN CLARK

Archer Shoots Arrows, But Not Any Deer

TERMINAL INSPECTION SHOPS—*Jerry Jennings*, night terminal foreman, spent his vacation deer hunting in Michigan with a bow and arrow. Not being a *William Tell*, he had no luck. However, he did get in a few shots.

Tony Porcaro, assistant general foreman, recently received a \$35.00 award for a suggestion concerning the 6000 type elevated cars. When a train develops trouble, his innovation will enable the motorman to determine which car is in trouble, and also help eliminate possible damage to the cars.

Charlie Dowling, 61st Street Shop foreman, spent his vacation

in Florida. He visited *Gus Wessel* and other CTA pensioners.

(*Douglas*) — *Cleaner Arthur Staniewicz* recently lost his father.

Foreman Harold Rose, Logan Square, spent his vacation along the St. Lawrence Seaway. He also took a ride in the new Toronto subway.

Repairman Pete Gaza and *Clifford Burke* recently lost their brothers.

Repairman Pete Sabadosa won the blind bogie trophy at the CTA golf tournament held at Silver Lake Country club.

Repairman Tony Odrowski spent his vacation in Wisconsin, fishing. . . . *Repairman George Speers* spent his in Michigan and Wisconsin, while *Repairman Pete Gaza* vacationed in Missouri and Michigan.

—JOE FEINENDEGEN

Rites Held For Credit Union Head

WEST SECTION—Funeral services for *Charles R. Cannon*, formerly a motorman on the Garfield Park "L" line, and active in credit union work for many years, were held October 17 with burial in Gilman, Illinois.

As a field representative for the Illinois Credit Union League, he organized 150 credit unions during the last five years. Director of the Metropolitan Division "L" Credit Union for 15 years, he also was a president of the group. He was treasurer of the Transit Group Credit Union for 11 years and also was a past president of the West Suburban chapter of the Illinois Credit Union League.

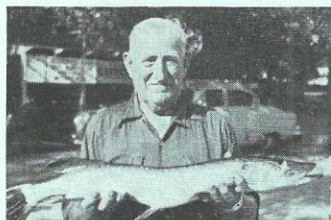
At a testimonial dinner October 3 held in Mr. Cannon's honor by the West Suburban chapter, the group's name was changed to the Charles R. Cannon Chapter.

A scholarship in his name will be awarded annually to a deserving individual who will attend the Credit Union school, sponsored by the Credit Union National association in Madison, Wisconsin.

(*Logan Square*)—About 100 of his friends and fellow employees were on hand at the send-off given to *Dennis C. Gass*, who retired on pension in late September with 54 years of service, which included that as trainman, conductor, instructor and dispatcher. He was given two traveling bags.

Logan Square's budding composer, *Motorman R. J. Burrows*, said he has a copyright on his new

LOCAL TALENT



NO NEED to go way up north to catch big fish, says Pensioner Charles H. H. Lobert, former CTA police officer, who holds this 14-pound northern pike. He caught the big fellow at Lake Harris, Illinois, which is only 54 miles from his home in Maywood. Charles also has caught channel catfish weighing up to 12 pounds at the same lake.

song, "My Darling, How Could You Forget?" which he has been working on for some time and hoping to have published. It was played a number of times at the Milford Ballroom by Tony Barron's band, and received favorable comment.

Motorman Alvin Manheim is the proud father of a baby boy.

October vacationists were Motorman Fred Zabel, who spent three weeks in Wisconsin; Motorman Harold Wendt and Conductors L. Lathrope and E. McIntosh.

Conductor Frank Reuter is now the acting Credit Union collector here.

Motorman Fred Zabel recently celebrated the arrival of his ninth grandchild.

New officers of the Rapid Transit Employees' Blood Fund were elected at the group's October 26 meeting.

(Garfield Park) — Conductor John Beary's wife passed away recently . . . The mother of Clerk Jim Hartigan passed away on October 17.

TRANSITADS

FOR SALE: TDC 35-mm. film slide projector, 300-watt, automatic. \$35.00. See Bill Washa at Devon Credit Union or call AM 2-0483, or RO 4-0565 after 7:00 p.m.

WANTED: CTA uniform overcoat, size 42 to 48. Telephone University 9-9649, Evanston.

Motorman Anthony Bidus and Conductor Jerry Prazak spent a month's vacation in Florida together.

Porter Carl J. Bradley, Laramie, reported a fine vacation.

Gateman J. J. Novak and G. Geraj took their pensions October 1.

(Lake Street) — Receiver Lawrence Tobin visited his son in California.

Motorman Tom McGourty is on the sick list at this writing.

(Douglas Park)—Motorman Joe Adcock kept bringing catfish sandwiches for lunch until he was able to finish up a 10-pound catfish he caught in one of the small lakes near his home.

Porter William Ravizee returned from a pleasant vacation.

—ARTHUR L. DICKSON

Never A Dull Moment In Old New York

WEST SECTION — (Agents) — Rose Stritesky and Sadie Rowe motored to New York City, where they visited two television studios, rode the subway and went on a number of tours.

Nellie Jennings flew to California to visit her sister . . . Your co-reporter, Ruth Hanson, spent her vacation in Chicago . . . Assignment Agent Margaret Queenan and Agent Mary Dorian decided there is no place like home to get a good rest.

Mildred Leppla received a foot injury . . . Joan Murnane presently is off work because of an injury she received recently.

—KITTY CONROY and RUTH HANSON

The Way West Is Profitable For Some

WEST SHOPS—Helen Doherty, office, traveled out to San Francisco and made all the stops going west, including Las Vegas, Nevada . . . John Schwartz, office, also went out to the west coast. He stopped off at Las Vegas and evidently had good luck . . . Ella Rall, office, spent two weeks in Wisconsin.

Pensioner John Sobon, formerly of the machine shop, died recently. The bus overhaul had two visits from Mr. Stork, namely the families of Roy Paus and George Lacey.

Frank Spolec spent his vacation fishing up in Wisconsin . . . Pat Horan, Industrial Engineer's Department, also made a trip to Wisconsin.

—JOHN T. BURKE

For And About Our Pensioners

ACCOUNTING—Pensioner Ben Ratner, formerly a voucher section supervisor, is now living in Los Angeles, California. Although he acts as a "handyman" for all his relatives out there, he also gets in some reading and loafing. Little of the famed smog reached his part of the city, he reports. He would like to hear from all his CTA friends.

—HELEN A. LOWE

BEVERLY—A letter from Charlie Hoogstraal, 11121 E. Adoree street, Norwalk, California, states that as a result of his name being mentioned in this column he has had several visitors this summer. Among them were Retired Motorman Roy Keebler, formerly of 77th, who lives only two blocks away at 13018 Graystone avenue, and Ronald Thiel, a former Burnside and Cottage Grove employe, who now lives at 14717 East Wood avenue,

Lawndale, California. Mr. Thiel has been sick for some time and would appreciate hearing from some of his Chicago friends. Charlie also had visits from Conductor John Blais, formerly of 77th, and Mr. and Mrs. Nick Dop, but he missed seeing Fred Rapp who called while the Hoogstraals were away.

Leonard Crammer, 77th, former credit union officer, is now living at 1407 Miller avenue, Oakland, California . . . Louis Pries, formerly of Burnside, is now living in Peotone, Illinois. Louis is past 90 years old now and is troubled with failing eyesight. He would like a visit or a card from some of his old friends . . . Theron Carson, brother of Operator Deloss, is now retired and is living at 510 Orange Ridge Heights road, Braden, Florida . . . Bill Bedmar, a former motorman, 77th, and his wife are now living in Downey, California, where Bill is working for North American Aviation Company.

Mr. and Mrs. Andrew Walsh celebrated their 39th wedding anniversary on October 17. Mr. Walsh retired from 77th with 37 years' service. They are residing at 222 W. W. 110th street, Chicago. Their son, Jim, is an operator at 77th . . . Former Conductor Jim Cullen, brother of Operator Tom of 77th is now living at 8318 Paxton avenue, Chicago . . . While vacationing in the West, Leslie Paine stopped to see Joe Seaman, former assistant foreman at Archer. Joe is now living in Chula Vista, California, and is working in an aircraft factory.

—FRANK M. BLACK

ELECTRICAL—Theodore Kawol, now living in Phoenix, Arizona, sent a card reading "Nothing like taking it easy. I have a sun bath every day. Today, it's only 102 degrees and I like it." . . . William Hart, former chief operator at Milwaukee substation, sent a card from California where he spent a month with relatives.

—GILBERT E. ANDREWS

CLOSES CAREER



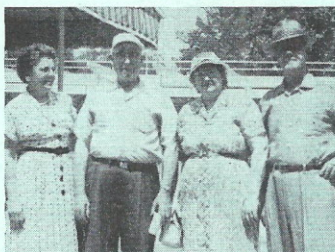
RETIRING OCTOBER 1, Joseph Bochinski, token record clerk in the Revenue Accounting Department, closed out a 15-year career. He was transferred from the Transportation Department of the former Chicago Rapid Transit company in September, 1944, to become ticket and token distributor in that firm's Revenue Accounting Department. In 1952, he assumed a clerical position in the department and advanced to token clerk in 1954.

Reported by Helen A. Lowe

If you've moved recently,
please notify

CTA TRANSIT NEWS

PENSIONERS VISIT



PENSIONER MARTIN BYRNE, formerly miscellaneous, South Shops, and his wife, *Anna* (left and right, center), got together with *Jack Sargent*, retired upholsterer, and his wife, *Florence*, when they made a recent trip to Hot Springs, Arkansas, where Jack and Florence now make their home.

Reported by *Evelyn Clark*

LIMITS—Pensioner *Charles Ritter* now lives in Boulder, Colorado . . . Pensioner *Thomas Richards*, formerly of Lincoln depot, died in September.

—IRVING J. METZGER

SKOKIE SHOPS—Recently visiting us was *David Jensen*, retired carpenter, who with his wife traveled by auto for one year through 10 countries in Europe. They toured Belgium, Germany, France, Sweden, Norway, Italy, and on their return to America went to Mexico.

—DAVID GURWICH and
EVERETT E. ENGLAND

SOUTH SECTION—Former *Motorman John Hightower* is reported looking and feeling fine . . . Clerk *John Heffernan* visited with *Walter Flagg*, former car collector, in Miami, Florida . . . *Charles Dowling*, who also traveled to Miami on his vacation, visited *A. H. Daus*, retired superintendent of Shops and Equipment. Mr. Daus observed his 75th birthday during Charles' visit.

—LEO J. BIEN

SOUTH SHOPS—Familiar and welcome faces around here recently were *Retired Machinists Walter Moss* and *Art Nuehouse*, *Retired Switchman Barney Washburn*, *Martin Byrne* and *Frank Kubick*, both formerly of miscellaneous, and *Sam Heasley*, formerly of car wiring . . . *Retired Machinist Sam Vickers* recently returned from a 10-month stay in Europe . . . *John Crawford*, who worked at South Shops for many years before transferring to

RECENT DEATHS AMONG EMPLOYEES

R. W. BAKER, 78, retired ticket agent, North Section. Died 9-24-56. Employed 12-31-43.

L. E. BARRAR, 83, retired conductor, 77th. Died 9-17-56. Employed 3-21-00.

J. C. BRESEMANN, 66, retired motorman, Devon. Died 9-15-56. Employed 7-25-13.

PETER BRUNO, 65, laborer, Track. Died 9-20-56. Employed 10-13-19.

BIAGIO CHIRCHIRILLO, 66, retired janitor, Devon. Died 9-18-56. Employed 1-27-15.

WILLIAM CHISKA, 72, retired guard, North Section. Died 8-31-56. Employed 5-19-24.

OSCAR J. DAOUST, 62, motorman, 77th. Died 9-30-56. Employed 1-7-20.

J. I. DEVINE, 62, retired motorman, Kedzie. Died 9-12-56. Employed 10-24-23.

T. J. DOHERTY, 72, retired motorman, Burnside. Died 9-23-56. Employed 3-8-10.

WILLIAM W. ELLIS, 42, ticket agent, South Section. Died 9-30-56. Employed 12-14-50.

J. W. ERICKSON, 70, retired machinist, South Shops. Died 7-27-56. Employed 8-9-20.

G. W. GAUTHIER, 71, retired ticket agent, West Section. Died 9-21-56. Employed 9-23-43.

C. F. GIEGOLDT, 77, retired motorman, North Avenue. Died 9-12-56. Employed 2-1-07.

EDMUND GORZYNSKI, 51, bus cleaner, 69th. Died 9-27-56. Employed 2-13-42.

GEORGE A. HAGEN, 54, operator, North Park. Died 9-23-56. Employed 8-19-42.

LAWRENCE HOPKINS, 84, retired foreman, Shops and Equipment. Died 9-27-56. Employed 2-12-02.

F. I. JOHNSON, 62, retired telephone operator, North Avenue. Died 9-15-56. Employed 1-22-19.

G. M. JOHNSON, 81, retired car repairman, Shops and Equipment. Died 9-21-56. Employed 3-1-09.

W. P. W. JOHNSON, 68, retired conductor, 69th. Died 9-9-56. Employed 11-10-09.

L. H. KARNETT, 74, retired conductor, Devon. Died 9-26-56. Employed 3-13-02.

JAMES R. KOS, 43, bus cleaner, Kedzie. Died 10-3-56. Employed 7-30-51.

JAMES LAMPROS, 77, retired watchman, Logan Square. Died 10-6-56. Employed 10-30-25.

FRANK LOMBARDO, 50, "B" helper, Electrical Department. Died 9-21-56. Employed 9-16-41.

LEO LoPRESTO, 76, retired laborer, Track. Died 9-27-56. Employed 5-8-30.

ANTON LUCICH, 70, retired watchman, Track. Died 9-28-56. Employed 4-17-30.

JOSEPH MAGRAM, 62, motorman, 69th. Died 9-28-56. Employed 9-16-19.

T. J. MALONEY, 75, retired motorman, 69th. Died 10-2-56. Employed 12-15-10.

JOHN McCARTY, 80, retired ticket agent, Metropolitan. Died 9-21-56. Employed 1-26-23.

PATRICK McDONAGH, 69, retired motorman, 69th. Died 9-29-56. Employed 6-5-09.

THOMAS McMAHON, 82, retired motorman, Archer. Died 9-24-56. Employed 11-17-09.

HAROLD T. MEYER, 53, motorman, 77th. Died 10-1-56. Employed 8-3-26.

C. A. MISCHNIK, 55, retired conductor, 77th. Died 9-19-56. Employed 9-29-17.

G. F. NATZKE, 65, retired motorman, Elston. Died 9-8-56. Employed 11-18-19.

J. S. PALUCH, 62, retired conductor, Devon. Died 9-19-56. Employed 7-25-27.

S. B. PETROSIUS, 64, retired car repairman, 69th. Died 9-11-56. Employed 9-29-19.

LOUIS PODKOMARIS, 43, welder, South Shops. Died 10-8-56. Employed 4-17-47.

THOMAS RICHARDS, 85, retired motorman, Lincoln. Died 9-10-56. Employed 6-24-07.

J. H. SOBON, 65, retired machinist, West Shops. Died 9-28-56. Employed 8-28-18.

C. F. SPRINGER, 71, retired trainman, West Section. Died 10-7-56. Employed 10-1-07.

HOWARD L. TRAVIS, 62, ticket agent, Loop. Died 10-1-56. Employed 10-30-42.

CHARLES W. WULF, 60, operator, Kedzie. Died 10-7-56. Employed 2-1-45.

F. R. YAGER, 60, retired motorman, Lawndale. Died 10-1-56. Employed 8-21-23.

West Shops, and who now is retired, was confined to Evangelical Hospital recently for surgery . . . *Retired Machinist Ernest Humphreys*, passed away on October 13. He was a steady visitor here before he became ill.

Your reporter would like to hear from more of you retired men. Please drop a line to me at South Shops, 7759 Vincennes, Chicago 21, Illinois, and tell how you are and where you are now residing.

—EVELYN CLARK

WEST SECTION—(Agents) — *Ann Gillespie* joined the great-grandmothers' club recently. And of course it's a boy. She now has nine grandsons and one great

grandson . . . *Mary Rezak* spent a week in Waukesha, Wisconsin. . . . *The Rev. Charles M. Vershure*, son of *Margaret Vershure*, died suddenly . . . *Ann Keane Fitzgerald*, who at this writing is confined to St. Elizabeth's hospital with a serious illness, would appreciate cards of cheer.

—KITTY CONROY and
RUTH HANSON

WEST SECTION — Visiting Logan Square recently was *Former Conductor Charley Holmes*. He flew in from Los Angeles, California. . . . Frequent visitors at Logan Square are *Pensioners Walter Leverenz* and *John Olson* . . . Your reporter recently encountered *Cor-*

nelius Van Dyke, formerly a towerman at Market street on the Metropolitan division of the former Chicago Rapid Transit company. Although recently struck by an automobile, he was feeling fine, he said . . . *Charles Hempel*, former motorman on the Douglas Park branch, visited us. For many years a Cicero resident, he now is living in Baraboo, Wisconsin.

James Lampros, retired yard watchman, died October 6. He was the father of *Collector Spiro* and *Gateman Chris*, and for many years worked on the Douglas Park and the former Humboldt Park "L" lines.

—ARTHUR L. DICKSON

TRANSIT IN THE NEWS

SHOPMEN NAMED TO SAFETY COMMITTEE

RESPONSIBILITY for regular fire and safety inspections at all Shops and Equipment Department installations has been placed in the hands of a three-man committee appointed recently.

Members of the committee and the areas under their jurisdiction are *John T. Burke*, West, Surface Division, north of 22nd street; *Frank Rothman*, South,

Surface Division, south of 22nd street, and *J. J. Dwyer*, Rapid Transit Division.

All Shops and Equipment facilities, including car houses and garages, are included under the new arrangement which was set up to provide closer co-ordination of fire and safety inspections in the installations affected.

The new committee will conduct fire drills and report and correct fire hazards at Shops and Equipment Department locations in their various areas. Once each month meetings are held with representatives of CTA's Insurance Department which has the overall responsibility for the fire prevention activity.

SERVICE REVISION

BUSES OF CTA's West 47th street (Route No. 47A) line started using a new route in leaving the west terminal on September 30.

The change afforded buses a safer and more convenient entrance into 47th street than formerly. The change also was designed to improve traffic conditions in the 47th-Keating area.

The new routing is as follows: North in Cicero from 47th street to 46th street, east in 46th street to Knox, south in Knox to 47th street, and east in 47th street.

Under the former arrangement, buses traveled north in Cicero from 47th to 46th, east in 46th to Keating, south in Keating to 47th and east in 47th.

TO KEEP their throwing arms warm during the winter, members of the Archer station softball team, champions of the CTA league, were presented with wind-breaker jackets at a recent get-together held at Ashland Boulevard Auditorium. The jackets, provided by CTA Employees Welfare Fund, were presented by *Thomas F. Moore*, center, superintendent of operating stations, to *Frank Bruno*, manager of the Archer aggregation, standing at the left of Mr. Moore. Posed with them are representatives of other league teams. left to right, *Miles Coleman*, West Shops; *P. W. Kerpan*, North Park; *Robert Geiser*, Limits, and *Walter Onysio*, Skokie Shops.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF SEPTEMBER 1956 AND 1955, NINE MONTHS ENDED SEPTEMBER 30, 1956 AND 1955 AND
TWELVE MONTHS ENDED SEPTEMBER 30, 1956

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

	Month of September		Nine Months Ended September 30,		Twelve Months Ended Sept. 30, 1956
	1956	1955	1956	1955	Sept. 30, 1956
Revenues	\$9,601,325	\$10,015,660	\$89,370,600	\$90,105,264	\$120,162,520
Operation and Maintenance Expenses	8,109,241	8,344,332	76,170,018	76,378,468	102,279,741
Available for Debt Service	1,492,084	1,671,328	13,200,582	13,726,796	\$ 17,882,779
Debt Service Requirements:					
Interest Charges	398,661	409,199	3,634,393	3,723,467	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	250,000(1)	233,333	2,150,000	1,900,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	270,000	270,000	
	678,661	672,532	6,054,393	5,893,467	
Balance Available for Depreciation	813,423	998,796	7,146,189	7,833,329	
Provision for Depreciation - Current Period	768,106	801,253	7,149,648	7,208,421	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 45,317	\$ 197,543	\$ 3,459 r	\$ 624,908	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	49,971,167	51,562,260	461,709,304	464,382,485	620,820,467
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at September 30, 1956

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

NOTES:

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

Cheery

CHRISTMAS CUTOUTS

THIS ANGEL and taper provide an outdoor Christmas display with a sentimental flavor that may be just right for all kinds of situations.

You can use an angel cutout and taper by themselves, you can flank the angel with two tapers, you can hang two tapers next to a door or window or you can use one or both as component parts of bigger displays.

As designed, the angel and one taper are cut out of a 4x6-foot panel of $\frac{1}{2}$ " exterior fir plywood with practically no waste.

To make these cut-outs, first draw a grid with lines 4" apart as shown in the illustrations. Then using the grid as a guide draw in the full size design with heavy black pencil. Now, to simplify the work, make rough cuts separating the parts. Then do the finish cutting with a band saw, saber saw or keyhole saw.

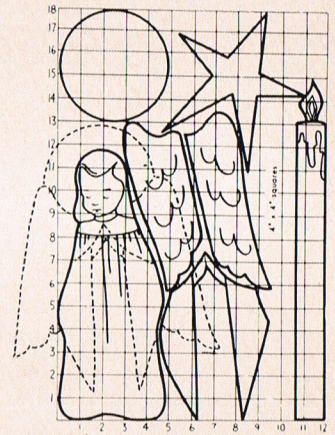
Now mount the parts on blocks as shown by the dotted lines indicating position in the finished cut-out. This provides a partial third dimensional effect.

To finish the display, prime both sides of the panels and daub the plywood edges with a heavy mixture of white lead

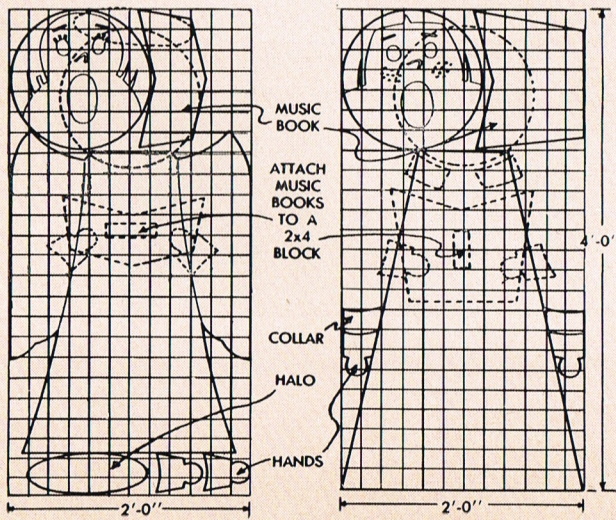


WELCOME SANTA with this easy-to-make Christmas cut-out of fir plywood which has a sentimental touch and can be used in a variety of combinations. Angel and one taper can be cut from one 4x6-foot panel.

ANGEL AND CANDLES. Use 4x6-foot by $\frac{1}{2}$ inch exterior fir plywood. Cut on heavy lines. Dotted lines show position to fasten parts. Grid squares are 4x4 inches.



THIS CHOIR boy and girl combination makes an attractive outdoor display. Cut each one from a single fir plywood handy panel. To get exact full-size shapes, lay out grid with squares 2 inches big on the panel. Use weather-proof plywood so displays will last.



and oil. For color coats use contrasting colors in a good exterior house or trim paint. A flat finish reduces glare under flood lights.

* * *

IF YOU like to display your Christmas spirit on the front lawn, then here are two charming holiday cut-outs you can make at home. One is an angel and the other a choir boy.

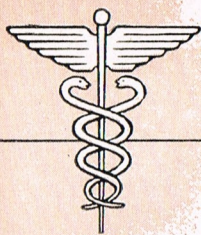
One of each would make a handsome display as shown in the photo. If you are ambitious, you could cut out a whole choir or combine these with other display elements.

Each figure can be cut out of one 2x4-foot fir plywood handy panel $\frac{1}{2}$ -inch thick. Make sure you use only exterior fir plywood with waterproof glue so you can have the figures for displays year after year.

To make these cut-outs, first draw a grid with lines two inches apart on the face of the handy panel. Then draw in the shape of the various parts. Solid lines indicate their actual shape. Dotted lines show you how to place the parts together in the finished figure.

Then cut out the parts with a coping saw and fasten them together as shown by the dotted lines.

For a durable paint job, prime both sides of the parts with a good quality house primer and seal the edges with a thick mixture of lead and oil paint. Then use bright colors as a final coat. You might paint the choir boy with a red coat, white trim, pink face and black hair. The angel could be white with dark trim. Paint the books they hold a contrasting color.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

FACTS ON TUBERCULOSIS

TUBERCULOSIS is a disease caused by a bacteria or germ known as the tubercle bacillus that results in a tremendous loss of man power through disability or death. While its prevalence dates back to ancient times, the specific cause was not known until 1882 when a German scientist by the name of Koch discovered and isolated the bacteria.

Human tuberculosis can be contracted by the milk of a cow infected with the disease. However, the most common source of contraction is the breathing in of air contaminated by another person with an open active case of pulmonary tuberculosis, which can be spread by sneezing, coughing and expectorating. The disease most often attacks the lungs and bones, but also may involve any organ of the body.

Tuberculosis is a health problem the world over. The incidence varies in different countries, being much higher in certain European and oriental nations than in the United States. This can partly be explained by race susceptibility, and general climatic and living conditions. World-wide, it is estimated that tuberculosis causes more than 5,000,000 deaths annually.

In this country tuberculosis stands seventh, all ages included, among the leading causes of death. However, it is still the number one cause, except for accidents, between the ages of 15 and 35. It has been discovered that though many young people have tuberculosis in a mild form, such as is found in lymph glands, the majority of these are unaware of the infection unless they take the tuberculin and x-ray tests.

It is encouraging to note that less than 10 per cent of all those infected with tuberculosis in the United States die of the disease. The question of heredity is important though it is difficult to prove beyond doubt that a person inherits tuberculosis. Strong or weak resistance or immunity to the

disease remain factors. While some individuals inherit a susceptibility to tuberculosis, they are not necessarily responsible for the direct transmission of the germ.

The pulmonary type is the most common, and symptoms vary according to whether the diagnosis shows the acute or sudden type, or the chronic or slowly developing type.

In the acute type the symptoms may be the same as those of a common cold or pneumonia. The victim experiences chilliness, weakness, pain in the chest, fever, and cough, and may expectorate blood. In the non-tuberculosis infection the patient recovers in a reasonable length of time. If the disease is tuberculosis, the symptoms described tend to persist or recur.

In the chronic type the individual gradually notices a loss of ambition and tiredness. There is frequently loss of weight and appetite. A low grade fever late in the afternoon or evening may be present. A persistent cough usually develops sooner or later and the presence of blood in the sputum is noted in over 50 per cent of the cases.

Some individuals can be cured of tuberculosis; others cannot. Much depends on the early diagnosis, the extent of the disease, the resistance of the patient and the strict adherence to the proper treatment. Here are a few suggestions it would be well to follow:

- (1) Keep yourself and the family physically fit by periodic check-ups.
- (2) See your personal physician if you notice any of the above symptoms.
- (3) Follow the rules of good hygiene by getting plenty of fresh air and rest.
- (4) Place yourself on a well balanced diet.
- (5) Take advantage of the free chest x-ray programs.
- (6) Support your local public health organizations who are fighting to control this terrible disease. One way to do this is to buy Christmas Seals each year.

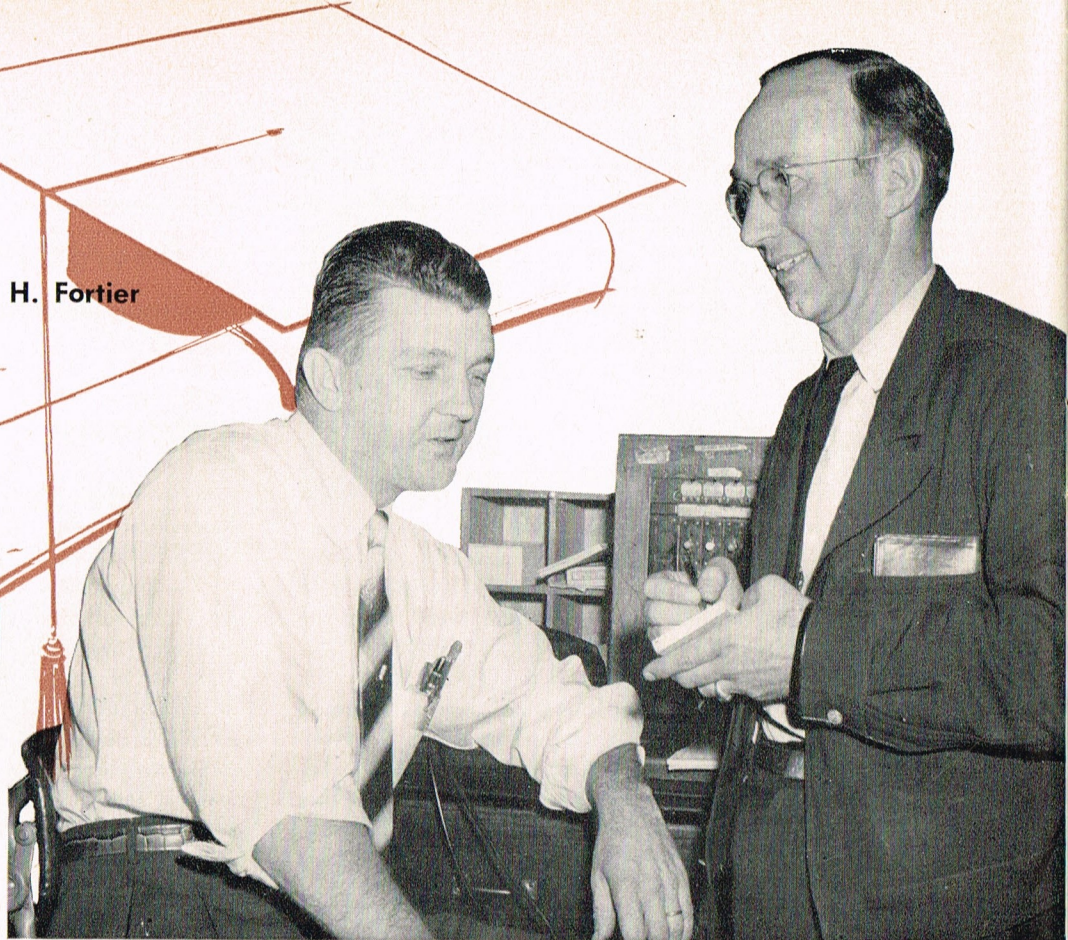


SERVING AS members of the special committee which conducted the annual system-wide fire inspection of operating properties was this group of executive and supervisory personnel from various CTA departments. The group, standing in front of South Shops offices, donned Bullard safety hats for the occasion before they started on a tour of CTA installations to determine that fire regulations are being followed and safe procedures being practiced in all locations. This annual inspection tour, which took place during Fire Prevention Week—October 7 to 13—supplements the fire prevention program carried out regularly throughout the year.

INQUIRING REPORTER: Roland H. Fortier

LOCATION: Archer

What did you learn in school that has helped you the most in later life?



THOMAS M. CONLEY, Operator: "Public speaking, which, I believe, instills in a person self-confidence, an affable personality, patience and presence of mind, helps me to deal with my passengers, each of whom has his individual personality and temperament."

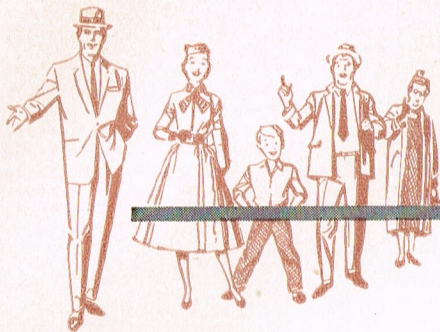
WILLIAM A. TAYLOR, Operator: "School taught me to think things out clearly and get along with other people. I also came to realize that there are always two sides to every story, both of which should be given due consideration."

MAYNARD DAHMS, Clerk: "The Golden Rule, 'Do unto others as you would have them do unto you,' which I learned in school, has helped me more than anything else, especially in these days when people seem to be living under conditions which are more tense than in the past. I have found, too, that a knowledge of English grammar is very helpful in my job."

JERRY M. PERCZYNSKI, Supervisor: "In school I learned that, in the game of life, whether you win or lose is unimportant. What does matter is that you live a clean life and always be honest with other people, as well as with yourself."

EDWARD FREDERICKS, Repairman: "English and mathematics have been equally helpful to me. Together, they have equipped me with a well-rounded background, which means a lot in my line of work."





Our Public

SPEAKS

EMPLOYEES WHO put "extras" in the performance of their duties usually do not go unnoticed. Positive proof of this are letters of commendation received in the Public Information Department from appreciative patrons. Reprinted below are a few recently received letters:

"Their Pal"

"Last week my son and daughter, both youngsters, were visitors in Chicago and had a good chance to ride the Howard "B" subway from the terminal near the Museum of Science and Industry.

"At the station, while waiting for the train to pull out, we met *Operator No. 337 (Charles Pold, 69th)* and he took extra pains to be courteous to my children, answering their numerous questions.

"Several days later we met again and I can say the children have talked about nothing else than their pal on the subway train. I took them back to Dayton,



Ohio, via airplane, and they said they would rather run a subway train than fly a super "G" constellation. This No. 337 really sold them."

"Helpful Conductor"

"Recently we took a ride on a Broadway streetcar and, since it was our first trip, it was a little confusing; so we asked the conductor's help in directing us. His number was 12490 (*Gabriel Biorn, Devon*).

"He was more than helpful, not only to us, but to others who asked ques-



tions of him and gave us the information pleasantly and courteously."

"Greeted With a Cheery Smile"

"Each morning when I purchase my fare from the lady at the Thorndale station (*Agent Mary Rohr, North Section*), I am always greeted with a cheery smile and a happy good morning. It starts me off right on my way to the office and, so to speak, makes me feel that way all day long."

ALSO, THROUGH some misunderstandings or negligence on the part of employees, patrons are prompted to write letters that are not so pleasant. Here are a few such letters:

"When I transferred to another bus, the operator would not honor my transfer and became very rude. Rather than argue with him, I paid another fare, but

four pennies got stuck in the neck of the fare box. The operator again became very insulting, saying I did not pay my full fare. Finally he checked the coin box but made no attempt to apologize when he found the pennies."

COMMENT: IF the operator who originally issued the transfer had punched it correctly, this complaint would have been avoided. The attitude of the second operator didn't help the situation. Under no circumstances should an employee become abusive or rude to a patron. Every customer who rides CTA helps to pay our wages.

"When I boarded a bus, I mistakenly put three dimes in the fare box. The operator knew this, without my having to bring it to his attention, but would not refund the extra dime. He was very nasty about it and told me that it was my misfortune, not his."

COMMENT: Among the purposes for carrying courtesy cards, which are furnished all Transportation Department employees, is their use for making "on the spot" refunds when such incidents as reported above occur. Such conduct can neither be excused nor justified. Furthermore, it is a disservice to all CTA employees, and to CTA itself, as well as a disservice to the patron.

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

	Oct. 1956	Sept. 1956	Oct. 1955
Complaints	1078	978	1017
Commendations	83	82	101

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



WINTER AND freezing weather will soon be upon us. This month the trees and shrubs will lose most of their leaves, if not all. This is the time to give them special attention that need not be postponed until spring.

Pruning the dead wood from trees and shrubs is an important task in late fall. Use a sharp pruning shears. In all cases where you are removing a single branch do not leave a stub to gather infection from insects or diseases. Do not leave a cut that is horizontal so water can stand on the the newly cut surface. This promotes rot. Make your cut vertical or slanting enough to shed water.

If you have an old lilac, forsythia, honeysuckle, snowball or other flowering shrub that has grown thick with many main stems rising from the ground, some of these stems should be removed entirely. This allows air and light to circulate, helps prevent pests and will undoubtedly increase the yield of flowers.

This summer and fall have been the driest seasons in many, many years. For that reason, the level of moisture in the soil has been greatly below normal. Rains that come now will be quickly absorbed by the surface soil and after frost won't penetrate at all. It is important, therefore, that water be supplied in copious amounts especially to evergreens and to other newly planted trees and shrubs. Lay the hose at the base of each and let it run for several hours to soak the soil as deep as possible.

This is the time for a general clean up in the garden or yard. Old branches, parts of waste plants or dried weeds, and fallen leaves collect the eggs of insects and the spores of diseases that will injure the plants next year. Rake up and collect all this material. If you suspect diseases, burn it.

The tops of perennials or annuals left standing in the garden also cause pests. Pile up and burn or place in your compost. Cut off the tops of peonies below the ground, but be careful not to injure the brittle "red eyes" that are already growing under the soil for next year's stalks.

Be sure to cut off the top of all phlox, especially to remove the seed pods. If you have a beautiful hybrid phlox and seeds fall to the ground, next year the seedlings will "revert to type" and come up as a drab colored parent.

Place a mound of soil or sand 8" to 10" high to cover the base of each rose plant. This protects the root and lower stem from drying and freezing in winter. The taller parts can be exposed without damaging the plant.

Do not cover the whole top of oriental poppies, primroses or delphinium. Protect delphinium by a little mound of sand about 2" or 3" high and spread around the base of the stems. If oriental poppies or primroses are entirely covered with leaves, straw or other protection they will rot before spring. Instead, put the straw, leaves or other protection under the green leaves that are now on the plants, leaving the crown exposed.

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

OFFICERS OF both CTA Post No. 1216, American Legion, and its Auxiliary were installed on October 16 at a joint meeting held at St. Jude Hall. Those selected to serve during the ensuing year are shown in the accompanying pictures. They are, men's group, left to right: Front row—William W. Worcester, Junior Vice Commander; Calvin J. Valentino, Senior Vice Commander; Joseph H. Karel, Commander; Walter H. Jandt, Junior Vice Commander; David J. Jacobs, Adjutant; James O'Shaughnessy, Chaplain. Rear row—William Small,

Sergeant-at-Arms; George A. Kimmske, Service Officer; J. William Bird, Historian; Edward Bruin, Assistant Service Officer; Aldo Rapasardi, Sergeant-at-Arms.

Women's group, left to right: Front row—Rose Cammon, 2nd Vice-President; Adeline Nootens, President; Frances Kimmske, 1st Vice-President; Rose Marie Livingston, Secretary. Rear row—Hattie Walter, Treasurer; Tillie Philan, Historian; Loretta Lynge, Installing Officer; Evelyn Tyslan, Chaplain; Margaret Allen, Sergeant-at-Arms.



To the Ladies

FROM ELLEN

HINT FOR THE HOLIDAYS

WITH THE holiday season approaching, it brings to mind that soon friends will be "dropping-in" and refreshments will be served.

Here's a suggestion. Add your personal touch to these "get-togethers" by serving a delicious chocolate party cake—a perfect greeting!

Ruby Donovan, wife of *John Donovan*, Accident Prevention Department, takes pride in her favorite chocolate cake recipe and is generously offering to share it with other CTA employees' wives. She wholeheartedly recommends her moist, light, three-layered cake recipe for holiday festivities.

Chocolate Party Cake

- 1 cup brown sugar
- 1 cup white sugar
- ¼ lb. butter
- 3 egg yolks well beaten
- 3 egg whites well beaten
- 2 squares melted chocolate
- 1 teaspoon vanilla
- 2½ cups cake flour
- 1½ cups sweet milk
- 1 level teaspoon baking soda

Mix brown sugar with butter. Add white sugar and vanilla to mixture. Melt chocolate, cool and add to mixture. Sift flour before measuring. Sift three times with soda. Alternate the milk with the flour. Fold in the stiffly beaten egg whites. Mix the two batters together. Bake in three layers in a 350° oven for 30-35 minutes.

SAD OR SUNNY DOLL

THE OLD-FASHIONED rag doll is making a comeback this season in a new double-faced version. As cuddly and soft as the scrap dolls from grandmother's sewing baskets, the new doll changes moods with its pint-sized mother, offering a cheery side for happy moments and a "blue" side for downcast days.

Equally attractive, whatever face she turns, the doll's gamine face gains appeal from a pert button nose and realistic button eyes with polka dots centered to simulate tears. Three buttons, in graduated sizes, march down each front to add a look of real-life chic. Pert bow

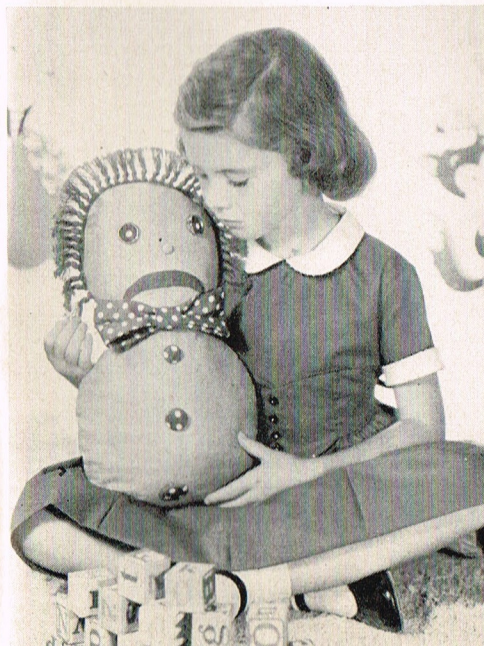


CHOCOLATE party cake, a favorite dessert in *John and Ruby Donovan's* household, is ideal for holiday "get-togethers."

Frosting

- 3 cups powdered sugar
- ½ cup butter
- 3 squares melted chocolate
- ½ teaspoon salt
- 5 tablespoons canned milk
- 1 egg white stiffly beaten
- 1 teaspoon vanilla

Melt chocolate and add butter in the same pan. Mix sugar with milk and add salt. Blend two mixtures together. Add vanilla and egg white and spread on cake.



ties also dress up "Sad-or-Sunny" and simple red fringe, sewed in for hair, adds a rakish Raggedy-Ann look to the design.

Planned for maximum simplicity, this Sad-or-Sunny doll is quick and easy to make. Appealing to every woman whose creative instincts lead her into making gifts for youngsters, the doll is equally appropriate as a joint mother-and-daughter project to launch little girls on their first sewing efforts. Also, the doll will help your Christmas budget by giving it away as a gift.

Write to Women's Page Editor, CTA Transit News, P.O. Box 3555, Chicago 54, Ill., for your free Sad-or-Sunny doll pattern.

SIMPLE and easy to make, Sad-or-Sunny doll will make an ideal Christmas gift for youngsters.

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

**KEEP YOUR EYES OPEN...
WE'RE NOT OUT OF THE WOODS YET!**

