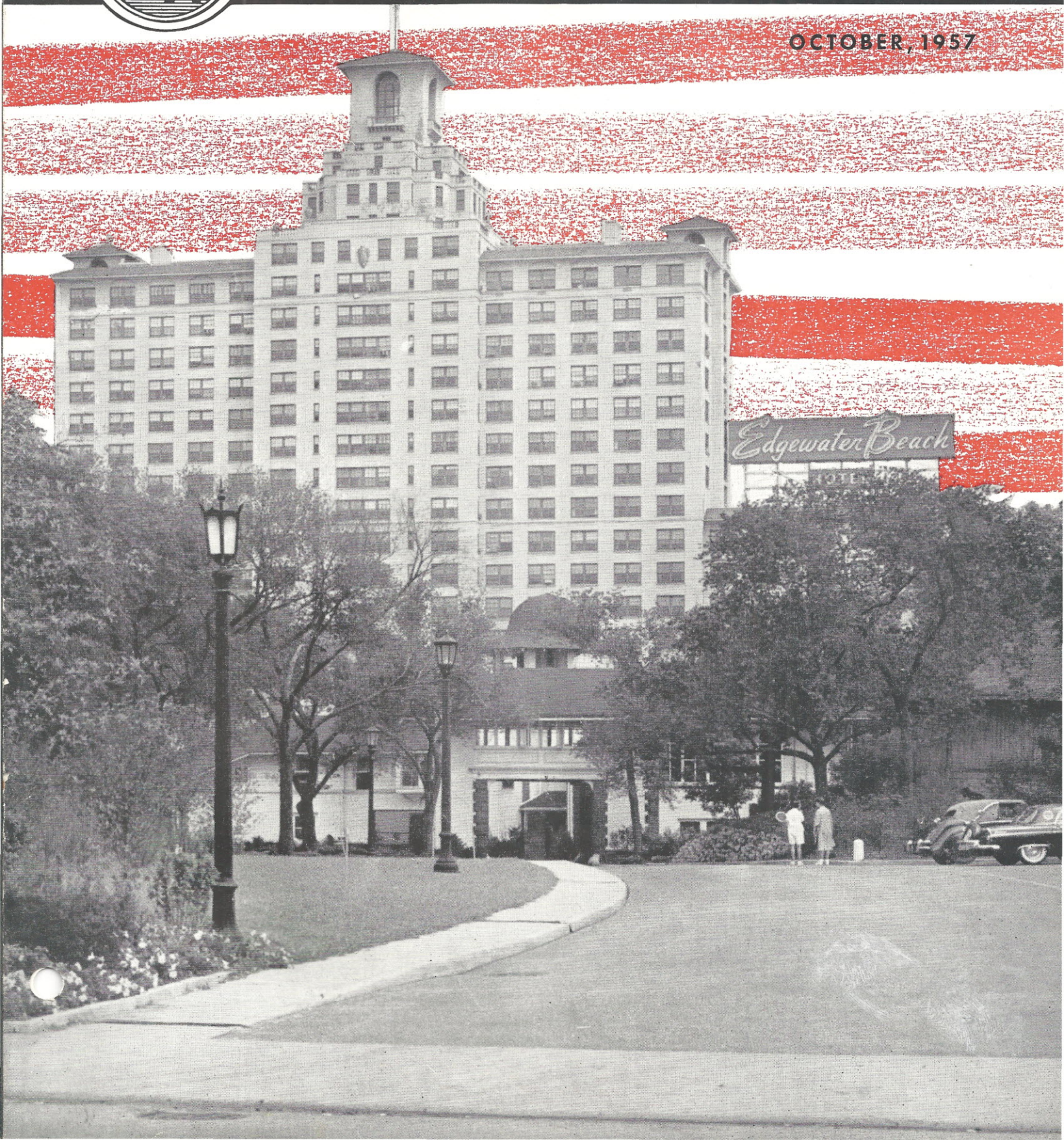
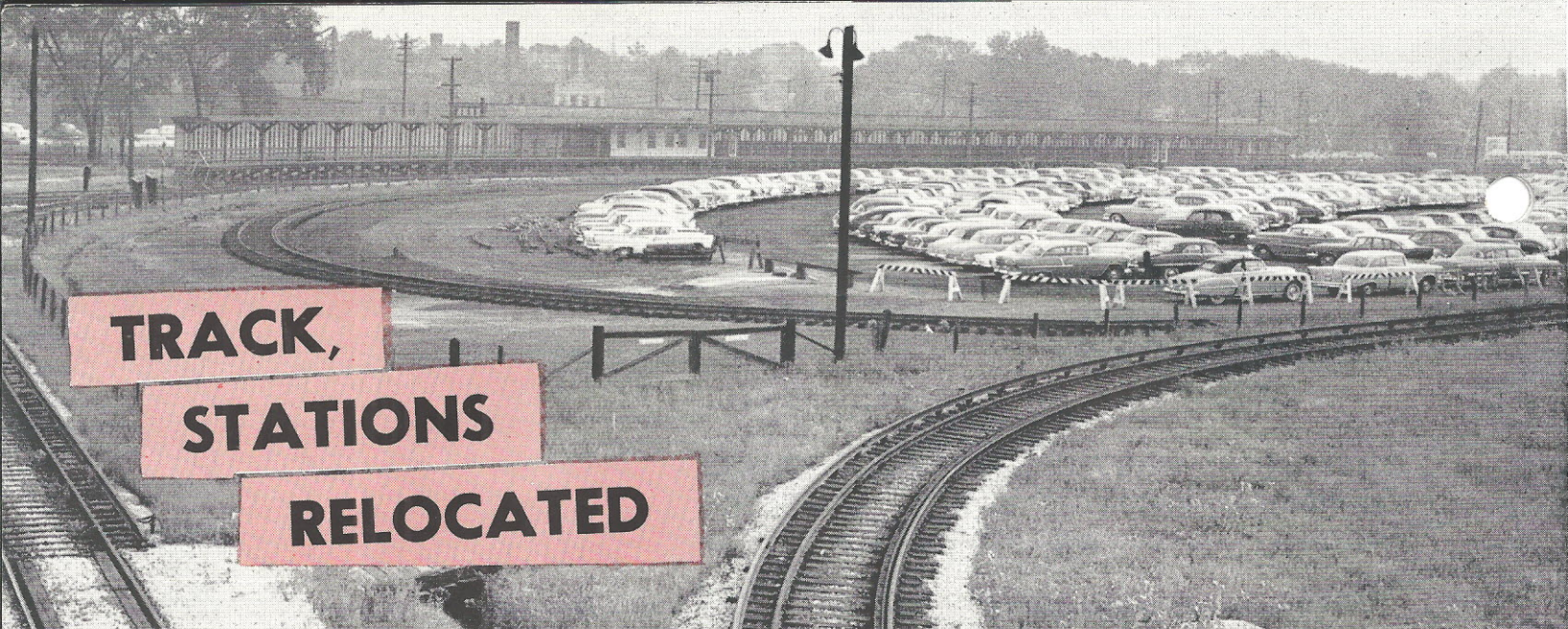




TRANSIT NEWS

OCTOBER, 1957





CONTINUING CONSTRUCTION work on the Congress Street Expressway is necessitating several track and station relocations on CTA's Garfield Park rapid transit route in the area between Austin avenue and Oak Park avenue.

The work was done in two stages. Westbound changes took effect September 6, and eastbound changes became effective September 13.

Stage I: On September 6, the entrance-exit between Lombard avenue and the Austin station was closed, and westbound Garfield trains began operating over a new track a short distance north of the present westbound track. A new station facility was established at Ridgeland avenue, south of the new track and east of Ridgeland to replace the westbound station at Gunderson avenue. The westbound station facilities at Oak Park avenue were relocated south of the track and east of Oak Park avenue.

Stage II: On September 13, eastbound service at Gunderson station was discontinued and eastbound trains began operating over new tracks immediately south of the new Oak Park and Ridgeland stations, making them "island" stations inside the eastbound and westbound tracks.

Operations at this location will continue on the above basis until such time as the permanent right-of-way is provided for CTA trains in this area.

LAYING OF tracks for a temporary loop installation largely in the area occupied by the Park-'N'-ride lot for CTA patrons, marked the first stage in the construction of new terminal facilities at Des Plaines avenue, Forest Park. The installation was made to permit the present station area to be cleared for the construction of permanent facilities. The terminal will be used by Garfield Park trains operating in the new West Side subway in the median strip of Congress Expressway. Tracks of the temporary loop circling the parked cars in the the center area can be seen in the accompanying photo.

Superintendents Reassigned

IN A BULLETIN issued September 4, signed by *Charles E. Keiser*, superintendent of transportation, and *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, CTA general manager, *G. J. Dorgan* was reassigned as vacation relief superintendent and *C. A. Kerr* as night station superintendent at North Park, effective September 8.

OUR COVER: Almost as well known as the city itself is Chicago's Edgewater Beach hotel, located at Berwyn avenue and Sheridan road on the far north side. It is served by three CTA routes—Foster avenue (see "Know Your CTA Routes" on pages 5 and 6), and Sheridan road buses, and Berwyn avenue station of the north-south "L"-Subway. Its tower, lighted at night, is a beacon that can be seen from far out on the lake. The view is looking north from Foster avenue.

VOLUME X

CTA TRANSIT NEWS

NUMBER 10

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Anthony Kemp—Transportation (North Avenue)

Julius W. White—Transportation (Archer)

RECENTLY RETURNED

Howard P. Goerner—Shops and Equipment (69th)

Substitute Buses For Stock Yards "L"

SUBSTITUTION OF bus service for "L" service in the area between Indiana avenue "L" station and the Union Stock Yards with greater frequency of operation and improved convenience for riders, became effective October 7.

The new service, known as Stock Yards Limited bus route, operates between the Indiana avenue station of the north-south "L"-subway and the Stock Yards, making certain limited stops enroute.

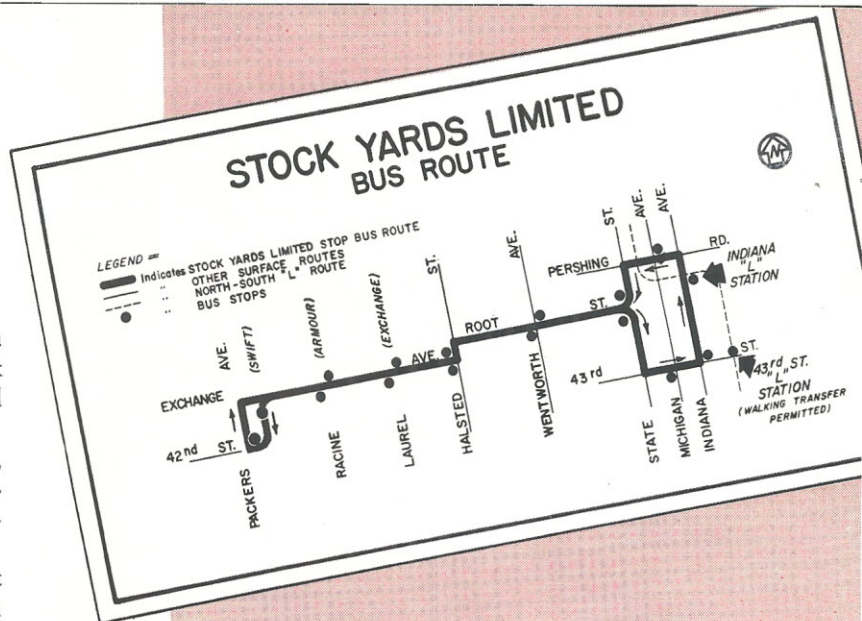
It provides service at convenient intervals from about 5:00 a.m. until 7:20 p.m., Mondays through Fridays, with somewhat less coverage on Saturdays. During weekday rush-hours, buses are operated at about three and one-half minute intervals as compared to four and one-half to five minute headways on the Stock Yards elevated branch. These intervals are lengthened during mid-day as the demands for the service diminish.

On Saturdays, buses are operated at 15-minute intervals from about 6:15 a.m. to 4:45 p.m.

Starting from a bus stand northbound near the "L" station at Indiana avenue, the westbound routing of the buses is north to Pershing (39th street), west to State, south to Root, west to Halsted, south to Exchange, west to Swift's parking lot and through the parking lot to Packers.

The eastbound routing is north on Packers to Exchange, east on Exchange to Halsted, north to Root, east to State, south to 43rd, east to Indiana, and north to the "L" station.

Westbound, after leaving the Indiana "L" station, the buses make stops only at Pershing and Michigan, on Root at State, on Root at Wentworth, on Exchange at Halsted, and then at several designated local stops within the Yards.



Eastbound, after leaving the Yards, the buses stop only at Exchange and Halsted, on Root at Wentworth, on Root at State, on 43rd at Michigan, on Indiana at 43rd and at the Indiana "L" station.

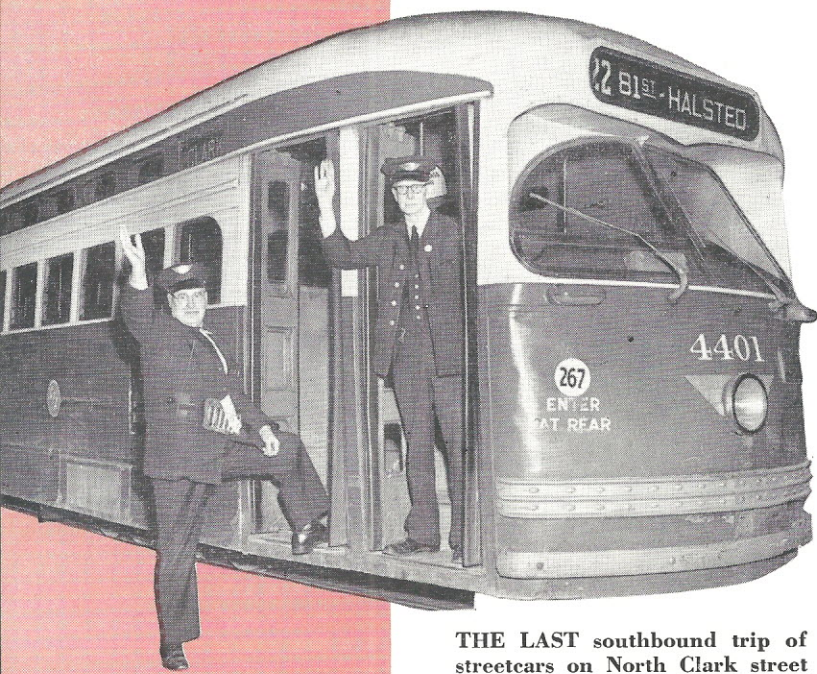
These buses carry head-end signs westbound reading "Stock Yards" and eastbound reading "Indiana Avenue 'L' Station."

This all-day service is supplemented during morning and evening rush hours, Mondays through Fridays, with some trips of the 43rd-Root line which is extended to and from the same terminal within the Stock Yards as the special buses serving Indiana avenue "L" terminal. A CTA transfer is required to change between "L" and bus at Indiana and 43rd street stations.

Elevated service on the Kenwood branch, eastward from Indiana station to a terminal at 42nd place and Oakenwald avenue, will be continued as at present.

IN CONJUNCTION with Civil Defense Week in Chicago, September 15 to 21, CTA general offices conducted an air raid drill on September 20. Wardens were appointed for each department and each employee was instructed as to the shelter he was to occupy and the route to be followed as he proceeded to the shelter. A warning signal of three long rings on the regular CTA bell system located in each department was sounded at the start of the "alert" and one long ring signalized "all clear." Previous to the drill, the group of wardens shown in the accompanying picture gathered in the CTA board room in the Merchandise Mart to receive a briefing on their duties while the civil defense maneuver was enacted.



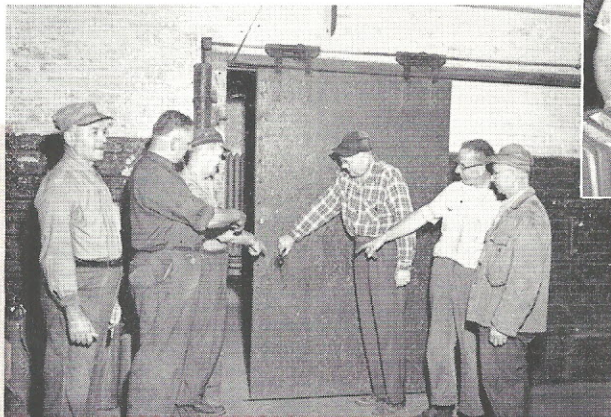


THE LAST southbound trip of streetcars on North Clark street was made by Car No. 4401, Run No. 267, which left Howard and Clark streets at 4:41 a.m. on September 7. Waving a last farewell as the car pulled out on the final trip are *Conductor James Brown* (left), with 42 years of service on the cars, and *Motorman Matt Butler* (right), with 32 years of service.



CLEANING OUT storeroom at Rosemont garage on the eve of its closing is *Tim O'Donoghue* (seated), cleaner, as *Edward Warchol*, assistant foreman, looks on.

MEMBERS OF the car maintenance crew at Devon station stand by as *Foreman E. N. Anderson* (center), car repair, closes the door of his office for the last time. Left to right, the men are: *Louis Solik*, cleaner; *Mike Schultz*, repairman; *Patrick Boyle*, utility man; *Fred Schmidt* and *John Stopa*, repairmen.



ACTIVITY IN the front office prior to the closing of Devon station was largely concerned with the packing of records for transfer to other stations. Left to right, are: *Robert Peterson*, clerk; *Elmer Reidel*, chief clerk; *Night Superintendent C. A. Kerr*, and *G. J. Dorgan*, day superintendent.



FOUR VETERANS of streetcar service pose at the run tag board in the trainroom at Devon. Standing on the rack are *Karl Worndorf* (left), motorman, 30 years, and *John Karasek*, conductor, 30 years. In front of the board are *Joseph Malone* (left), conductor, 40 years, and *James C. J. Nyhan*, conductor, 35 years.



DEVON, ROSEMONT STATIONS CLOSED

TWO CTA Transportation Department facilities on the north side were officially closed on September 7, due to the north end of the Clark-Wentworth streetcar line being converted from streetcar to bus operation.

The two facilities were Devon station, 6454 N. Clark street, where streetcars and buses were serviced and housed, and Rosemont garage, 1124 W. Rosemont avenue, where buses were serviced and garaged. The latter was not regarded as an operating station, however.

With the closing of Devon station, the three lines based there were transferred to North Park station, 3112 W. Foster avenue. These were Clark street (No. 22), Sheridan road (No. 151) and Lunt-Touhy (No. 96).

Streetcar equipment housed at Devon station was transferred to 77th street station from where streetcars will continue to operate on the Wentworth (south) section of the route from 81st and Halsted to Kinzie and Clark streets.

All operating, office and maintenance personnel at Devon and Rosemont stations was transferred to other locations on the CTA system.

Devon station, a former Chicago Surface Lines streetcar depot, had been in service since 1901. With the continuing modernization of the CTA system in converting from rail to rubber it also had been used as a station facility for buses operating over certain north side routes.

Rosemont garage, which was placed in service by the former Chicago Motor Coach company in 1917, in recent years had been used entirely as a storage garage for buses.

Plans are being contemplated for the construction at some later date of a new, modern CTA operating facility on the present site of Devon station.



ONLY A FEW blocks east of the eastern terminal of Foster-Northwest Highway route is this beach at the northeast end of Lincoln Park. View is looking northwest toward the famed Edgewater Beach hotel (left) and apartment buildings (right).

(This is the 34th in a series on CTA routes)

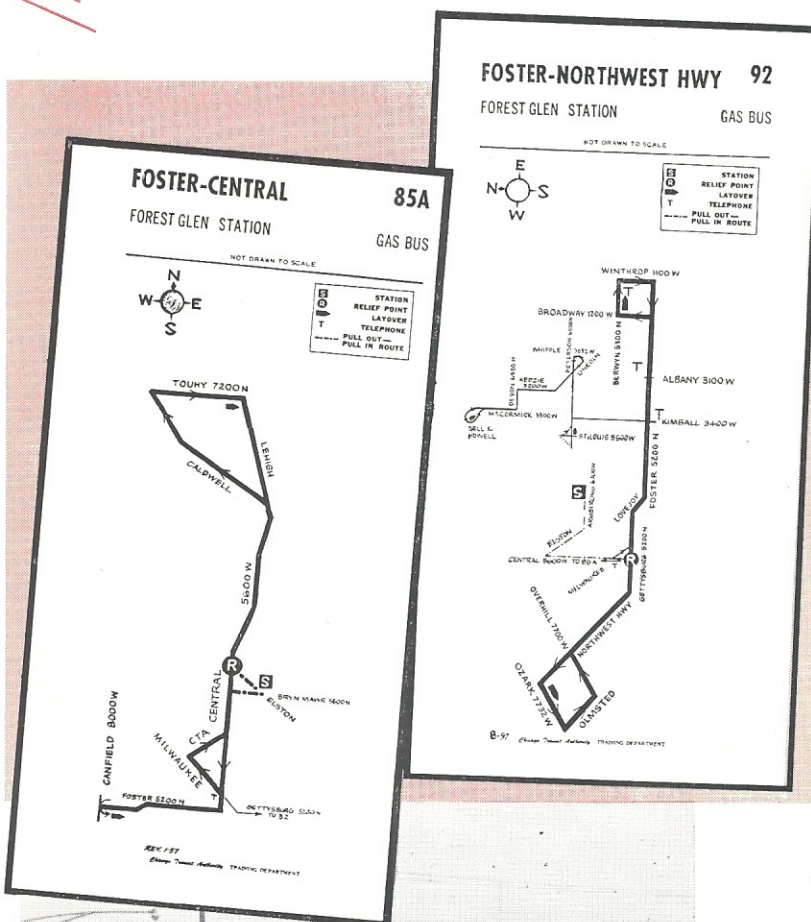
ALTHOUGH RESIDENTS of the eight far north and northwest side communities living along CTA's Foster-Northwest Highway (No. 92) and Foster-Central (No. 85) motor bus lines live a long way out, they can utilize convenient transit service to and from the Loop area as well as other portions of Chicago.

Serving the Chicago communities of Uptown, Lincoln Square, Albany Park, North Park, Forest Glen and Norwood Park, the Foster-Northwest Highway line enables people living in these areas to make direct connections with the North-South "L"-subway line at Berwyn station and with five intersecting Loop surface routes.

Foster-Central buses also operate through Forest Glen and Norwood Park, as well as areas in Jefferson Park and the village of Niles.

The territory through which these two lines run is largely residential. Generally composed of older residences and apartment buildings in its eastern portion, in its western extremes, it is marked by the smaller, trim dwellings of subdivisions typical of those which have sprung up all over the Chicagoland area. In its northwestern portion, new, light industrial plants now share space with forest preserves and large old homes set in wooded lots.

From an eastern terminal at Berwyn and Broadway (5300 N. and 1200 W.), westbound Foster-Northwest Highway buses loop east on Berwyn and south on Winthrop to Foster. From this point, they travel west on Foster to Lovejoy,



TRANSFER BETWEEN Foster-Northwest Highway buses and North-South "L"-subway trains can be made at Berwyn station, which is adjacent to the surface line's terminal at Berwyn and Broadway. View is looking east along Berwyn.

northwest on Lovejoy to Gettysburg, west on Gettysburg to Northwest highway and northwest on this thoroughfare to Ozark (6900 N. and 7750 W.). On the eastbound journey, buses loop southwest on Ozark, southeast on Olmstead, and northeast on Overhill to Northwest highway, and thence over the westbound journey in reverse as far as Foster and

Broadway, where they operate north on Broadway to the eastern terminal on Berwyn.

Five-minute headways are the rule in morning rush hour periods, and six-minute intervals in afternoon peak periods, Mondays through Fridays. Intervals between buses in mid-day base periods are eight minutes and, during evenings,

nine minutes. "Owl" service is on a half hour basis seven days a week.

On Saturdays, buses run every eight minutes during morning and afternoon rush and midday base periods. Nine-minute headways prevail during evenings. On Sundays and holidays, vehicles travel on 16-minute headways during the midday and on 11-minute headways during evenings.

Nineteen propane buses, based at Forest Glen station, require between 31 and 45 minutes to operate over the line, depending upon time of day and traffic conditions. Round trip measures 18.5 miles.

From a southern terminal at Foster and Canfield (5200 N. and 8000 W.), Foster-Central buses operate east on Foster to Central (where connections can be made with Foster-Northwest Highway vehicles), north on Central to Lehigh, northwest on Lehigh to Caldwell, northwest on Caldwell to Touhy and east on Touhy to the northern terminal at Touhy and Lehigh (7200 N. and 5700 W.). Southbound buses run southeast on Lehigh to Caldwell where they then follow the northbound route in reverse.

Several buses, throughout the day, Mondays through Fridays, make short runs between the northern terminal and Central and Milwaukee. These buses follow the regular southbound route on Central to Milwaukee (5200 N. and 5600 W.), where they loop northwest in Milwaukee, northeast in a private road to Central and north on Central over the normal northbound route.

Central-Milwaukee Schedules

Buses run on seven-minute headways in both morning and afternoon rush periods and at 15-minute intervals during middays and evenings, Mondays through Fridays. There is no "owl" service at any time.

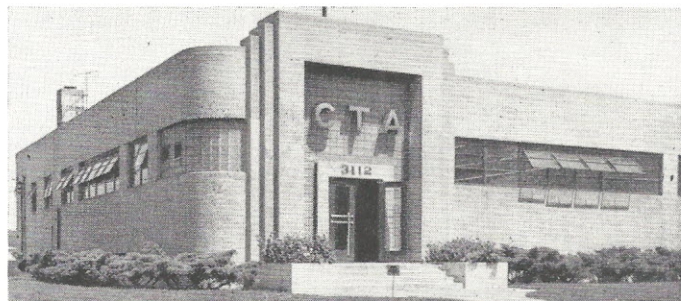
Saturday headways are 15 minutes in morning and afternoon rush periods, as well as during midday base periods. In evenings they are 20 minutes. On Sundays and holidays, buses run every half hour in morning and evening periods, and every 20 minutes during middays.

This route has a round trip mileage of 12.5. The nine gas buses, stationed at Forest Glen, which service this route, make the trip in between 20 and 30 minutes. From the northern terminal at Touhy and Lehigh, Mondays through Saturdays, buses operate between 5:30 a.m. and 1:15 a.m. the following day. From the southern terminal at Foster and Canfield, on these days, they operate between 5:25 a.m. and 1:11 a.m. the next day.

On Sundays and holidays, vehicles operate from Touhy and Lehigh between 9:00 a.m. and 9:30 p.m., and from Foster and Canfield, between 8:30 a.m. and 9:00 p.m.

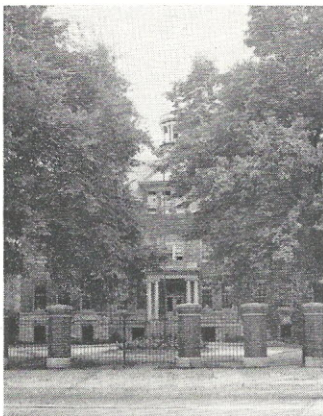
The two lines are combinations of four lines formerly operated by the Chicago Surface Lines and CTA. In April, 1935, CSL started shuttle service on Northwest highway between Milwaukee and Central, and Ozark. In July, 1937, CSL began service along Foster from Broadway to Milwaukee and in January, 1943, combined the two lines into a through route. Residents along northern Central avenue were furnished with CSL service from Milwaukee and Foster to its present northern point in July, 1949.

THE INTERSECTION of Clark and Foster, in the Clark-Uptown district, is one of the north side's older sections. In this area, such movie stars as *Mary Pickford*, *Wallace Berry* and *Gloria Swanson* made films in the early days of the motion picture industry when Chicago was the nation's movie-land capital.



BUSES OF 15 surface lines operate out of North Park station at Foster and Kedzie, which was opened June 23, 1950, as the second bus station to be built from the ground up by CTA. About 800 employees work out of the station which houses 382 propane and gas vehicles. Shown is the transportation building.

"OLD MAIN," pictured here, marks the center of 67-year-old North Park college at Foster and Kedzie. The co-educational institution, supported by the Evangelical Mission Covenant, supports, in addition to a four-year liberal arts college, a high school, theological seminary and evening school.



WESTERN TERMINAL of the Foster-Northwest Highway line at Foster and Canfield is in a pastoral setting of large shade trees and small homes.





Our Public

SPEAKS

IT IS said courtesy is a little thing, and while not every person is easily courteous, he can develop this valuable personal trait. Little words such as "thank you" and "please" make a great and permanent impression on the people with whom we come in contact.

This is a good rule for all who serve the public to remember. It is a fine practice to be alert as to the kind of personal service we are giving our riders—to extend the courtesies that our passen-

gers deserve. If we do so, we are "buttering our own bread" and helping to make our future secure. In other words, we are not only selling our service, but selling ourselves, for every rider who pays a fare is making a contribution to our future.

Reprinted below are a few recently received letters of commendation, written by our customers, expressing their appreciation for the courteous, efficient service they have received.

(Editor's Note: The foregoing letter was signed by more than 60 children and their teachers.)

SOMETIMES, however, patrons do not receive proper and courteous service and letters like these are written:

"When I boarded a bus, the operator refused my transfer because he said it had expired. I tried to explain that in all probability the transfer had been mis-punched by the driver who had originally issued it to me. This operator would not accept my statement and became very discourteous. He told me it wasn't his fault if I had to make a few stops before I got on his bus."

COMMENT: Although invalid transfers should not be accepted, the refusal should be courteous, and with adequate explanation of the reasons for rejection. If the patron is not satisfied, he should be advised to send the disputed transfer, together with pertinent information, to the Public Information Service Section in the Merchandise Mart.

"Several people were waiting for a westbound bus. Because of street traffic ahead of him, the operator had to stop about a quarter of a block away from the corner. Several of the waiting passengers walked to the bus and boarded it there, but two others and I waited at the corner, expecting the driver to stop there, too. As the bus started up, I signaled for it to stop, but the operator passed us by."

COMMENT: To deliberately ignore a patron's request to board or alight at a designated stop is a distinct violation of operating rules and regulations. Such actions are inexcusable. Whenever an employe fails to realize that his wages depend upon the patronage of CTA service, and neglects his responsibility to his job, he performs a disservice to himself as well as CTA.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for September, 1957, August, 1957, and September, 1956:

	Sept. 1957	Aug. 1957	Sept. 1956
Complaints	1233	847	978
Commendations	95	97	82



"A Very Fine Driver"

"Just a few lines to let you know you have a very fine, efficient and courteous bus operator in No. 1526 (*Bert Martin*, North Park). I ride with him to and from work and he has always been very pleasant to me. He helps strangers when they inquire about directions and goes out of his way to please his passengers."

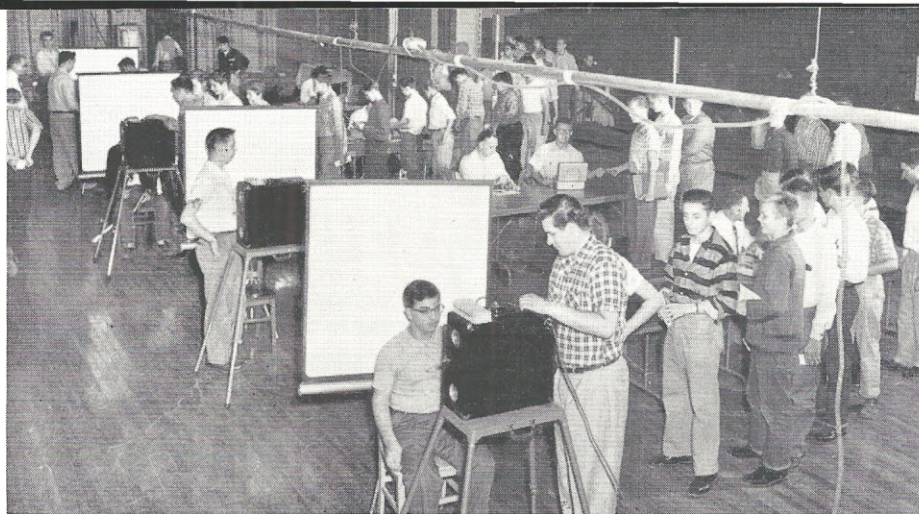
"The Best He Could Do"

"Recently I had to make a trip to the Michael Reese hospital to call on a very sick friend. When I boarded the Wentworth streetcar I had the pleasant surprise of being greeted with a smile. I took a seat and observed Driver No.

11508 (*William Wegner*, 77th). When a man on crutches was attempting to alight, I heard the driver say to take it easy. He seemed to take his job of looking after his passengers very seriously. When I was going to alight I approached this driver and told him that I had observed his kindness and thoughtfulness on the trip. He thanked me graciously and said he did the best he could."

"Kindness and Patience"

"We of rooms 201 and 203 of the Mulligan school would like to thank Driver *Eugene T. Brudney*, No. 12332, Limits, for his kindness and patience with us on our recent trip to Brookfield Zoo."



PHOTOGRAPHING OF students for half-fare identification cards was completed in September by commercial camera crews under the supervision of CTA employees. The students were divided among 734 private, public and parochial elementary schools, and 145 private, public and parochial high schools in Chicago, Oak Park, Cicero, Evergreen Park, Evanston township and Niles township. The cards entitle the owners to use CTA services at half fare — $11\frac{1}{4}$ c token or 13c cash — during the school semester which started immediately after Labor Day. Here a group of students at Lane Technical high school line up to have their pictures taken.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF AUGUST 1957 AND 1956, EIGHT MONTHS ENDED AUGUST 31, 1957 AND 1956 AND
TWELVE MONTHS ENDED AUGUST 31, 1957

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

	Month of August		Eight Months Ended August 31,		Twelve Months Ended Aug. 31, 1957
	1957	1956	1957	1956	
Revenues	\$10,959,242	\$9,986,929	\$80,760,180	\$79,769,275	\$121,184,459
Operation and Maintenance Expenses	8,639,222	8,326,142	70,411,900	68,060,777	105,062,430
Available for Debt Service	2,320,020	1,660,787	10,348,280	11,708,498	\$ 16,122,029
Debt Service Requirements:					
Interest Charges	389,889	398,661	3,172,597	3,235,733	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	250,000	1,833,333	1,900,000	
Deposit to Series of 1947 Sinking Fund (2)	95,767	—	191,534	—	
Revenue Bond Reserves (3)	7,000	30,000	194,000	240,000	
	659,323	678,661	5,391,464	5,375,733	
Balance Available for Depreciation	1,660,697	982,126	4,956,816	6,332,765	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	313,588	—	
Balance Available for Depreciation	1,660,697	982,126	5,270,404	6,332,765	
Provision for Depreciation:					
Prior Period Deficiency	—	—	223,611	—	
Current Period	876,739	798,954	6,460,814	6,381,542	
	876,739	798,954	6,684,425	6,381,542	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	783,958	183,172	1,414,021r	48,777r	
Accumulated Deficit:					
To end of previous period	2,197,979r	231,949r	—	—	
At close of August	\$ 1,414,021r	\$ 48,777r	\$ 1,414,021r	\$ 48,777r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	45,703,291	50,462,750	396,823,514	411,738,137	606,367,943
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at August 31, 1957

	Delivered to Date	Remaining to be Delivered	Total
1956 Orders:			
El-Subway Cars	82	38	120
Delivered under previous orders	3,464		
Less-P.C.C. Streetcars to be converted to El-Subway Cars	120		3,344
			3,464

NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1958.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) 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.
- (4) Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first 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 Fund" to the extent that earnings 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 earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

Service Revisions

REVISION OF the East Lawrence extension motor bus service to expand its service potentials and to serve a larger area east of Broadway between Lawrence avenue and Montrose avenue became effective September 22. The route is now known as Montrose-Lawrence (No. 81A).

The new routing, increasing the line's service area substantially, is as follows:

From a west terminal on the west side of Broadway, just south of Wilson avenue, south on Broadway to west Montrose avenue, then east to Clarendon avenue, then north to west Lawrence avenue, then west to Broadway, and south to the west terminal at Wilson and Broadway.

The new routing not only provides convenient transfer interchanges with CTA surface routes at Lawrence and Broadway, but also provides transfer interchanges with surface routes at Wilson and Broadway, and at Montrose and Broadway, for the first time.

Also added is a transfer interchange with rapid transit service at Wilson avenue to supplement the transfer interchange with the rapid transit provided at Lawrence and Broadway.

Mondays through Saturdays the service operates between 6:45 a.m. and 11:30 p.m., and on Sundays it operates between 10:00 a.m. and 8:30 p.m.

The former routing was as follows: East in Lawrence from Broadway, south in Clarendon, east in Leland, north in Marine drive, west in Lawrence, north in Broadway, west in Gunnison, south in Clarendon and then east in Lawrence.

* * *

EFFECTIVE SEPTEMBER 11, buses on CTA's 26th-31st surface line (No. 31) reversed their route at the line's western terminal for an indefinite period while an overpass at Archer and Ashland is under construction.

Under the new arrangement, buses operate south in Ashland from Archer to Robinson, northwest in Robinson to Archer and thence northeast over the regular route. Passengers are being discharged after buses turn from Archer into Ashland and are boarding vehicles at the regular nearside stop in Archer at Ashland.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Travel Back To Ancient Greece

ACCOUNTING—Joan Georgeson, Material and Supplies, accompanied her father on a visit to his native Greece. They flew from New York to Scotland, then traveled to London and Paris, where they did some sightseeing, before proceeding to their destination. Most of their relatives are located in Nafplio, Greece, and Mr. Georgeson's birthplace is close by. On their return trip they stopped off for a few days in Rome, where Joan conveyed greetings from *Patrick Leahy*, Material and Supplies, to his son, *John*, a student in the Servite International college, where he had received a Bachelor degree in theology in June.

Mable Potthast, your co-reporter, spent a week of her vacation visiting her mother in Greenville, Illinois, then returned to pack a few more things and board the Super Chief for California. Visiting friends and relatives in Long Beach and vicinity, shopping and sightseeing kept Mable busy. Enroute home, a stopover at Albuquerque, New Mexico, to visit *Frances Kubiak Stanczak*, formerly of the Chicago Surface Lines, climaxed her western trip.

Travel East

Irene Wenke and *Mae Kearns*, both of Material and Supplies, went east. They spent some time in Washington, D.C., and in New York City. One of the highlights of their trip was attending several sessions of the Division 241 convention in Washington.

Mary Nedin, Revenue, traveled to California by plane. She did some sightseeing in San Francisco and Los Angeles and tried her luck in Las Vegas, Nevada.

Estelle Lucas, Material and Supplies, has a new grandson, *Paul Andrew*, who was born September 7. Her son, *Ronald*, also has a daughter, *Laura Lenore*.

The mother of *Esther Anderson*, Payroll, passed away September 18.

Sylvia Reese, Payroll, was on the sick list and convalescing at home.

—HELEN A. LOWE and
MABLE POTTHAST



SLUGGING CHAMPS

WITH THE championship of the CTA softball league at stake, the West Shops team thoroughly trounced Archer station in a 21-11 slugfest held September 8 at Thillens stadium. The winners did it with a barrage of home runs, one with the bases loaded, and a flock of singles, doubles and triples. By downing Archer, the 1956 champions, West Shops kept alive the tradition, maintained ever since the league resumed play after World War II, that no team wins the title two years running.

In photo, the victors are, front row, left to right: *Emil Rusinak*, *Bill Rafferty*, *Pat Burke*, *Joe Tunzi* and *Joe Nardi*. Back row, left to right, *Heinz Doering*, general foreman, West Shops; Manager *Miles Coleman*, *Guy Garro*, *Ed Cooke*, *Bud Sawka*, *Charles Ferrante*, *John Bosacki*, *Stan Kaminski*, *John Straka*, *Jack Murray*, *Stan Maturo*, and Coach *Frank Tamburrino*.

In an earlier game, September 8, in a battle for third and fourth place berths, North Park defeated Skokie Shops, 25-15.

Wait Until Next Year

ARCHER—Our baseball team didn't quite make the grade this year, but came very close, finishing in second place. Don't feel badly, fellows, you did a great job, and represented Archer very well.

After completing four years in the U.S. Air Force, *Eldred Glen*, son of Operator *Art Pearson*, was married to *Miss Opal Lee* in Frieson, Louisiana, on August 17. They enjoyed their honeymoon in the southern states.

Operator *Jim McVea* and his family, after touring through Michigan, the Carolinas, Virginia, Ohio, and Tennessee, finally reached Florida, where Jim's folks are living. Jim's dad is a CTA pensioner.

Operator *Charles Kropidowski*, along with his wife and younger daughter, traveled around the lakes and into Canada on their vacation.

We received a card from Operator *F. Wolff*, in which he told of having a wonderful vacation in sunny California.

Your reporter's daughter, *Lynn Ellen*, recently won the title of "Little Miss Peanut Queen" of the southwest side. The contest was sponsored by the Kiwanis club.

Operator *Joe Famera* was happy to announce that his daughter, *Dorothy Jaskey*, gave birth to a boy, *David Gerard* . . . Operator *Fred Kerhart's* daughter-in-law gave birth to her second child, *Steve*, August 17.

Operator *Al Colby's* 13-year-old son, *Ed*, recently broke his arm playing football.

Repairman *Mike Lanigan* was off sick at this writing, as were Operators *Ralph Miller*, *Talmadge O. Mixon* and *William C. Moos*.

The father of Collector *William Lytle* died recently.

—R. H. FORTIER

Tries Prospecting, Following The Dogs

BEVERLY — Vacationing at Little Falls, in New York State's Mohawk valley, *Clyde Eaton* went prospecting for quartz crystals and came home with about 24 specimens of various sizes which only an expert could tell from diamonds. Also while there, Clyde attended field trials for beagles and followed the dogs in their pursuit of rabbits.

Three Beverly operators' sons did well in the Ridge Country club's caddy tournament. Entered in the 14 to 16-year-old class was 14-year-old *Larry O'Shaughnessy*, son of *Edward* and *Lucille*, who won a \$15.00 prize for first place with a 90 score for 18 holes. *George D. Ephgrave*, son of Mr. and Mrs. *George Ephgrave*, shot a 96 over the same course and *Dan Pinelli*, son of *Art* and *Mary Pinelli*, gave a good account of himself in the 13-year-old class.

Down On The Farm

Operator *Walter O'Connor*, who recently transferred from 77th, and his wife and daughter enjoyed a vacation on his brother's farm near Mauston, Wisconsin, along with another brother, *Jack*, of 77th, and Jack's family. While there, Jack's daughter, *Alice*, suffered a broken jaw as a result of being kicked by a horse. She was returned to a Chicago hospital at once.

Attending the convention of the A.A. of S.E.R. and M.C.E. at Washington, D.C., were *Peter Flaherty* and *Edward Quinlan*.

Fred and *Minnie Hagen* spent two weeks fishing near Crivitz, Wisconsin . . . *Barney* and *Frances Zesch*, who fished at Spider lake near Hayward, Wisconsin, reported sensational luck . . . *Joe* and *Irene Balnis* took in a fair at Rhinelander, Wisconsin, and also made several short trips.

George Musgrave spent a few days in St. Paul, Minnesota . . . *Henry* and *Alma Wade* visited Tusculumbia, Alabama, which is Henry's home town. They also stopped at Gulfport, Mississippi, and in St. Petersburg and Miami, Florida. They concluded their

trip by visiting Henry's brother in Akron, Ohio.

Operator *Oscar Nelson* rested up at Whitehall, Michigan . . . *Bob Riegart* had a nice visit with his mother and dad in Camden, New Jersey . . . *Ralph and Florence Layton* and their daughter, *Pat*, journeyed to Traverse City, Michigan.

Fred Rapp and his son, *Fred, Jr.*, inspected the new bridge across the Mackinac straits and went over to Mackinac island to see if it were really true that the only motive power there were horses.

Mr. and Mrs. Peter Zacharias spent time in Miami Beach and Clearwater, Florida. They also visited Cypress Gardens . . . *Jim Donovan* and his grandson made a quick trip to Hot Springs, Arkansas, and then traveled to Canada via Niagara Falls . . . *George and Wilma Mae Tidd* and their daughter visited in Gastonia, North Carolina.

Carl and Helen Wanderson visited their daughter and grandchildren up in Hastings, Minnesota. . . . *Mr. and Mrs. Fred Riecke* visited Fred's mother in New York City.

Win Dance Contest

While vacationing in Miami Beach, *Mrs. Frank Zellner* put one over on her husband when she entered the two of them in a dancing contest. They danced the polka and won first prize, a bottle of champagne . . . *Al and Thelma Cermak*, touring Mexico during October, planned to make their headquarters in Mexico City . . . *Mr. and Mrs. Art Neff* visited Art's mother at Park Falls, Wisconsin.

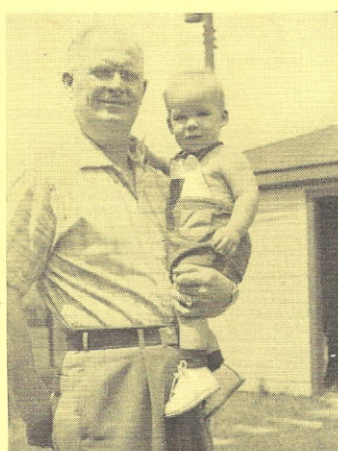
Claude Benline returned to his job after surgery at the Illinois Central hospital . . . *Jack Folsey* is in Evangelical hospital for surgery, at this writing.

Charles and Isabelle Glines celebrated their 19th wedding anniversary August 27 . . . Married 36 years on October 21 were *Mr. and Mrs. Val Kauck* . . . *Ed and Clara Maloney* marked 34 wedded years on October 20 while *Burnett and Carrie Murrell* celebrated their 15th wedding anniversary September 9.

Repairman *Howard Goerner*, son of Operator *Howard Goerner*, was discharged from the Navy and is now back at his duties at 69th street station.

Jim Glynn is a new member of the Repair Department.

PROUD GRANDPA



GRANDFATHERS ARE a proud lot and Operator *Emil Beck* of Beverly seems to be no exception to the rule, as this picture would indicate. Looking mighty pleased about being with grandpa is one-year-old *Jeffery Allen Beck*, whose father is Emil's son, *Quentin*.

Reported by *Frank M. Black*

Several hundred CTA employees attended mass September 22 at the national shrine of St. Therese. *Peter Flaherty* was one of the ushers for the rites.

Supervisor *George* and *Mrs. Harrop* became grandparents for the fourth time when *George Michael* was born. The little guy is the son of *George, Jr.*, former repairman who is now stationed with the Army at an anti-aircraft unit near Peoria.

—FRANK M. BLACK

A Vacation That Kept Her Busy

CLAIM-LAW—*Marion Klauer* spent most of her vacation moving into a brand new home.

Florence Gray spent a week at Cross Lake just golfing and resting . . . *John and Norma Mahon* flew to Fort Lauderdale, Florida, where, John says, the natives never go to bed . . . *Eddie O'Connell* pulled weeds at his place in Michigan.

Harry Boness spent his vacation in bed with the flu . . . *Bea Condon* stayed in and around Round Lake while *Grace Johnson* entertained at Antioch and visited former employes *Olga Krueger* and *Grace Schmude*. And your co-reporter, *Elvera Potensa*, spent one glorious week in Washington, D.C., where the warmth of southern hospitality ran second to the heat of the city!

—EL-JE

The Fish Were Biting Up At Pelican Lake

ELECTRICAL — *Harry Geier*, chief operator at Homer substation, wrote your reporter from Pelican Lake, Wisconsin. He said that fishing up there was very good this year and that he had a wonderful vacation . . . Also enjoying himself for two weeks up at Slambo Flowage at Mercer, Wisconsin, was *Harry Anderson*, "B" electrician. He spent some time fishing.

Arthur Hansel, chief operator at Sedgwick substation, and his family spent a week's vacation in the Ozarks.

—GILBERT E. ANDREWS

About The Ones That Got Away?

FOREST GLEN—Operators *Harry Kalish* and *Walter Cubycheck* went fishing together. Your reporter hopes that, by next month, there will be some nice fish(ing) stories to tell you.

Operators *James Carpino* and *Joseph Schultz* recently took their vacations . . . *Ray Gray* recently returned from his vacation.

There have been a lot of new faces in both the Transportation and Clerical Departments here since the recent system pick.

There wasn't much news to report this month. Let's all help out in making this column a long, interesting one to read.

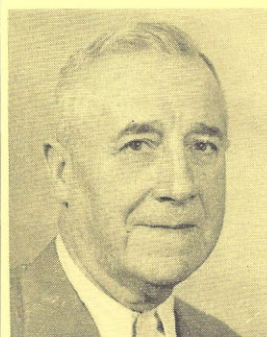
—GEORGE WILLIAMS

It Was A Nice Way To Play Tennis

GENERAL OFFICE—(Transportation) *Russell Elderkin*, line supervisor, and his tennis partner, *Jennie Pangelis*, traveled with the rest of the Chicago delegation to Salt Lake City as guests of the Chicago Park District to participate in the National Public Parks tennis tournament. Eight wonderful days were spent in competing in the tournament and sightseeing. Ski lifts were used to transport the group 9,000 feet up in the Rockies to the Alpine Lodge at Brighton, Utah, where the annual dinner of the association was held.

James Michael, a red-haired, blue-eyed boy, recently joined the *Dolan* household, which also includes *Mary Kay*, age 6, and *Peggy*, age 4. *Margie Dolan*, who is

40-YEAR EMPLOYES RECENTLY RETIRED



Frank P. Keppler, conductor, 77th, October 1, 44 years.



William C. Borchart, conductor, North Section, October 1, 48 years.



Louis A. Scherer, conductor, 77th, October 1, 40 years.



John J. Morley, conductor, South Section, October 1, 40 years.

the youngsters' mother, was a former CTA switchboard operator until the arrival of the baby brought her business career to a happy finale.

Todd and Bill Magnuson spent a week in Michigan enjoying the new fall colors . . . Jim Miller and Charlie Krotz took part in the American Legion Convention at Atlantic City, New Jersey . . . Dick Redding vacationed in and around Chicago.

(Stenographic) — Dorothy Wilhelm drove her daughter, Gail, to Carroll college, Waukesha, Wisconsin, where she enrolled as a freshman. All the college finery was piled high in the back seat of the car.

(Insurance)—'Twas a gay group of CTA lovelies who invaded the shores of Lake Michigan at Saugatuck, Michigan, on a recent weekend. Making the trip were Mary Berry, Mary Ann Nykiel, Carol McMahon, Millie Handy and Ann Zahumensky. A grand time was had by all . . . Millie Handy and Mary Berry vacationed in Los Angeles and San Francisco, California, and finally at Las Vegas, Nevada. In Los Angeles they met up with Carol Fahey of the Public Information Department . . . Mary Flanagan exclaimed over the wondrous beauty of the Upper Wisconsin Dells . . . Janice Bruhnke, also of Insurance, spent her vacation at the Dells.

Anne and Harry Golding spent their vacation at Stone Gate Lodge in Haywood, Wisconsin.

Joan Johnson, a challenge to the CTA Bowling League, has transferred from Claim Department to Insurance. Joan started out the bowling season this fall by rolling a 495 series and sported a 189 average. She also has a 217 game to her credit. In addition to all this, she is well versed in the art of roller skating. Incidentally, her sister, June Weinstock, formerly of the Accounting Department, recently gave birth to Susan Lee.

—JULIE PRINDERVILLE

A Memory Lapse, Yet Day Unforgettable

GENERAL OFFICE — (Training and Accident Prevention) — Edward Henry, supervisor of accident record clerks, and his wife, Loretta, became proud parents of a girl born September 6 at Little Company of Mary hospital. Ed was so excited, when he called the office, that he couldn't remember

the name selected for his daughter. Later, we learned that it is Elaine Marie. Big brother, Eddie, Jr., age six, was not only excited about his new little sister but also over starting to school. Another Henry whose vest buttons are popping is Elaine's granddad, Edward J., who works at 77th.

Welcomed to the department was Emil Theodore Jung, who recently was employed as an artist. Ted graduated from St. George's high school and received his art training at the American Academy of Fine Art where he is continuing his art studies four evenings a week. He is married and has a little daughter, Linda Ellen, who at nine and one-half months has already started to walk.

Eliot Hirsch, supervisor of program development, announced that his "Penny" had four offspring.

(Employment Department) — A. F. Stahl, superintendent, spent an enjoyable two weeks vacationing with his family in Colorado Springs, Estes Park, Yellowstone National Park and in the Black Hills.

Back In Old Slot

Bob Christian, who pinch-hit during the summer months in Employment, returned to the transportation instruction section.

Genevieve Bagger, testing administrator, spent her vacation fishing up in Eagle river. She caught one shark, two whales, a swordfish and a minnow. That's the fish story I received . . . Deanne De Sutter, steno, vacationed at Twin Lakes, Wisconsin . . . Elliot McMahon, fingerprint expert, enjoyed fishing at Squaw Bay Lodge, Hayward, Wisconsin.

(Employee Suggestion Department)—Russ Warnstedt and his family enjoyed a vacation at Niagara Falls where they boarded the "Maid of the Mist" for a trip through the waters at the foot of the falls. On their return home, they stopped at the Kellogg plant in Battle Creek, Michigan, and were taken on a guided tour through the plant . . . Kay Corcoran of this department and Mary Berry, Insurance, who were eager to acquire more "know-all," enrolled in the evening classes at Wright Junior college.

—MARY E. CLARKE

CTA GENERAL ATTORNEY DIES



THOMAS C. STRACHAN, JR., 56, general attorney for CTA and head of CTA's Legal Department, died September 22 in Passavant hospital after an illness of several months.

Attorney for the former Chicago Surface Lines from 1935 to 1947 and then representing CTA in special cases, he was appointed to the position he held at the time of his death on June 7, 1951.

In this capacity, he assisted the Chicago Transit Board and the CTA management in drafting for presentation to the Illinois General Assembly a broad legislative program designed to aid CTA in financing a 15-year, large-scale capital improvements and extension program. Although not enacted by the legislature, the program was

endorsed by Governor William G. Stratton, Mayor Richard J. Daley and Daniel J. Ryan, president of the Cook County Board.

An expert on traction law, Mr. Strachan trained for transit litigation under the late Harry P. Weber, who for years was regarded as the dean of Chicago traction attorneys.

Before joining CSL, he was assistant state's attorney of Cook county. He was a partner in the law firm of Pope and Ballard until his death.

Mr. Strachan was born April 14, 1901, in Colorado Springs, Colorado. A graduate of the University of Michigan from which he received a B.A. degree in 1924 and a J.D. degree in 1926, the late CTA general attorney was a member of the Chicago and Illinois Bar associations. He also held membership in Phi Delta Phi, Phi Delta Theta and the Order of the Coif, all legal fraternities, and was listed in "Who's Who In the Midwest."

As an amateur figure skater of prominence, he was active in the Chicago Figure Skating club.

Funeral services for Mr. Strachan, who was a resident of 321 E. Hilldale place, Lake Forest, were conducted on September 24 at the chapel at 1567 Maple, Evanston. Burial was in Colorado Springs.

Surviving him are his widow, Mildred; three children, Mary Jane, Thomas C. III and Elizabeth; his mother, Mary L., and a brother, Frank, of Colorado Springs.

It's Great To Have You Back With Us

KEDZIE—Absence of items in the August and September issues was because your reporter was ill. I want to thank you all for your prayers and get well wishes, especially while I was hospitalized, which helped considerably in my recovery.

Superintendent William P. Hebert underwent surgery at Mercy Hospital August 16. He was still off sick, at this writing.

Welcome to the clerks, receivers and operators who came to us with the new system pick. We all hope they will enjoy working here.

Operator James Cotter and his family suffered the loss of their infant daughter September 14.

—C. P. STARR

A Flying Trip To Visit Daughters

LOOP (Agents)—Lillian Scott flew to Long Beach and Garden Grove, California, to visit her daughters, Bernadine and Lucille. She also toured Disneyland and Catalina Island . . . The Robert Dohertys and their daughter, Betty, visited a friend in Chesterton, Indiana. This visit became opportune when their friend became ill and they helped out by baby sitting.

Francis Brandl and her sister, Magdalene, spent part of their vacation in their home town, Sturgeon Bay, Wisconsin, and the remainder in Chicago . . . Sylvia Welter visited her home town of Nauvoo, Illinois.

TWA STEWARDESS



GOING PLACES for Trans World Airlines as a stewardess is *Gloria Haemaker*, daughter of *Lydia Haemaker*, Material and Supplies, Accounting. Gloria, who was graduated from the University of Illinois last June 15, enrolled in a training course which she completed July 17. Now stationed in New York City, she flies on a different airline route each month.

Reported by *Helen A. Lowe* and *Mable Potthast*

William Holmes and his family drove via the turnpikes to Washington, D.C. Their itinerary also included Arlington National cemetery, Jamestown, Williamsburg, and Thomas Jefferson's home, Monticello, in Virginia. They drove home via the Skyline Drive.

August was a grand(parent) month for *Porter William Reynolds* when a son, *Douglas*, was born to his daughter . . . *Julie Curry's* daughter, *Mary Elizabeth*, gave birth to a son, *John Thomas*, recently. Julia, during her vacation, visited cousins in Dwight and Ottawa, Illinois.

Ann Nastier picked Miami as a vacation spot . . . *Irene Cullen* divided her vacation among Williams Bay and Milwaukee, Wisconsin, and Starved Rock and Peoria, Illinois. While in the Milwaukee area, Irene visited a shrine and a friend at Peewaukee.

Genevieve Harding went "down to the farm" in Rome, Indiana.

Porter Earl Palmer recently suffered the loss of his mother.

Elizabeth Hill, who attended the A.A. of S.E.R. and M.C.E. convention in Washington, D.C., visited the White House, Arlington National Cemetery and George Washington's home at Mount Vernon.

—EDITH EDBROOKE

Proving That It's A Small World

NORTH AVENUE—When *Jerry Ring* landed in Ireland, he received a tap on the shoulder as he left his plane. "Could you direct me to Harrison street?" came a voice from behind. Jerry turned around quick to come face to face with *Operator Mike Gallagher*. "Now what are you doing here?" asked Jerry. "I'll ask you the same," replied Mike who had been there a week before Jerry arrived. Mike was at the airport to pick up his sister who was arriving there that day . . . *Operator Dan Lyons* had pleasant memories of his trip to Ireland. He did not run into the other two CTA employees, however.

Operator Tom Slattery had his bags packed for a month, waiting for his Florida vacation . . . *Operator Herbert Almond* flew to California where he had a very enjoyable vacation visiting his folks.

Operator David Bresnahan reported fishing good around Lake Geneva and Pell Lake . . . *Operator Sam Tamburino* also reported fishing good at Butternut, Wisconsin . . . *Operator Arthur Kraft* just loafed around Hayworth, Wisconsin, enjoying his grandchildren.

Eddie Schneider and *Herb Lindeman* packed their fishing gear and landed at Crivitz, Wisconsin, where they did quite well. Fishing usually is good in these parts, report the boys.

If you have any news of the outdoors; hunting, fishing, big catches, unusual angling stories and happenings and, above all, pictures, kindly send them to our station or to your reporter at 1057 N. Laramie avenue, Chicago 51.

Ray Ebel and his wife will celebrate their 29th wedding anniversary October 27 . . . *Mr. and Mrs. Mike Lucas* celebrated their 22nd wedding anniversary October 21.

On September 14, *Patricia Almond*, daughter of *Operator Herbert Almond*, became the wife of *Edward Mechard*. They were married in St. Peter Canisius church and honeymooned in Florida.

—JOE HIEBEL

They Were Always Catching Rainbows

NORTH PARK—August vacations found *Operator George Zelinko* and his family catching rainbow trout at Clam Lake, Wisconsin . . . *Operator Ed Dappen* and his family also spent a Wisconsin vacation catching some big ones.

Superintendent E. A. Guiles spent part of his vacation visiting his brother in Arkansas . . . *Operator Charles Quist* flew to his native Sweden September 20.

Operator Howard Patterson died suddenly on August 25 . . . The mother of *Operator Frank Cisco* passed away in Michigan at the age of 87.

Operator and Mrs. Frank Weiss became parents of a girl, *Linda*, on August 19 . . . *Operator and Mrs. Frank Gardner* are parents of a daughter born August 30.

Clerk John Simko's son was awarded a scholarship and is now attending the University of Idaho.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

A Little Bird With Lots Of Beak

NORTH SECTION—A new boarder at Howard street is being fed by *Superintendent K. L. Manaugh* who is claiming him or her as an exemption. It's a parakeet which was found on an "L" subway train September 4. The little bird really knows how to bite.

An eight-pound "future switchman" in the person of *Lawrence Staudt* recently joined the family of *Patrick Staudt*. The little fellow joins a brother and a sister. . . . *Rudolph Dillon*, extra guard, and his wife were blessed with a baby girl, *Theresa*, who made her appearance August 19. She joins a brother and two sisters.

Clerk Orlando Menicucci was recuperating at Forkosh hospital after an operation, at this writing. . . . *Langley H. Lykins*, extra guard, was in Edgewater hospital recovering from a bad accident, as we wrote this.

Agent Mary Mulkeen died August 28.

Leonard Sykes, former extra guard, recently visited Howard street in his new policeman's uniform.

—ANGELO BIANCHINI

How Three Couples Marked Their 25th

PURCHASING AND STORES—Three silver wedding anniversaries were celebrated last month. *Mr. and Mrs. Ray Gavert* entertained at home to celebrate theirs on August 31 . . . *Mr. and Mrs. John Vihnanek* held their reception at the Golden Pheasant, Elmhurst, to accommodate their many friends who helped mark the occasion on September 15 . . . *Mr. and Mrs. Harold Lowery* also entertained at home for their anniversary September 14.

RETREAT BOUND



ALL SET to leave for the annual four-day retreat at Notre Dame university, South Bend, Indiana, in August are these men, all employees at 69th street station. About 100 CTA employees, who represented the largest group present, attended the affair.

—Reported by *Tom Daniels*

STILL DRIVING



A FORMER CTA motorman, Bert S. Nites (right), who used to have a streetcar run out of North Avenue station, still is in the transportation business. Now living in Antioch, Illinois, he drives a bus for St. Peter's school there. Here, he poses with Frank Williams, a former watchman who also worked at North Avenue and who now lives in Wauconda, Illinois.

Bill Unwin, South Division, participated in the Great Lakes Shriner's convention in Cincinnati. Bill is a first sergeant of Company "A," Medinah patrol.

Augie Biever, Skokie, and family vacationed at Wonder Lake . . . Eddie DeStefano, South Division, vacationed in Savanna, Illinois . . . John Witkus and his family picked Minnesota for the fine fishing there.

Aileen Benson, Purchasing, and her son, John, spent two wonderful weeks at Indianhead Lodge, Cheatek, Wisconsin. The fishing and the weather were excellent, she said . . . John Gubbins, South Division, vacationed in Windsor, Canada, and Niagara Falls.

A long-awaited event took place for Dorothy Stenbridge, West Division, when her son, Harry, and his wife and family returned home after living for the past three years in Germany. Harry is with the Fifth Army and, at least for a while, will be stationed near home.

Edward Adamowski, West Division, announced the arrival of a son, Gary Stephen, born September 5.

Mary Drislane, new daughter of Denis Drislane, West Division, was christened September 15.

Herb Hoger, General Office, and Walter Bebbler, West Division, are hospitalized at present.

NEW APPOINTMENT

IN A bulletin signed by Charles R. Potter, superintendent of the Way and Structures Department, and approved by Stanley D. Forsythe, general superintendent of engineering, and Walter J. McCarter, general manager of Chicago Transit Authority, Verner B. Olson was appointed superintendent of buildings and structures effective October 1. He replaces Harold W. Busch, who retired on that date.

Sarah Reed, Purchasing, and her husband, Earl, visited relatives in Maryland.

Rose James, Purchasing, lost her husband . . . Giuseppe Patito, South Division, suffered the loss of his wife.

—DAGMAR McNAMARA

Edward Kosztowny said Lake Michigan is a good fishing location . . . Maurice Connors liked Twin Lakes, Wisconsin, for a restful vacation spot, and Sol Indes enjoyed the atmosphere of Michigan.

—L. C. DUTTON

They're Back On Job Feeling Better Than Ever

SCHEDULE-TRAFFIC—Our three hospital cases, Gertrude Anderson, John Franzen and Ed Juric have recovered and are feeling better than before.

Vacations found George Fisher enjoying Pennsylvania, Fred Weber brushing up on farming techniques and Bob Hengl luring the fish in Wisconsin where Sam Soll visited his summer place to see how fish are caught.

Glenn Crump liked the turnpike driving which took him to Atlantic City, New Jersey, and Wilmington, Delaware, with a stopover at New Castle, Pennsylvania.

Chicago proved very attractive to Ed Reilly and Jim McBride where both did some work on their homes . . . George Hanus had a lot of fish to show for his trip to northern Minnesota . . . Harold Andrews, William Doeden and John Urban stayed in Chicago.

George Spray can talk at length on the retreat he made at Notre Dame, South Bend, Indiana . . . Wauconda was where Roy Williams took the sun and swimming . . . Francis Brady and Sigvard Josephsen enjoyed short trips into Wisconsin and around Illinois.

Frank Iacono had the misfortune of a highway accident which demolished his car. Frank, however, escaped virtually unscathed . . . Walter Schweinfurth left his car here and rode the trains to and from California, while Lawrence Vance drove to Arizona to absorb some heat for protection against cold corners this winter.

Wonder Who Got The Most Fish

69TH—Clerk Frank Rooney spent his two-week vacation doing some belated fishing at the Winnebago Lagoons right here in Chicago . . . Instructor Glenn Peyton journeyed up to Minnesota and probably did some ice fishing.

Operator John J. Joyce became a grandfather when his daughter, Dorothy, gave birth to a son. John's son, The Rev. John Joyce, came all the way from Oklahoma City to christen his sister's baby.

Thomas Coughlin and John Tiffy represented this station at the convention of the A.A. of S.E.R. and M.C.E. in Washington, D.C.

C. W. Zheir, night superintendent, vacationed in Colorado Springs, Colorado.

Bill Erickson suffered the loss of his wife, who died as the result of an automobile accident . . . Marko Locasto suffered the loss of his father.

Sam Dineva was away from his job because of a serious accident.

—TOM DANIELS

Painter Happy Over New Grandson

SKOKIE SHOPS—A proud grandfather is Painter Irwin Wiesmeyer, whose grandson was born in St. Louis, Missouri, September 1 and named Mark David Wiesmeyer.

Blacksmith Angus Reid, who vacationed in Fort Lauderdale, Florida, sent two miniature cases of oranges to the shops.

It's a girl for Seat Mender Gene Jankowski and his wife, Pat. Little Jean Marie was born September 14.

Electrician Frank Kramer, who is now fully recovered from a long illness, is back on the job.

Emmet Nolan, electrician, served on jury duty for two weeks.

Carpenter Bill Herrmann, with his wife, daughter and sister-in-law, vacationed through the southwest and western states. They also visited their son, Bill, in service at Waco, Texas.

Ted McMillin, former clerk at Skokie Shops and now on the police force, is the proud father of a baby girl born Friday the 13th and named Lorraine Joy. Mother, Bette, was doing fine.

—DAVID GURWICH and EVERETT E. ENGLAND

Lostland Lake Is Also Lostfish Lake

SOUTH SECTION—Motorman Tom Beggan finally found the spot which he refers to as the fisherman's paradise. It is known as Lostland Lake and is located in Wisconsin. During his vacation, Tom tied on to a 25-pounder. While he was landing the fish, it tore through the net, gave Tom a good dousing and took off.

Switchman William Saunders, who is quite a rosebush fancier, has planted on his ground many of the varieties which captured national honors. His yard is one

HE HAULED 'EM IN



THE FISHING was all that could be desired at Rainy Lake up at International Falls, Minnesota, and Agent Ed Durkin, West Section, holds an impressive group of finny specimens to prove it. Ed and his wife made the trip with his brother-in-law and wife.

Reported by Gordon Kelly

MAKE LAST RUN



WHEN MOTORMAN *George H. Garwood* (left) and **Conductor** *George G. Eichmann*, both of 77th, retired on pension, October 1, they ended a tradition of more than 20 years' standing; that of working on the same streetcar runs out of that station on the Wentworth (formerly Clark-Wentworth) line. Mr. Eichmann, the senior of the duo in point of service, began his career January 11, 1913, while Mr. Garwood's service dated back to August 29, 1916.

which would be envied by all. Bill also headed north with visions of getting the big one.

Motorman Henry Thorne on September 7 walked down the aisle at Corpus Christi church.

Motorman Joseph Griffin and *Mrs. Griffin* observed 17 years of wedded bliss August 24. They were also glad to welcome home their daughter, *Janice*, who had spent the summer at Lake Zurich.

Agent Michael Donohoe took a trip around Lake Michigan, stopping off at one of the northern resorts, where he spent his time horse-back riding and playing miniature golf.

On August 17, *Switchman Ellsworth Wigginton* had a double reason for being happy. On that date he said "I do," and also had the pleasure of moving into his new home.

When it comes to squirrel hunters, we have two of the best on the south side in *Porters Frank DeBerry* and *Hezikiah Milligan*. Those wishing to know where the good squirrel areas are should contact them.

Conductor Carl Scheuerman walked proudly down the aisle at

St. Francis DePaula church on August 24 as he gave his daughter, *Dolores*, in marriage. From now on it will be *Mrs. Dolores Wilke*.

Switchman Van Mims, one of our better golfers, was passing out the cigars and everyone thought he had won a tournament. It turned out that the prize was much greater, as his wife presented him with a baby girl, *Deborah Ann*.

—LEO J. BIEN

Shoots A 67 To Win Golf Tourney

SOUTH SHOPS—The annual CTA golf tournament was held at Cherry Hill Country club on September 7. The trophy, which was donated by CTA's Employe Welfare Fund, was won by *Harry Poces* of bus overhaul, who shot a 67 with a handicap.

Max Hamilton, bus overhaul, and his family, in a western trip, visited points in Washington and Oregon, as well as Yellowstone National Park, Grand Coulee Dam and Mount Rushmore . . . *Foreman Max Kuchan, Sr.*, and his wife, *Jenny*, vacationed at Fort Lauderdale, Florida, visiting their daughter, *Margie*, her husband and their two grandchildren.

Stanley Janasek, bus overhaul, and his wife, *Justine*, announced the arrival of their second child on September 7. The little lad was named *Lawrence*.

It is evident that the grandchildren of *Chris Nielsen*, office, play an important part in his life. This year again they lured him to Canada, where he spent a week of his vacation frolicking with them and visiting with his family.

Westward bound again were *Foreman Jim Oostman* and his wife. The Oostmans toured the scenic Glacier National Park in Montana.

Upholsterer John Loris was visited by his sister, *Mrs. Henry Holmstead*, of Gothenburg, Sweden, who recently returned there after a three-month stay in this country.

Fritz Foogde, bus overhaul, and his wife spent five memorable weeks in Sweden. Traveling by air, they made stopovers in Newfoundland and Scotland. Both Fritz and his wife, who left Sweden 32 years ago, have sisters and brothers living there. They visited the state of Dalarina where *Mrs. Foogde* was born and then traveled as far north as the Arctic Circle. Fritz took pictures of the

"Land of the Midnight Sun." They also visited Avesta, where one of the largest buffalo herd in the world (imported from the United States) is kept, and Stockholm where they toured the old section with its narrow streets that were made just for pedestrians. Of course, Fritz commented on Stockholm's beautiful subway. On their way home, they stopped at Copenhagen, Denmark.

Electrician Foreman Harvey Harders and his family enjoyed their vacation at Hot Springs, Arkansas . . . *Senior Foreman Ted Wahlberg* spent his vacation entertaining his son, *Richard*; daughter-in-law, *Janice*, and his little granddaughter, *Cynthia Lee*, who were visiting here from Albuquerque, New Mexico.

—EVELYN CLARK and
FRANCES LOUWARD

Some New People To Get Acquainted With

TERMINAL INSPECTION SHOPS — (*Wilson*)—Recent additions to Wilson Shops were *Repairmen Curtis Nelson* and *Milton Driver*, who transferred from Laramie Shop, and also *Clifford Vandervest*, who took over the clerk's job.

General Foreman Tony Antonucci spent his vacation at McHenry. Other recent vacationers were *Foreman Ernie Jones*, who visited Green Bay, Wisconsin; *Repairman Mike Felton*, who visited his in-laws at Ramona, California; *George Davis*, who brought back souvenirs from New Orleans, and *Frank Little*, who traveled to northern Canada, as he does each year, to do some fishing.

Repairman George Perdue recently became a grandpa of a baby girl.

(*Douglas*)—*Repairman Walter Hovald*, who with his wife was injured in an automobile accident, is back at work. His wife presently is recuperating nicely from her injuries.

(*Logan*)—*Foreman Harold Rose* recently lost his sister. Harold left for Miami October 6 for a vacation.

Repairman Herb Miller spent his vacation fishing in Wisconsin.

Repairman Mike Kristmas has moved into his new home in Norwood Park.

(*Lake*)—The stork delivered a bundle of joy to *Repairman Charles Myers* on September 17, a baby girl . . . *Foreman Ralph Danielson*

spent his vacation at Manistee Michigan . . . *Repairman Sidney Nettles* visited his father in Oklahoma, while on vacation, and *Repairman Frank Riedel* spent his vacation in Chicago. Frank's wife, who recently underwent surgery, was well on the road to recovery, at this writing.

Repairman Elias (Chino) Serano, *Nick Suero* and *Don Sanduk*, who played with North Park in the CTA softball league, reported they took third place in the finals. When this is being read, your reporter hopes to be at Miami Beach on his vacation.

—JOE FEINENDEGEN

First A Trip, Then A Diamond Ring

WAY AND STRUCTURES—The same day that *Mary Pat Heavey*, stenographer, Building Division, arrived home from her vacation in California and Las Vegas, Nevada, she was surprised by *William Horn*, who placed a beautiful diamond engagement ring on her left hand. The wedding is scheduled to take place in the fall of 1958.

Road Clerk Paul Anderson, Rapid Transit Division, and his wife, *Marie*, visited Colorado Springs, Colorado; Phoenix and the Grand Canyon, Arizona, and tried to break the bank at Las Vegas, Nevada.

Jerry Weiler, assistant senior engineer, and his wife, *Dorothy*, took a week-end trip to a shrine at Holy Hill, Wisconsin.

Truck Repairman Miyo Condich, *Switch Cleaner Anthony Rini*, *Trackman Joseph Vrankovich* and *Laborers Marko Dadich* and *Thomas Rambus*, all in the Track Division, retired October 1.

Henry Klien, Track Division, who retired on a disability pension August 1, died September 9.

—MARLENE NEHER

Visit Pensioner, Meet Up With Shark, Storm

WEST SECTION (Agents)—*Harry Gauer*, former dispatcher and receiver who now is enjoying his pension in St. Petersburg, Florida, was visited by *Agent Louis A. Beck* and his wife on their recent tour through that state. Louie said that Harry looks in the best of condition and is enjoying his position as secretary of the Pensioner's Club in St. Petersburg. While in swimming, Louie was attacked by a shark but was ably doctored by

Mrs. Gauer. The couple also ran into Hurricane Audrey while in Louisiana. In Tampa, they resided at a beautiful place called Port Paradise.

The welcome mat is out for *Extra Agent Ed Crandall*, formerly out of Kedzie, North and Devon depots.

Porter L. E. Warr returned from a most enjoyable vacation and said he felt fit and happy to be back on the job.

Porter Fred Keiser is again back on the job and feeling fit after having been involved in a motor accident.

Agent Henrietta Brown recently returned from a vacation trip to Albuquerque, New Mexico. She was so pleased and impressed with the wonderful climate and beautiful scenery that she plans to vacation there next year.

—GORDON KELLY

Back On Job After Trip To Canadian Wilds

77TH—*Andy Birney* is on the job again after four weeks in the deep, deep woods of northern Canada. Andy has relatives in Ontario.

Roscoe Wakefield is back on the job after a serious operation.

If any of you have been looking for *Art Katter*, you would be able to find him at home at this writing. Art has been ill for some time.

Art and Agnes Heene spent part of Art's vacation at Colorado Springs, Colorado.

—JOE SMITH

TAKING IT EASY



NOW LIVING IN Ormond-by-the-Sea, Florida, which is just north of Daytona Beach, are Matthew M. Queenan, former streetcar conductor who worked out of 69th depot, and Mrs. Queenan. Matthew retired on pension in 1951 after 36 years of service.

(Daytona Beach Area Photo)

NEW PENSIONERS

C. C. Alsen, towerman, South Section. Employed 6-4-20.

W. H. Anders, motorman, Devon. Employed 10-15-24.

R. C. Arrowood, clerk, West Section. Employed 5-29-28.

A. W. Bates, clerk, Keeler. Employed 5-18-22.

C. E. Berger, agent, North Section. Employed 7-15-36.

Nellie Bresnahan, agent, South Section. Employed 8-11-43.

N. C. Brick, agent, North Section. Employed 8-5-46.

John Bryson, motorman, 77th. Employed 1-18-22.

F. J. Buhlman, conductor, Devon. Employed 2-2-23.

J. F. Burns, operator, Keeler. Employed 7-17-34.

J. W. Campbell, conductor, West Section. Employed 5-24-20.

H. C. Chaney, switchman, North Section. Employed 1-29-19.

W. M. Collander, conductor, West Section. Employed 4-15-26.

M. E. Cunningham, agent, North Section. Employed 9-29-24.

L. A. Domrese, motorman, 77th. Employed 2-7-23.

Thomas Fahy, conductor, 77th. Employed 9-25-23.

Dennis Farrell, car cleaner, Shops and Equipment. Employed 3-5-23.

P. J. Fotopoulos, car cleaner, 77th. Employed 9-20-13.

C. A. Gearing, conductor, West Section. Employed 5-16-19.

David Hager, motorman, Devon. Employed 7-12-23

E. C. Handley, operator, Lawndale. Employed 8-13-13.

John Harrington, conductor, Devon. Employed 3-29-24.

Harry Haslam, clerk, West Section. Employed 3-13-22.

G. J. Heinen, agent, North Section. Employed 9-15-39.

F. A. Hopping, motorman, 77th. Employed 12-15-24.

Lester Instone, conductor, Devon. Employed 1-25-23.

Peter Jurich, laborer, Track. Employed 10-28-30.

J. M. Kalal, conductor, Devon. Employed 4-16-23.

David Landis, agent, West Section. Employed 11-12-46.

Antonio Laperuto, car cleaner, Laramie Shops. Employed 1-14-19.

Antonino Lazzara, trackman, Track. Employed 6-3-22.

Rudolph Letsch, conductor, 77th. Employed 8-23-23.

H. W. Leusch, conductor, Devon. Employed 10-15-13.

William Loeser, blacksmith, Wav and Structures. Employed 1-13-27.

R. B. MacMillan, conductor, Devon. Employed 11-6-22.

Thomas Moran, motorman, Devon. Employed 3-8-23.

M. F. Nails, conductor, Lawndale. Employed 4-19-17.

A. W. Nelson, motorman, Devon. Employed 7-13-23.

M. P. Nielsen, motorman, Devon. Employed 1-7-20

J. A. O'Rourke, lineman helper, Electrical. Employed 7-24-18.

L. A. Paine, repairman, Beverly. Employed 7-29-35.

B. B. Papakostas, agent, North Section. Employed 1-29-45.

Stephan Pekarik, carpenter "A," West Shops. Employed 2-20-45.

J. H. Percy, lineman, Electrical. Employed 8-9-20.

T. W. Rafferty, operator, 77th. Employed 8-31-18.

W. G. Roberts, motorman, Devon. Employed 1-8-20.

A. F. Schamper, motorman, Devon. Employed 8-6-26.

A. H. Sepke, conductor, Devon. Employed 6-4-24.

Rudolph Sestak, conductor, West Section. Employed 6-1-14.

E. L. Shattuck, motorman, Devon. Employed 12-27-23.

R. S. Staples, agent, South Section. Employed 12-20-44.

A. J. Totte, agent, North Section. Employed 4-12-23.

Peter Tsakonis, car cleaner, Devon. Employed 7-2-26.

Colman Welby, conductor, Devon. Employed 9-28-23.

B. J. Young, conductor, Devon. Employed 2-6-20.

DISABILITY RETIREMENTS

J. C. Berryman, gateman, West Section. Employed 6-27-39.

Con Erskine, conductor, North Section. Employed 11-22-22.

L. E. Hockensmith, conductor, West Section. Employed 5-21-29.

For And About Our Pensioners

ARCHER—*Joe Straska*, who now makes his home in Michigan, recently was visited by *Operator Ed Stepicka* and his family, who vacationed in that state and also in Wisconsin. . . *George Lang*, formerly an operator, recently visited Archer . . . *George Mousel* died recently.

—R. H. FORTIER

BEVERLY—*Clifford Calhoun*, former conductor at 77th, and his family were called back to Chicago by the sudden death of their daughter, *Mrs. Mary Hiddle*. The Calhouns reside in Nashua, Missouri. Cliff is employed as a guard at a paint factory in North Kansas City . . . *Joe Balnis* visited *Bill and Georgia Koturba*, who live at Loves Park

near Rockford, Illinois. Bill, a former conductor at 38th, is employed at a machine shop there.

Rudy Miller has been enjoying life at Paw Paw Lake near Water-vliet, Michigan . . . *Melvin Quick*, who retired from 69th in 1950 with 36 years of service, now lives at 10016 Parnell avenue, Chicago.

Mr. and Mrs. Andrew Walsh marked their 49th wedding anniversary on October 17. Andy, who retired from Burnside, has a son working for CTA, *Supervisor James Walsh* of 77th . . . *Melvin K. Dixon*, former operator at Beverly and 77th, died after a long illness.

Augie Saar and his wife, who live at Steger lake near Crystal

Falls, Michigan, recently were visited by *Mr. and Mrs. Chester Buckley*. Augie spent many years at Burnside . . . Your reporter had a long chat with *Lorenzo R. Davis*, formerly of 77th. He said he misses the old days on the cars.

—FRANK M. BLACK

CLAIM-LAW—*Glee and Ernie Hoskins* entertained *Val Nessinger*, Law Department, recently at their home in Tucson, Arizona, where

TRANSITAD

FOR SALE—One new 600-16 tire, inner tube and wheel, and one used spare tire in good condition. Total price \$7.00. Telephone **WENTWORTH 6-8326**.

For And About Our Pensioners (Cont.)

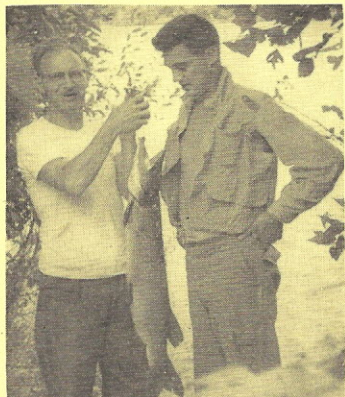
Val got proof positive of the large amount of sunshine that can be soaked up there. Ernie said the CTA TRANSIT NEWS is like a letter from all of us.

—EL-JE

ELECTRICAL—*Leo McKeever*, former chief clerk, paid us a surprise visit on August 29. Leo, who looks good, lives in Rogers, Arkansas . . . *Arthur Leland* wrote us that he moved from Chicago to St. Joseph, Missouri. He said he is feeling good, likes his new location very much and would like to hear from us. His address is Apt. 8-D, Crestview Village, St. Joseph, Missouri.

—GILBERT E. ANDREWS

LOTS OF MUSKIE



THIS CRITTER measured a whopping 37½ inches and weighed a full 20 fighting pounds, but, although he put up a tremendous battle for about 20 minutes, he couldn't get off the hook thrown out by W. S. "Stock" Comstock, Budget Department. Mr. Comstock and his son, Bill, (right), who formerly worked as a mail clerk for CTA and Chicago Surface Lines, inspect the big muskie caught up at Lake Sisabagama in northwestern Wisconsin.

Reported by L. C. Dutton

GENERAL OFFICE—*Florence Blaa*, stenographer at 54th, resigned her position with CTA, packed the car, then slid alongside her husband, *Joe Blaa*, a recent CTA pensioner, and away they went. Word was received through their son, *Jim*, that they are "at home" in Madera Beach, St. Petersburg, Florida.

Nell Curry Moore and her husband, *Guy*, traveled through the Golden West, where they stopped

at Bamff and Lake Louise, Canada. Nell spent more than a half a century in the treasurer's office of the CTA and predecessor rapid transit firms.

—JULIE PRINDERVILLE

KEDZIE—*Pensioner Maurice Roche*, former motorman working out of 69th, died August 30. Entering service in April, 1916, he had over 38 years of service when he retired in August, 1954. *Pensioners Thomas Taylor* and *Edward Huening*, who now make their homes in St. Petersburg, Florida, sent their best wishes to your reporter during his recent illness.

—C. P. STARR

LOOP (Agents)—*Katherine Odill*, who lives in St. Petersburg, Florida, recently was a panelist on a TV program entitled "Advice to the Lovelorn." She said she misses her friends here and the noise of the city . . . *Marie Lehmann* visited in Chicago before returning to California to join her daughter, *Theo*. Marie now has visited 44 of the 48 states, as well as Puerto Rico.

—EDITH EDBROOKE

NORTH SECTION — Pensioners recently visiting Howard street, and looking hale and hearty, were *Joe Adelizzi*, *Carl Gustafson* and *Richard Blane*, all former conductors.

—ANGELO BIANCHINI

PURCHASING AND STORES—Three former employees, *Eng Jensen*, *Horace Decker* and *William Shevchuk*, dropped in during the past month to say hello to their friends at West Division.

—DAGMAR McNAMARA

SKOKIE SHOPS—Your reporters received word from *August Nimtz*, former chief clerk, that he is enjoying living in retirement. He still lives in Chicago.

—DAVID GURWICH and
EVERETT E. ENGLAND

SOUTH SECTION—Former chief collector *Walter Flagg*, who resides at 6315 Southwest 28th street, Miami, sends his regards to all . . . *Joe Mascolino* stopped by at 61st office looking hale and hearty and stated that he was making plans for a trip . . . *Matthew Gallagher*, former conductor, has been keeping busy doing odd jobs.

John McNally, former conductor, is fishing and resting up in Wisconsin . . . *Lloyd Echard*, who re-

RECENT DEATHS AMONG EMPLOYEES

ARTHUR BOYCE, 84, retired conductor, Armitage. Died 8-27-57. Employed 9-29-05.

ALBERT BRAVER, 57, clerk, Lawndale. Died 8-31-57. Employed 6-13-29.

EUGENE COWLEY, 49, operator, Limits. Died 9-12-57. Employed 7-26-34.

C. A. DAVIS, 75, retired conductor, 77th. Died 8-21-57. Employed 10-2-13.

PERRY DITTO, 63, ticket agent, South Section. Died 8-31-57. Employed 10-12-43.

M. K. DIXON, 60, retired operator, 77th. Died 8-17-57. Employed 9-14-21.

STANLEY DRABANT, 59, repairman, North Avenue. Died 8-31-57. Employed 6-9-26.

GEORGE DWYER, 64, ticket agent, South Section. Died 9-2-57. Employed 1-24-37.

C. H. FERRELL, 66, retired motorman, Limits. Died 8-22-57. Employed 12-9-19.

E. G. HAHM, 74, retired motorman, Devon. Died 9-3-57. Employed 4-24-12.

FRANK HISS, 76, retired car cleaner, Lincoln. Died 8-14-57. Employed 4-6-10.

A. J. HOLLST, 71, retired guard, South Section. Died 8-24-57. Employed 11-30-08.

CARLO IMPOSTATO, 87, retired paver, Track. Died 8-27-57. Employed 8-1905.

H. E. KLIEN, 53, retired watchman, Track. Died 9-7-57. Employed 10-16-30.

JAMES LENNANE, 78, retired ticket agent, South Section. Died 9-3-57. Employed 9-28-28.

TIMOTHY LINEHAN, 75, retired motorman, Archer. Died 8-11-57. Employed 1-6-20.

ANDREW M. LOWERY, 52, guard, Inspection Department. Died 8-24-57. Employed 9-29-26.

FRANK MACALVSO, 71, retired laborer, Track. Died 8-10-57. Employed 5-22-22.

FRANK MANDARINO, 69, retired laborer, Track. Died 9-6-57. Employed 4-19-22.

W. J. McCARTHY, 67, retired motorman, Kedzie. Died 9-5-57. Employed 10-12-23.

FRANK McGUIRE, 73, retired conductor, Lawndale. Died 8-23-57. Employed 12-14-16.

MARY MULKEEN, 60, ticket agent, North Section. Died 8-28-57. Employed 4-20-25.

HOWARD C. PATTERSON, 50, operator, North Park. Died 8-25-57. Employed 3-16-34.

H. P. PETERSON, 66, retired conductor, Kedzie. Died 8-10-57. Employed 12-3-13.

ARTHUR I. REED, 61, conductor, 77th. Died 8-31-57. Employed 12-1-28.

PATRICK RICE, 79, retired repairman, North Avenue. Died 8-29-57. Employed 2-14-23.

M. V. ROCHE, 67, retired motorman, 69th. Died 8-30-57. Employed 4-11-16.

ARTHUR SAWUSCH, 60, retired motorman, West Section. Died 8-31-57. Employed 5-5-23.

M. R. STRAUSS, 71, retired ticket agent, South Section. Died 9-6-57. Employed 5-3-29.

C. J. WALESKE, 69, retired truck repairman, South Shops. Died 7-24-57. Employed 11-29-27.

LEE A. WARDLAW, 55, repairman, Limits. Died 9-4-57. Employed 9-12-31.

W. D. YOUNG, 73, retired motorman, Kedzie. Died 8-7-57. Employed 7-17-22.

Pensioners Club Meets

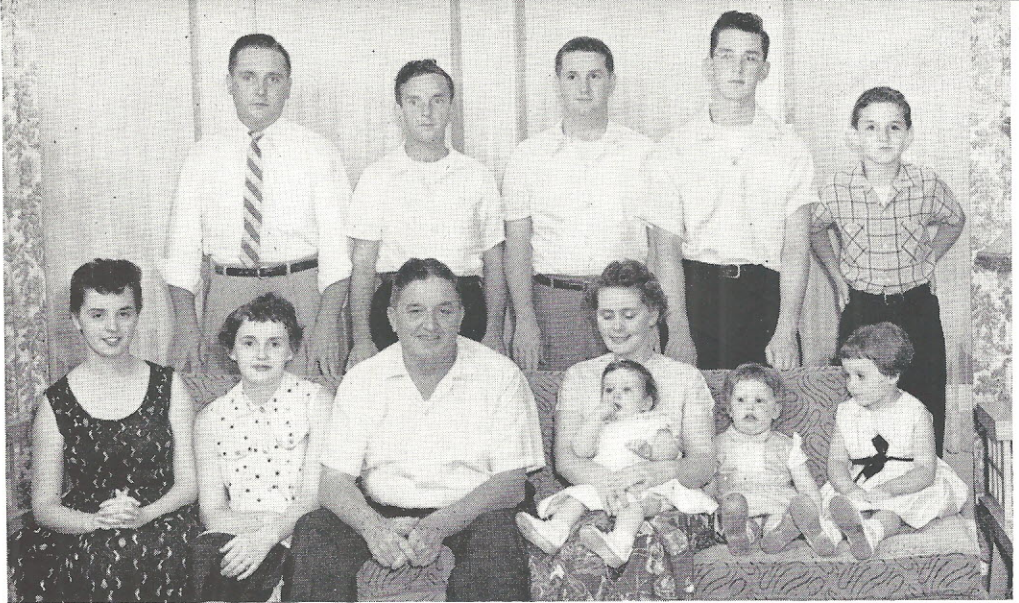
THE CTA Pensioners' club of St. Petersburg, Florida, area will hold its next meeting Tuesday, November 5, at the Odd Fellows hall, 105 4th street south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings which are held on the first Tuesday of each month at the above address.

sides in La Porte, Indiana, and *Peter Lagerstedt*, who lives in Bass Lake, Indiana, had the pleasure of a visit from *Conductor Warren E. Hill*, who stopped off on his vacation.

Earl H. Corrigan, former motorman, and his wife, who now live in Downey, California, recently drove back to Chicago to visit their son, *Earl*, and his family.

—LEO J. BIEN

TEN OF the 11 children of John and Ruth Hogan are shown here with their parents. From left to right, back row, are Lawrence, Gerald, Donald, Anthony and Bernard. Seated, left to right, are Mrs. Jean Mary May, Mrs. Patricia Ann Vilimek, John, Ruth (holding Jane Theresa), Margaret Mary and Mary Ruth. Ruth is the mother of the couple's three youngest children. Mother of the other eight was John's first wife, Katherine, who died in 1951. John, Jr., was unable to be present.



A HOUSEFUL OF HOGANS

TWENTY-TWO people over for a family get-together! That's how many children, grandchildren and in-laws show up at the home of Operator John Hogan of Beverly station and his wife, Ruth, when the couple call for a gathering of their clan on such holidays as Thanksgiving and Christmas and other special occasions.

Eleven Hogans, ranging in age from 33 to one year old, identify John and his wife, who live at 1223 W. 98th street in Chicago's Beverly Manor community, as dad and mom.

Four of the oldest children are married and two of them have children of their own. A total of seven youngsters know John and Ruth as their grandpa and grandma.

Lawrence, 33, is the oldest of the 11 Hogan children. He, his wife, Dolores, and their six children, Mary Kay, 11; Patrick, 10; Dennis, seven; Terence, five; Raymond, three, and Leo one, live at 4931 W. 105th place, Oak Lawn.

Gerald, 30, and his wife, Evelyn, live at 11566 S. Ridgeland avenue, Worth, while Donald, 27, lives at his parents' address together with Bernard, 11; Mary Ruth, four, Margaret Mary, two and Jane Theresa, one.

Two older daughters are Jean Mary, 25, who is the wife of Leo May, and Patricia Ann, 23, who is Mrs. Gene Vilimek. Patricia and Gene are the parents of Mark Stephen, one year old. The Mays live at 4400 S. Homan and the Vilimeks at 4038 W. 31st street, both in Chicago.

Two other sons, John, Jr., 20; and Anthony, 18, are studying for the priesthood. John is at St. Monica's seminary, Oconowoc, Wisconsin, and Anthony is at St. Augustine's seminary, Holland, Michigan.

John began his transit career with the former Chicago Surface Lines back in 1926 as a streetcar conductor working out of 77th station. He became a bus operator in 1941 and, in 1949, transferred to the newly-opened Beverly station.

In their spare time, John and Ruth work to make their attractive home, where they have lived for the past four years, even more attractive. And it goes without saying that it's always a happy and a welcome place for a lot of Hogans to meet.

JEFFERY EXPRESS SERVICE EXPANDED

AN EXPANSION of CTA's mid-morning Jeffery Express services because of heavy patronage became effective September 9.

Headways were shortened from 30 minutes to 20 minutes between 9:00 a.m. and 12 noon, leaving 100th street and Yates avenue, an increase of three trips during the mid-morning period. Southbound, this service now departs from Wacker drive and State street at 20-minute intervals from 9:22 a.m. to 11:52 a.m.

This supplemental Jeffery avenue (Route No. 5A) service, first established on September 10, 1956, operates Mondays through Fridays and requires only 51 minutes of travel time between 100th street and Yates avenue and the Loop.

The mid-morning express buses follow the same route as rush-hour express buses. Northbound, they travel west in 100th street from Yates avenue to Van Vliissingen road, northwest in Van Vliissingen to Jeffery avenue, north in Jeffery to Marquette road, west in Marquette to Patterson

drive, north in Patterson to Cornell drive, north and northeast in Cornell to Hyde Park boulevard, north in Hyde Park to 51st, east in 51st to Lake Shore drive, northwest in Lake Shore drive to Balbo drive, west in Balbo to Michigan avenue, north in Michigan to East South Water street, and west in East South Water to State street.

Between 67th-Jeffery and 57th-Cornell, through the park, northbound buses make one stop only—at 63rd-Cornell.

The southbound route is south in State street from East South Water street to Van Buren street, east in Van Buren to Michigan, south in Michigan to Balbo, east in Balbo to Columbus drive, south in Columbus to Lake Shore drive, southeast in Lake Shore to 51st street, west in 51st to Hyde Park boulevard, south in Hyde Park to Cornell drive, southwest in Cornell to 57th street, west in 57th to Stony Island avenue, south in Stony Island to Marquette road, east in Marquette to Jeffery, south in Jeffery to Van Vliissingen, southeast in Van Vliissingen to 100th, east in 100th to Yates from where they loop back for the northbound trip.



How To Manage YOUR MONEY

IF YOU'RE having money trouble—and who isn't?—then chances are you just haven't found a spending-and-saving plan that fits your particular needs.

There's no one plan, say the money-management experts of the American Bankers Association, that's suitable for everybody. To work successfully, they point out, a financial program should be in harmony with your interests, attitudes and background.

For example, if you're the carefree type, with little interest in the details of record keeping, it would be a mistake for you to become involved with a full-scale budget plan. What you want is an informal plan that calls for a minimum of paper work.

If, on the other hand, you like to keep close tab on all your expenditures, a simple plan of this sort will not meet your requirements. What you should have is a comprehensive budget plan where everything is spelled out.

To help you develop the money-management program that will work best for you, here are two basic plans suggested by the A.B.A.

"No Budget" Plan

This plan is especially designed for those who'd like to handle their income intelligently but dislike the detailed record keeping that goes with most money-management plans. For while this "No Budget" plan requires no special records, it has all the elements necessary to meet most family situations.

The nub of the plan is to make a three-way division of your income as follows:

Fixed Expenses. Make a list of all the items you know now you'll have to pay in the next year, along with the amount required. For example:

Mortgage or Rent Payments	\$.....
Heating Costs	\$.....
Utility Costs (gas, electric, etc.)	\$.....
Taxes (real estate, etc.)	\$.....
Life Insurance Premiums	\$.....
Other Insurance Premiums	\$.....
Hospitalization Plan Costs	\$.....
All Other Fixed Items	\$.....

Add these fixed expenses and then divide by the number of pay days in the year. The result is the amount to be set aside every pay day for fixed expenses.

Cash Savings. Set a definite amount to be saved each pay day, starting with a sum it won't be too hard for you to put away and which you can increase as time goes on.

Current Expenses. The entire portion of your income that now remains is available for your current living costs.

To put the plan in operation, you simply start making real use of your checking and savings accounts.

The cash savings portion of your income is to be deposited safely in your savings account each pay day, the very first thing.

The fixed expense portion goes into your checking account, to be used only for meeting these obligations as they come due.

The current expense portion can be handled in the same checking account or in a separate account, as you think best.

By following this procedure, you should have little trouble controlling your finances. For while your savings accumulate steadily in your savings account, fixed costs are automatically covered by your checking account. So all you need to concern yourself with is a simple mental plan to get the greatest value from your current expense funds between pay days.

Complete Budget Plan

There are several methods of setting up a full-scale budget. The one suggested here is of a "trial and error" type, which recognizes that no two families are alike—that only experience can fit a budget to specific family situations.

First, list all expenses that your family incurs. Group these under main headings such as food, shelter, clothing and so on. Head your columns with these listings. Down the left side of the sheet write the days of the month. Keep a record of expenditures during this period.

Figure Your Fixed Expenses. The short-term trial may not reveal certain major expenses such as real estate taxes or insurance premiums, some of which may be payable only once or twice a year. So figure the total of all fixed costs and divide by 12. This amount should be included in your monthly budget to make sure the funds will be available as needed.

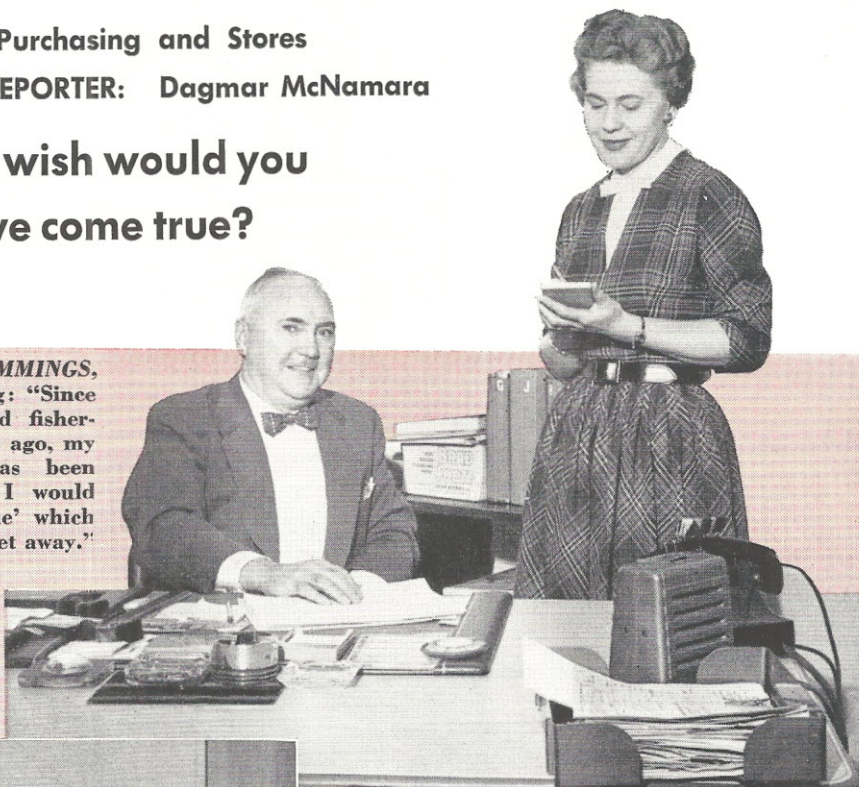
Decide On Your Cash Savings. Determine the amount you wish to set aside in your bank savings account each month. Include this in your budget, and give it top priority every pay day.

LOCATION: Purchasing and Stores

INQUIRING REPORTER: Dagmar McNamara

What one wish would you like to have come true?

EDWARD J. CUMMINGS, Buyer, Purchasing: "Since I became an avid fisherman several years ago, my favorite wish has been that, just once, I would land that 'big one' which always seems to get away."

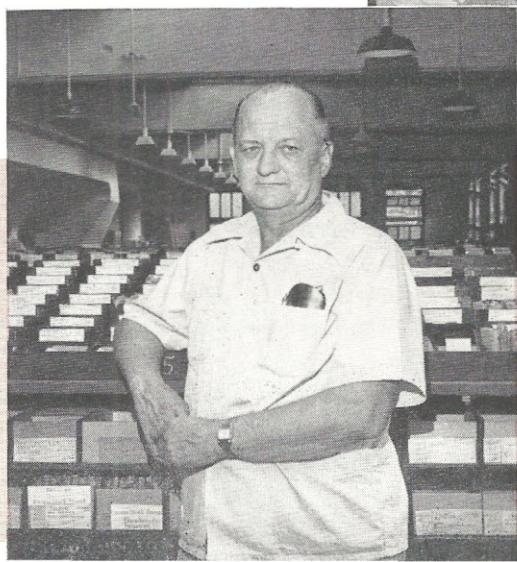


THERESA BARRY, Clerk, General Office: "All I ask for is health and happiness for the members of my family and that they will succeed in fulfilling their ambitions."

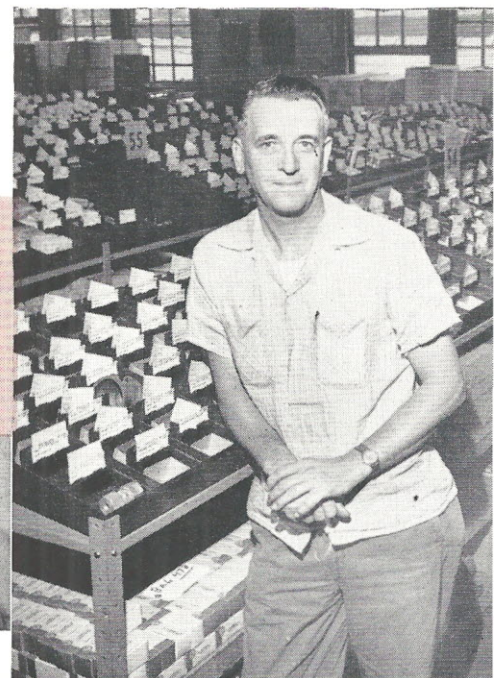


WILLIAM UNWIN, Stock Clerk, South Division: "As a member of the Masonic order, I have visited several of the Shriners' hospitals for children throughout the country. My greatest wish, since those visits, has been that all children could be born healthy and strong."

JOSEPH O'REILLY, Divisional Storekeeper, Skokie Shops: "My family and I have been favored by good fortune in the past and present. Therefore, my foremost wish is that the future will be just as good to all of us."



WALTER MILLER, Stock Clerk, West Division: "When a person is fortunate enough to possess good health, he can work toward making all his ambitions come true. So, I always wish for good health for my family and myself."



Philately

**HIS
FORTE**



THE HONORS that reward the efforts of a topnotch philatelist crowd Ralph's table. The trophies, plaques, ribbons and certificates shown represent awards from the many philatelic societies in which Ralph holds membership, as well as from the Illinois State Fair of 1957 and previous years.

STAMP COLLECTORS flourish, but it's hard to find a philatelist whose collection is so valuable that its owner must keep most of it in a safety deposit box. However, *Ralph Danielson*, assistant foreman, Lake Street shops, through his diligence over a 20-year period, owns such a collection—one that has netted him philatelic honors galore.

Exhibiting portions of his outstanding collection at the 1957 Illinois State Fair in August, the CTA philatelist won the Governor Stratton trophy, the state's grand award rosette and the American Philatelic Society's award for the best exhibit shown at the fair by a member. The prize-winning entry was a 15-frame (album) exhibit of early stamps and letter envelopes with different cancellations and other markings, all from his native Sweden. Together with Ralph's written account of the development of Sweden's postal system, the exhibit constituted one of the most complete works in historic philately ever shown.

The stamp collector also took first prize for Swedish stamps cancelled aboard ships at sea and fourth prize for a display of Swedish stamps depicting military heroes, scenes and symbols.

Still other honors Ralph has garnered over the past two years reflect the vast scope of his stamp-gathering activities. These include the North Shore Philatelic Society medal for a series of Swedish stamps cancelled aboard railroad trains, the Chicago Philatelic Society gold medal for stamps incorrectly printed, stamp "proofs," and a number of essays

written by Ralph concerning early Swedish stamps. Another honor accorded him was the Rocky Mountain Philatelic Society award for a collection of Swedish air mail stamps, all of which were the very first of their types to be sent through the mails.

How did the 40-year CTA employee obtain his almost priceless collection? With enormous sums of money? No; just plain hard work is the answer. Ralph regularly visits stamp dealers throughout the Chicago area and in other parts of Illinois and the nation. He studies stamp auction catalogs. He carefully examines stamps of all types. He reads the leading philatelic journals and books. He seeks out other first-rate philatelists and learns from them where to find rare stamps and when they will go on sale. To add them to his own collection, he sometimes bids against professional dealers.

Ralph gathers hundreds of one particular type of stamp to obtain as many varieties as possible of cancellations, watermarks or imperfections that appear on these stamps. Meticulously, he and his wife, *Clara*, who shares his interest in philately, pore over stamps with magnifying glasses, searching for features that make each slightly different from others of the same kind. They then mount these stamps in a loose leaf notebook where the specimens remain until Ralph completes his set and transfers them to a permanent album.

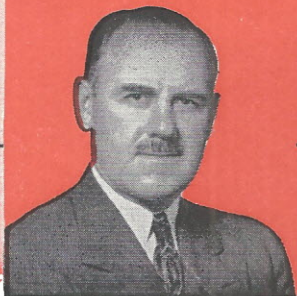
Carrying his philatelic interest further than most collectors, Ralph is now gathering material for a full-length book he plans to publish concerning Sweden's postal system. And, as a member of the American, the Chicago, and the North Shore philatelic societies, as well as the Scandinavian Collectors' clubs of Chicago and New York City, he lectures on stamps to various interested groups.

THE COUPLE proudly shows a display of early Swedish stamps that won for Ralph the Governor Stratton trophy at the 1957 Illinois State Fair plus other honors which are spread out on the table. Although he concentrates heavily on collecting Swedish stamps, he also possesses those of all other nations. His entire collection totals more than 1,000,000 stamps, including some of those formerly owned by the late *President Franklin D. Roosevelt*, *ex-King Carol* of Rumania and movie stars *William Powell* and *Roddy McDowell*.



RALPH DANIELSON and his wife, *Clara*, work hard at classifying and mounting stamps. While Clara examines six stamps of one type with magnifying glass for different markings, Ralph mounts others of the same type in a loose leaf notebook.





medically speaking

By Dr. George H. Irwin
CTA Medical Director

NERVOUS SYSTEM DISORDERS

OUR SUBJECT this month covers a great many illnesses. It might include any condition from a simple headache to a more serious mental or nervous disease with prolonged and complete disability. Naturally, all of these types cannot be discussed in detail here, so a few of the more common ones will be mentioned.

For a simple practical classification this group may be divided into organic and functional illnesses. In the former group we find all conditions which produce structural changes in the nervous system either inflammatory or degenerative. In the latter group we place those disorders in which the patient may have nervous or mental symptoms with no actual damage to the nervous tissues.

Some of the more common mental health disorders in the organic group include polio, encephalitis, epilepsy, cerebral hemorrhages (strokes), tumors of the brain or spinal cord, meningitis, syphilis, multiple sclerosis, paralysis agitans, herpes zoster (shingles), muscular dystrophies and injury to any part of the nervous system.

Functional Group

The functional group presents a most varied and puzzling list of illnesses such as hysteria, neurasthenia (nervous exhaustion), anxiety neurosis, psychoses of many varieties, mania depressions, melancholia, schizophrenia (dementia praecox) and many personality and emotional disorders. Most of this discussion will be devoted to the functional group because they are, by far, the most commonly seen in industrial and private practice.

The functional group of nervous illnesses are very important in industry both from the standpoint of the employee and of management. Stress, tension, worry, call it what you will, leads to disturbed emotions which result in work inefficiency, decreased productivity and absenteeism. If worry or emotional conflict continues long enough it can produce permanent changes in the physiology of certain organs.

It is a medical fact that functional disorders can imitate or mimic real heart disease, stomach ulcers or cancer, etc. Therefore, it is necessary for the doctor to make a thorough examination, including laboratory tests, to differentiate the false from the real. Also very important in this task is the honest, detailed cooperation of the patient. Let us assume that the doctor has made a careful examination and finds no physical defects. Then we classify the case as a functional nervous disorder and proceed accordingly.

A typical example is the employee or patient with anxiety reactions or neurotic depressive reactions. Although most of these are "normal" people, they have troubles and most of these troubles are on an anxiety basis. These are troubled workers. Many of their worries come from off the job and are brought to the job. The troubles interfere with their production, their relationship to others, and with their health in general.

The following tabulation or breakdown may be factors in the troubled employee:

Off the job causes:

1. Improper home environment
2. Worry by the employee about his own health or health of his wife or children.
3. Financial worries such as mortgage on the home payments, automobile installments and gambling.
4. Court judgments.
5. Divorce proceedings.
6. Excessive drinking.
7. Lack of rest or other improper habits.
8. Personality changes.

On the job factors:

1. Dissatisfaction with the type of job.
2. Dissatisfaction with the location of job.
3. Dissatisfaction with the hours of job.
4. Dissatisfaction with the co-workers.
5. Dissatisfaction with the supervisory force.
6. Dissatisfaction with the salary.
7. Dissatisfaction with the medical progress or illness or injury on the job.

Comment: It is very important to keep these people on the job, if possible, or return them to work as soon as compatible with safety. The regular routine of the day's living and the day's working is better for them than illness and preoccupation with self at home. By looking at the employee with the "whole man" concept and by giving as much consideration to environmental stress on and off the job as to organic health, the industrial medical department can help to improve human relations in the company and thereby reduce the number of disabilities due to sickness and injury.

This field represents a great challenge to the field of preventative medicine. It requires the whole-hearted cooperation of the employee, department head, health and accident insurance departments, management and the Medical Department.



ONE CAN almost feel the chill of approaching late fall and winter weather in this picture taken of the Lake Michigan shore looking north from 47th street. The white-capped water and surge of wind-swept waves battering the rocky ledge protecting the shore-line are typical of the Chicago lake-front scene during the city's autumn and winter season.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



THE SMART gardener does not curb his interest in his garden just because the days are growing shorter and the weather cooler as fall approaches. Actually, October and November are the best months in the year to accomplish some things that make for a better garden.

Perhaps there is a tree or shrub that you have thought of moving to a better place in the garden. It is time to prepare for that now. Perhaps there is a whole bed of flowers, especially perennials, that need to be moved or taken up and separated. In nearly every case fall is the best time to do it.

If you have a vegetable garden, you can easily arrange to harvest root crops until almost Christmastime. Here is the stunt. Take old boards six inches wide, or wider, and set them up between the rows of such vegetables as carrots, beets, parsnips, late-planted radishes, and any other vegetables where the part you eat is underground. Set two boards along the row of vegetables, one on each side, erecting them vertically by driving pegs in the ground. Then cover the whole row between the boards with straw or dried fallen leaves or similar protective material. Frost up to as late as Thanksgiving will not penetrate this protection. And if you have good luck, the weather will be mild until Christmas and you can be harvesting fresh vegetables for the table throughout the whole fall.

How about moving that tree or shrub? It is best to postpone the actual moving until late in fall after we have had some heavy frost so that the entire plant is dormant and has lost its foliage. In a few cases, like shrubs that bloom very early in spring, or the flowering trees that bloom in

spring, you can wait even longer, until the ground has frozen solid all around the base of the tree or shrub. By that time, however, it is quite a job to chop away a ball of earth around the base, including the main roots. So, the thing to do in October is to dig a trench with a spade in a circle around the plant and probably two or three inches wide. The depth of the trench and the distance from the base of the plant will depend a lot upon how large and how old it is. You should include in the circle of undisturbed soil as much of the roots, especially the fine feeding roots, as possible.

It is easy to do this in October before the ground has had any hardening effect from frost. As soon as the trench is dug, fill it up with leaves or straw or some other material that will keep the frost out of the soil. Cover the space from the trench to the base of the plant completely. Then when heavy frost has put a plant entirely to sleep, you can easily take it up and move it to its new location. We should point out, however, that when you make the trench to prepare for moving tree or shrub, you must also prepare the hole where it is to go, and that must be much larger than ball of soil you expect to take from its original location. After preparing this hole, fill it also with leaves or straws or other protective material to keep the frost out.

Every gardener who wants a nice garden next year will think about what he is to plant so as to get better flowers and different varieties. The principle kinds of plants to think about for fall planting are those that bloom early in spring or summer.

Surely tulips, daffodils and hyacinths should be featured in your gardens. There are too many different kinds and varieties to discuss here. Catalogues show various kinds as to their color, height, time of bloom, and other factors. The best effects for any of these spring flowering bulbs is to plant them in groups, that is to say, five or six daffodils of the same type or color and then five or six tulips, or five or six hyacinths.

To the Ladies

FROM ELLEN

NIGHT AND DAY HANDBAG

HANDBAGS, FASHION headliners this fall, are designed to add a note of exclamation-point interest to the new "quality elegant" look. Luxurious, unexpected materials and newly important shapes make handbags more exciting than they have been for many a year. Italian influence is clearly evident in the freshly original fabrics and designs. A profusion of novel fabrics decorate the handbag scene—felt and wool in tweeds and paisleys; soft plush and velours; textured and patterned corduroy—all calculated to delight the fashion-wise woman.

The noon-to-midnight costume is the answer for today's woman on-the-go who must be appropriately dressed for a variety of occasions from early till late. For her, fashion decrees convertible clothes: the daytime costume suit that sheds its jacket at night to become a cocktail dress; the go-everywhere coat; and the basic dress which, with appropriate accessories, is a passport to anywhere.

Accessories are the big news in convertible fashions, enabling the wearer to be a quick-change artist—ready for shopping, or theatre or the unexpected at a moment's notice.

Recognizing the importance of convertible accessories, we have obtained instruction sheets for a make-it-yourself handbag which is destined to be the most versatile purse in any woman's wardrobe. Called the Night-and-Day, the Italian-inspired bag has a whisk-on, whisk-off cover, made of richly colored, Persian printed corduroy on one side and fine, gossamer-soft peau de soie silk on the other. This buttons onto a basic bag of elegant wool flannel, which can also be used separately without the cover.

The Night-and-Day handbag enables the busy woman to stretch her fashion day well past the dinner hour. She can begin the day in a basic dress looking trim and tailored, carrying her chic wool flannel bag; at tea-time she changes over to the dramatic Persian printed cover which transforms the mood of her costume to one of smart sophistication; at night she is set to go dancing with her elegantly formal evening purse of peau de soie silk in her hand.

The reversible cover is easily attached by two buttons. In keeping with this fall's narrower handbag shapes, the Night-and-Day is slimmed down—capacious enough for daytime use and yet graceful enough to accompany beautifully milady on an evening's merriment.

Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois for your free Night-and-Day handbag instruction sheet.

OCTOBER, 1957



NIGHT-AND-DAY handbag performs costume magic, transforming from a practical open purse for workaday shopping (left) into a luxurious flap-closed accessory for dress-up occasions (right).

Bewitching Fare for Halloween

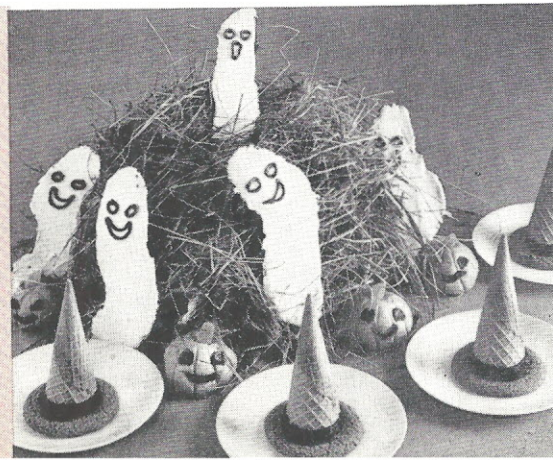
HALLOWEEN'S THE day for gay spirits and we have obtained recipes for fun-filled treats that will bring gaiety to your Halloween table. They're fine party fare, of course, and served as dessert, they'll turn the family supper into a party.

All the recipes are easily made from pantry-shelf ingredients. Witches' hats are ice cream cones with a secret. Hobgoblins are delicious chocolate oatmeal cookies. The happy jack-o-lanterns are made of butterscotch candy.

When the doorbell rings and you are faced with the dire choice of "tricks or treat," there will be no tricks if you hand out the treats that are listed in our free recipe booklet.

Write Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for your free Halloween treat booklet.

CHOICE TREATS for the small-fry spooks or the family's supper on Halloween night are as close to you as your pantry shelf. Write Women's Page Editor for your free recipe booklet.



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P. O. Box 3555, Chicago 54, Illinois
Form 3547 Requested

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