

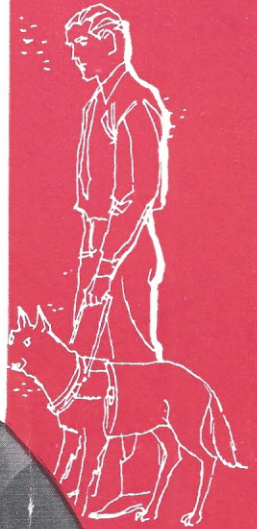
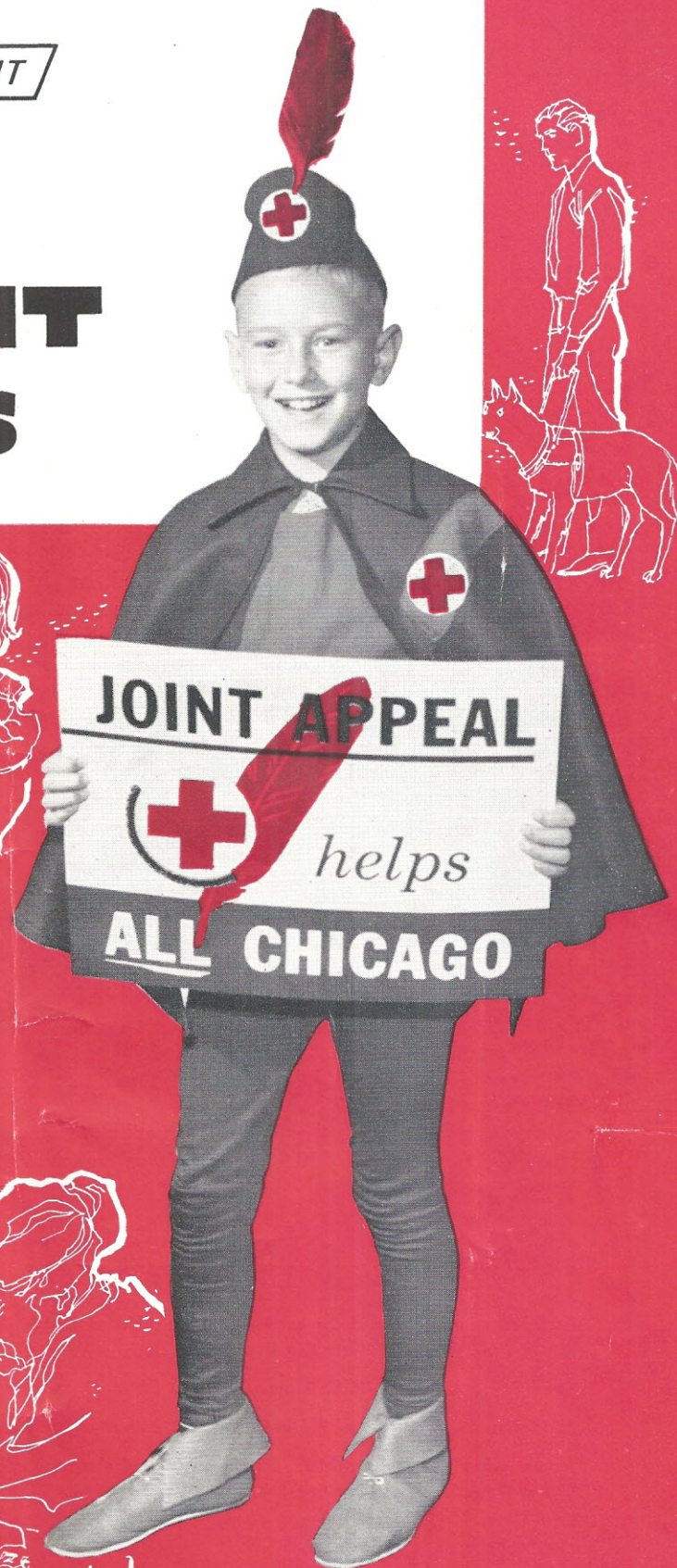
SEPTEMBER, 1958

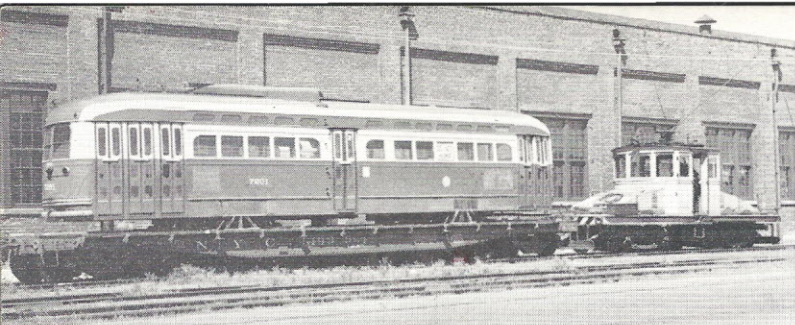
METROPOLITAN

TRANSIT



TRANSIT NEWS





LAST OF the retired "Green Hornet" streetcars is loaded on a flatcar for shipment to St. Louis to be converted into a rapid transit car in accordance with CTA's equipment modernization program. The first of the final 100 cars to be converted was shipped on April 22 of this year. Altogether, a total of 570 "Green Hornets" will have been converted.



CTA BUS No. 8201 was the first of a recent order of 150 propane-fueled, 50-passenger motor buses to be received by the CTA. The buses, manufactured by the Flixbus Company of Loudonville, Ohio, and the Twin Coach Company of Kent, Ohio, are equipped with air springing and power steering.

150 New Propane Buses on Way to CTA

ARRIVAL OF the first of an order of 150 odorless propane-fueled 50-passenger motor buses recently coincided closely with the shipping of the last of the final group of "Green Hornet" streetcars to be converted into rapid transit cars.

The two units cleared through South Shops within a few days during the past month, the departure date of the streetcar being August 11 and arrival date of the new bus being August 18.

The first bus on the new order to be delivered was No. 8201 and the 570th streetcar to be sent out for conversion was No. 7201.

The buses are being manufactured by the Flixbus Company of Loudonville, Ohio, and the Twin Coach Company of Kent, Ohio, which submitted a joint low bid of \$3,336,000 for the 150 buses. The streetcar was consigned to the St. Louis Car Company of St. Louis, Missouri.

With the shipment of the first bus, the balance of the order for 150 buses is being shipped to the CTA at the rate of one per day until the order is completed. Twenty-one had been received at press time. Before being placed in service, the units are inspected and conditioned at the CTA shops.

The new buses are equipped with the latest type of air springing for more comfortable riding and power steering for easier maneuvering and increased safety. Another feature of the new buses is enlarged tail and stop lights.

The addition of the 150 buses will bring the total of CTA's odorless propane bus fleet to 1,448, and the grand total of CTA's active bus fleet to 3,175.

By using components from the "Green Hornet" streetcars, CTA is saving an estimated \$20,000 per unit as compared

with the cost of rapid transit cars built from all new components.

Streetcar No. 7201 was last used on Wentworth route No. 22 before streetcar operations came to a halt on June 21, 1958. The final 100 of "Green Hornet" series PCC streetcars, now being converted to rapid transit cars, have been in operation on CTA routes since 1946-47.

Since May 28, 1953, a total of 570 "Green Hornet" streetcars, including the last 100, have been converted or retired for conversion to rapid transit cars.

There remain 20 "Green Hornet" streetcars that will not be converted. These are being offered for sale to the highest bidder.

OUR COVER: CTA employees will be asked next month to give to the combined Community Fund-Red Cross Joint Appeal to help support the programs of 161 welfare and service agencies in Chicago. And helping carry the ball during the solicitation campaign is the lad pictured on our cover — 11-year-old *Kenneth (Buddy) Guy*, son of CTA's commercial sales manager, *E. M. Guy* and his wife, *Mildred*. As one of six Joint Appeal Kids he will make personal appearances throughout the city to tell the story of the agencies and their programs. (See story on page 5.)

RECENT ADDITIONS TO THE ARMED FORCES

Edward J. Barrett — Transportation (77th)

Christopher T. O'Brien — Transportation (North Avenue)

Hubert Turner — Transportation (Kedzie)

RECENTLY RETURNED

Travis J. Bishop — Transportation (West Section)

William J. Coyle — Shops and Equipment (77th)

Dermot Foley — Shops and Equipment (69th)

James Johnson — Transportation (Kedzie)

John J. Murrihy — Transportation (69th)

VOLUME XI

CTA TRANSIT NEWS

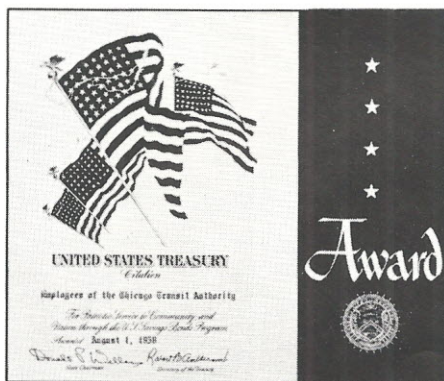
NUMBER 9

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David E. Evans, Editor W. M. Runyon, Assistant Editor Ellen Miller, Editorial Assistant

W. M. Howlett, Supervisor of Publications H. L. Pollard, Director of Public Information

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Treasury Citation

CTA EMPLOYEES received a United States Treasury Department citation for patriotic service to the community and nation for the excellent record of employee participation, through the payroll deduction plan, in the U. S. Savings Bonds campaign recently conducted on CTA properties.

The award of the citation emphasized that as a result of the campaign, participation in the program now totals 7,174 employees, equivalent to 50.20 per cent of the active payroll. This represents an increase of 49.47 per cent from the 4,799 employees enrolled at May 1, 1958, when the campaign got under way.

Individual authorized payroll deductions, mostly on a bi-weekly basis, advanced from a total of \$42,905.48 per deduction period to \$65,770.80, an increase of 52.29 per cent. The average individual deduction also increased, from \$8.77 per employee per deduction period to \$9.17.

The citation was accepted for CTA employees by *V. E. Gunlock*, right, chairman, Chicago Transit Board, in his offices at the Merchandise Mart. Also present when the presentation was made by *Clem I. McCarthy*, Area 1 Representative, U. S. Treasury Department, Savings Bond Division of Illinois, was *General Manager Walter J. McCarter*. Mr. McCarthy is in the center in the accompanying photo. A replica of the citation award is shown in the other photo.



STUDENT HALF-FARE CARDS DISTRIBUTED IN SCHOOLS

COINCIDENT WITH the opening of schools at the beginning of the fall semester, half-fare identification cards were provided for approximately 260,000 high school and elementary students in Chicago and adjacent suburbs served by CTA.

There are two types of student identification cards—the “limited” type for use only between 7:00 A.M. and 6:00 P.M. in traveling to and from school, and the “unlimited” type for riding at any time, seven days a week, 24 hours a day, during the semester.

“Limited” type cards were delivered to 18 district offices of the Chicago Board of Education prior to the opening of the fall semester on September 3 for transmittal to public schools. School personnel made the distribution to students. Cards for students in private, parochial and suburban schools were delivered directly to the schools by CTA representatives. No charge is made for the original “limited” type card and no photograph of the student is required. A charge of \$1.00 is made to replace a “limited” card which has been lost, stolen, defaced or destroyed.

The “unlimited” type card bears the student’s photograph and signature and costs \$1.00 each per semester. These cards are laminated in plastic. Replacement of a card of the “unlimited” type costs \$3.00.

Students eligible to receive these identification cards must be between the ages of 12 and 20, inclusive, and must be full-time, day students in an accredited public, parochial or private elementary or high school. These students have the privilege of using CTA services at half fare (11¼¢ token—13¢ cash) during the school semester. The card must be shown at time fare is paid. These students are divided among 894 private, public and parochial elementary and high schools in Chicago, Cicero, Oak Park, Evergreen Park, Evanston township and Niles township.

Photographing of students applying for “unlimited” cards began in the schools immediately after Labor Day and was completed in all 894 schools by September 22. The “unlimited” cards were delivered to school personnel for distribution to students within a week after the photographs were taken.

Twenty-eight teams, composed of a CTA employee and a photographer employed by Perfect Photo Identification, Inc., visited all the schools to collect the \$1.00 charge and take the identification photographs.

Last year 137,063 “unlimited” cards were issued for the first semester and 122,281 for the second semester. A total of approximately 130,000 “limited” cards are issued each semester.

Cost-of-Living Allowance Increased

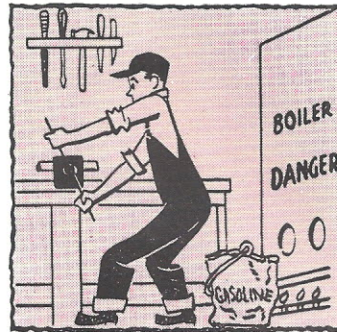
EFFECTIVE WITH the first payroll period in September, approximately 13,500 Chicago Transit Authority employees received an increase of one and a half cents per hour in the cost-of-living allowance as a result of the continuing upward trend in the cost-of-living index for Chicago.

The new cost-of-living allowance will bring the total to 11 cents per hour, and will advance the wage rate for one-man operators to \$2.47½ per hour. Payroll costs will be increased approximately \$42,000 per month.

The cost-of-living allowance is adjusted quarterly. The adjustment, either up or down, but not below the basic wage rate, is determined by the percentage of change in the cost-of-living index for Chicago, as reported by the U. S. Department of Labor, Bureau of Labor Statistics, since April, 1957. The percentage of change is then applied to base wage rate of one-man operators to establish the cents per hour change in the cost-of-living allowance.

Every quarter since June, 1957, when the present wage contracts became effective, the cost-of-living index has shown an increase, resulting in a steady advance in the cost-of-living allowance.

Smoking where smoking
will cause a fire
Is touching a match to your
funeral pyre.



Flammable liquids are pretty
darn tame
If kept in safety cans from a
flame.

ANNUAL INSPECTION SEEKS TO REDUCE FIRE HAZARDS

CTA'S FIFTH annual fire and safety inspection will start during National Fire Prevention Week, October 5-11, when a special committee made up of supervisory personnel, officials and representatives from various departments will make a system-wide inspection of all operating stations and facilities.

The annual inspection tour, conducted under the direction of the Insurance Department, supplements the fire prevention program which is carried out regularly throughout the year with periodic safety inspections.

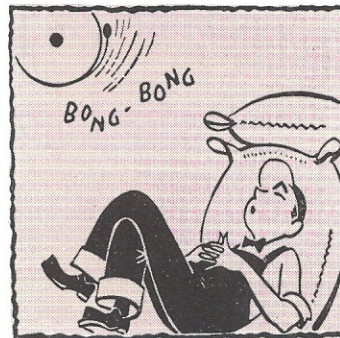
The special committee, which will function only until the system-wide inspection is completed, will seek to determine that fire regulations are being followed and safe procedures being practiced at all locations. Carrying the program into effect throughout the year rests fundamentally with specially trained and appointed personnel at the respective stations and locations.

Improvement Noted

Following the inspection, a report on findings and recommendations will be issued by the Insurance Department, of which *H. B. Storm* is superintendent. The 1957 report noted that it was particularly gratifying that the 1956 fire loss of \$68,000 had been reduced to approximately \$20,000 in 1957. That considerable progress had been made since the organization of the Fire and Safety Inspection Committee was indicated plainly in the improvement of general housekeeping conditions from "fair" to "excellent."

Fire safety also is being stressed during Fire Prevention Week by the Fire Prevention Committee of the Chicago Association of Commerce and Industry, which points out that each year about 11,300 people in the United States die needlessly in fire, and more than twice that number are severely burned or disfigured for life.

Emphasizing the need for greater awareness of fire hazards in both homes and industry, the committee points out the national fire loss in 1957 was \$1,275,000,000 in about 2,000,000 fires. Included in the statistics on destruction by fire during last year were 523,500 dwellings, 3,200 churches,



Good fire appliances are
fine and dandy
Provided they're kept in-
spected and handy.

The fire alarm can save your
neck.

Know what to do when it
sounds, by heck!

38,300 manufacturing plants, 4,100 schools and colleges, 12,000 hotels, 42,000 stores, amusement halls and theaters, 29,500 apartments and 18,000 garages and filling stations.

Most common causes of home fires listed were: smoking and matches—17.2 per cent; heating and cooking equipment—13.7 per cent; electrical causes—12.9 per cent; rubbish, ignition source unknown—7.9 per cent; lightning—5.9 per cent; chimneys and flues—4.9 per cent; flammable liquids, dry cleaning, painting, etc.—4.2 per cent; children and matches—3.6 per cent.

Hints for Home-makers

A few simple, but important, precautions that can be taken to reduce home fires, according to the National Board of Fire Underwriters, follow: (a) Check your fuse boxes. Be sure your fuses are of the right amperage for your circuits—15 amperes usually. A proper fuse is a "safety valve"—don't tamper with it. (b) If you use a gas range, keep it clean and make sure window curtains or hanging towels don't blow over flames. (c) Don't try to repair your television set. It's much too complex for amateur "tinkering." You could receive a severe shock. Call a repairman if your set needs fixing. (d) Be careful not to overload electric circuits. Don't use too many appliances—the toaster, waffle iron and coffee percolator—all on one circuit. (e) Don't string electric extension cords around the room. Never run cords under rugs or over nails where they will wear, causing a short circuit, possibly fire.



THESE SIX appealing youngsters were the winners in the 1958 Joint Appeal Kids contest. Selected for outstanding leadership by welfare and service agencies of the city, they came up through preliminary and semi-finals and were chosen in the finals for the honor accorded them. Left to right, they are: Joan O'Toole, Jimmy Thorpe, Bruce Stark, Kenneth Guy, Raelynn Falkenthal and Christine Taylor.



A HAPPY LITTLE "GUY"

ELEVEN-YEAR OLD *Kenneth Guy*, son of *E. M. Guy*, commercial sales manager in CTA's Public Information Department, experienced the thrill of being named as one of the 1958 Joint Appeal Kids in the finals of the city-wide contest held August 28.

Not so lucky, but making a very creditable showing in the contest sponsored by The Community Fund-Red Cross Joint Appeal was pert *Patricia Ann Medford*, 10-year old daughter of *Operator Hollis D. Medford*, Limits, 5th grade student in James Otis school, who represented Erie Neighborhood House in the competition.

Kenneth, a 6B student in Bryn Mawr school, represented the South Shore YMCA. He was one of six youngsters selected from a group of 50 finalists who were picked for outstanding leadership by welfare service agencies and neighborhood activity centers which are assisted by Joint Appeal funds.

As a member of the select group of winners, Kenneth will wear the coveted Joint Appeal Kid costume in personal appearances around Chicago during the next several months to promote interest in and tell the story of the Community Fund-Red Cross Joint Appeal. The goal

for this year is \$14,317,849 to help maintain the vital services of 161 local Red Feather agencies and for Chicago's share of Red Cross needs.

This is the second distinction won by Kenneth, "Buddy" to his friends, in recent months. Earlier this summer he won the YMCA city midget swim championship with a record-breaking performance in the 25-yard butterfly stroke. He also is active in leadership projects in the YMCA and in the Boy Scouts.

CTA's annual solicitation of employee contributions to the Joint Appeal Fund will get under way October 1.

Payroll deduction authorization cards are to be distributed to all employees not presently enrolled in the payroll deduction plan. Employees are to sign these cards, stating the amount of the contribution, and how it is to be divided be-

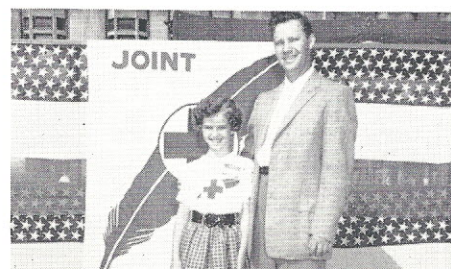
FOLLOWING THE decision of the judges, all the "kids," some 50 of them, piled into automobiles for a parade down State street with police escort. Only the six winners wore the distinctive red and blue costumes. Here *Kenneth* is seated on the back of the open roadster, the leading car in the parade, as the caravan began to move through the Chicago loop.

tween the two funds. The signed cards are to be returned to department supervisors as soon as possible, in any event not later than October 24.

With both of these philanthropic and welfare organizations seeking more funds to meet the increasing demands upon their services and the increasing costs of providing the services, CTA employees are urged to be generous in their giving.

This year, employees now participating through monthly payroll deductions are asked to raise their level of giving, if at all possible.

LOOKING VERY pleased at being selected to advance to the finals is *Kenneth "Buddy" Guy*, 11, shown with his mother, *Mrs. E. M. Guy*.

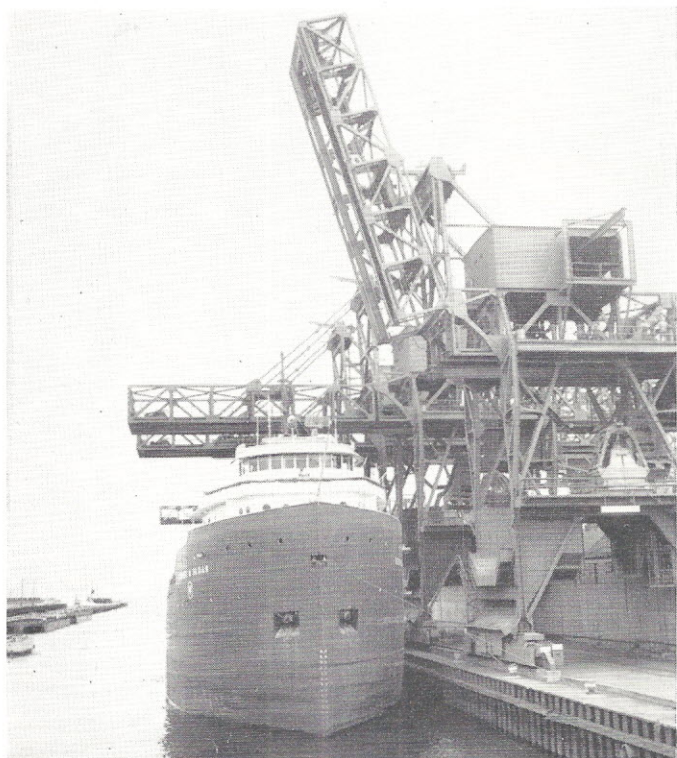


AMONG THE runners-up in the city-wide contest was cute *Patricia Anne Medford*, 10, daughter of *Operator Hollis D. Medford*, Limits, seen here with her father.



TO SERVE OUR RIDERS BETTER...

KNOW YOUR CTA ROUTES



HUGE BRIDGE crane unloads cargo of iron ore from the Missabe range in northern Minnesota at the South Works of the United States Steel company at approximately 85th street and the lake front. The plant, with a rated annual steel-making capacity of nearly five and one-half million ingot tons, employs about 13,000. A southeast side landmark since 1880, it originally was built to manufacture rails for railroads building new lines to open up the Far West.

INTERNATIONAL Harvester's Wisconsin steel works, 106th and Torrence, occupies the site of the first steel mill in the Chicago area, the Joseph Brown Iron and Steel company which began operations back in 1875. The plant, acquired by International Harvester in 1902, is equipped for manufacturing all types of steel.



SERVING THE heart of Chicago's southeast side, an area of tremendous industrial and commercial development, CTA's South Deering (No. 27) surface route links six outlying communities with the Loop via a direct connection with the Jackson Park "L"-subway at 63rd-Stony Island (1600 E.).

A feeder bus line, Windsor Park (No. 24), which serves the South Chicago and East Side sections, connects directly with South Deering buses at 79th-Coles (3100 E.).

Along the South Deering route lie the Woodlawn neighborhood, which is a section of older residences; the well-kept homes of the South Shore district and the concentration of business houses and heavy industrial plants of the South Chicago, South Deering and Hegewisch communities. Such plants as United States Steel's huge Carnegie-Illinois steel works, Commonwealth Edison company's generating station which can supply enough electricity for a city of 450,000 population, and the Chicago Steel and Wire company are typical of the industries—all served conveniently by South Deering buses—that have helped to make Chicago a great city.

At about 95th-Commercial, South Deering buses pass under the Calumet Skyway that links Chicago with a traffic light-free, tollroad system extending to New York City.

At 124th-Torrence, the route crosses over the Calumet river, on which riders often can see ocean-going freighters traveling between the deep-water port on Lake Calumet and ports across the Atlantic.

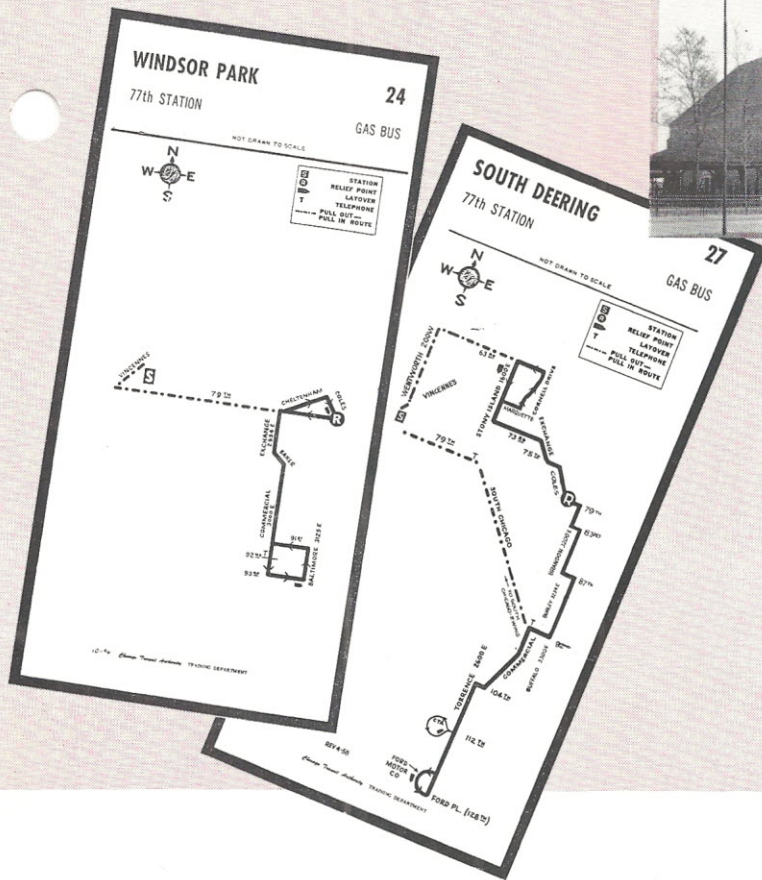
Connects With "L"-Subway

From the southern terminal at 128th-Torrence (1600 E.), northbound buses operate north on Torrence, east on 104th, northeast and north on Commercial, east on 92nd, north on Buffalo, west on 87th, north on Burley, west on 83rd, north on Brandon, northwest on Coles, west on 75th, northwest on Exchange, west on 73rd, north on Stony Island, east on Marquette, north on Cornell drive, west on 63rd and south on Stony Island to the "L"-subway terminal.

Southbound buses vary from following this route in reverse only by operating in Stony Island from the "L"-subway terminal to 73rd street.

Service is provided on Torrence between 112th and 128th streets during industrial plant shift changes on weekdays only. Over the rest of the line, vehicles run on headways ranging from about seven minutes during weekday rush periods to 12 minutes during Sundays and holidays. Thirty-minute "owl" service runs seven days a week.

Buses take from 39 to 43 minutes to operate over the route's 8.6 miles between 63rd-Stony Island and 112th-Torrence. Those going the full 10.7-mile distance to 128th-Torrence require between 45 and 49 minutes. Travel time is governed by traffic conditions and time of day.



THE SERBIAN Orthodox church of St. Archangel Michael, 9805 S. Commercial, serves about 650 families, predominantly of Serbian, Croatian, Bulgarian and Rumanian descent, in the South Chicago and South Deering communities. The church building, erected in 1926, since has been expanded.

THE LARGEST of the Chicago Public Library's south side branches, in point of books circulated, the South Shore branch, 2505 E. 73rd street, last year handled over 265,000 volumes. Classes in English, United States history, citizenship and other courses for persons intending to become U. S. citizens are conducted at the library three days a week.



Southbound Windsor Park buses, from a connecting link with the South Deering line at 79th-Coles, operate west on 79th, south on Exchange, southeast on Baker, south on Commercial and east on 93rd to Baltimore (3125 E.). Northbound, they loop north on Baltimore, west on 91st, and thence north on Commercial over the southbound route in reverse as far as Exchange and Cheltenham. They travel northeast on Cheltenham and southeast on Coles to 79th.

Service intervals range from seven and one-half minute intervals during weekday rush periods to 15 minutes on Sundays and holidays. "Owl" service, at 30-minute intervals, is furnished seven days a week.

The Windsor Park line, which measures only 2.24 miles in length, is traveled in from 10½ to 12 minutes.

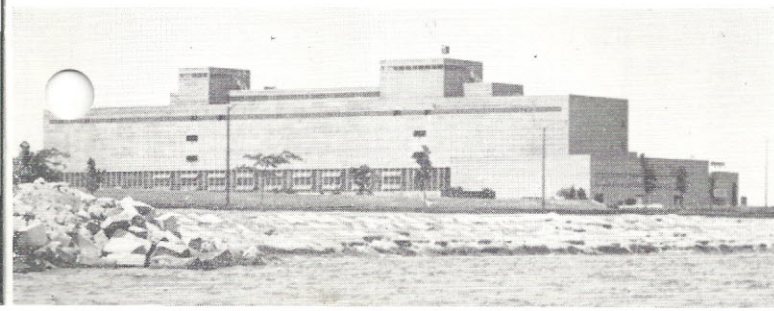
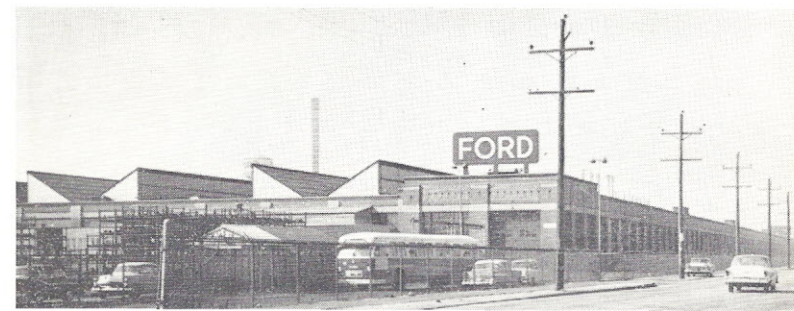
The 18 propane (L-P gas) buses, which serve the South Deering line, and the four propane (L-P gas) buses which are assigned to the Windsor Park route, are based at 77th street station.

THE CITY of Chicago's water department filtration plant at 79th street and Lake Michigan, which is the largest of its kind in the world, processes about 320,000,000 gallons every day. In addition to purifying the water used by one-third of the city's population, the plant also supplies filtrated water to 58 municipalities outside the city limits.

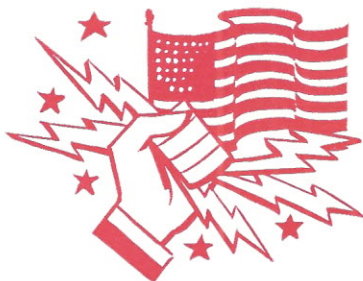


SERVING A large portion of Chicago's southeast side, the South Chicago YMCA, 3039 E. 91st street, is the meeting place not only for groups connected with the YMCA but also for many other local organizations. The building contains 212 men's residence rooms, a cafeteria, two gyms, a swimming pool and facilities for weight-lifting and exercising.

THE FORD Motor company's automobile assembly plant, at 128th and Torrence, is the only automobile assembly plant in the Chicago area, and marks the southern terminal of the South Deering line. View is looking north on Torrence. In far distance at right is bridge over the Calumet river.



TOWERMAN HONORED BY ARMY



CTA General Manager Walter J. McCarter, right, congratulates CTA employe, Laddie J. Smach, who received an award from the Chief Signal Officer, United States Army, for his work in training individuals as amateur radio operators. Mr. Smach is an active member of MARS (Military Affiliate Radio System).



A DISTINCTIVE honor was paid recently to Laddie J. Smach, CTA towerman, Logan Square terminal, when he was called to Washington, D. C., to accept an award from the United States Army Chief Signal Officer, Lt. Gen. J. D. O'Connell, for his contributions and achievements in amateur radio operations.

The presentation was made on August 16 at the military banquet of the Amateur Radio Relay League national convention. In the absence of Lt. Gen. O'Connell, the award was presented by Brig. Gen. Earle F. Cook, Chief, Research and Development Division, Signal Corps.

This was the first time that an award of this nature was ever given out by the Army. The inscription on the plaque reads: "For exceptional personal contributions and achievements in the training of individuals as amateur radio operators, members of the Military Affiliate Radio System and in the organization and operation of MARS networks in the Fifth United States Army."

MARS (Military Affiliate Radio System) is a program designed to train

operators in communications for the U. S. Army in the event of local or national emergencies. As an active member of MARS, Smach trains amateur radio operators, sometimes called "hams," in Army communications procedures. Scores of "hams" who were taught by Smach and who passed the qualifying examination now, in their own way, can help out in any emergency. The MARS operator works actively with Army, Civil Defense, and other officials in the time of an emergency. Maintaining a "security watch" at his station, he helps to coordinate communications between rescue and relief units in the field.

At the present time he conducts classes in his home every Wednesday evening from 7 to 9 p.m. for anyone interested in securing amateur radio licenses. By successfully completing certain courses, individuals can receive either novice or technician licenses in preparation for advance and general licenses.

To train beginners, Smach uses film strips and motion pictures provided by the Army. He also utilizes a long table, equipped with sending keys and ear-

phones, to teach Morse code, used universally by "ham" operators.

He feels that by conducting these free classes in his home, he is giving teen-age boys and girls, especially, an opportunity to do something worthwhile with their spare time while possibly learning a trade for the future. Anyone interested in learning more about the training that Smach offers, should contact him at 6145 W. Eddy street, Chicago 34, or phone PALisade 5-7367.

Smach, who has been employed by CTA and the former Chicago Rapid Transit Company for 32 years, first worked with radio while serving with the U. S. Marine Corps when he enlisted at the age of 13½ years. After he finished his tour of duty with the Marines, he taught radio for 19 years at the U. S. Naval Armory in Chicago. Fifteen of these years were spent as Chief Radioman in the U. S. Naval Reserve.

In his years as a "ham" operator, Smach has had contact with 141 countries from his home radio station, which has the Army call No. A9CYD and the civilian call No. W9CYD.

Trip West Includes Singing, Sightseeing

GENERAL OFFICE—(Staff Engineering)—Wally Oquist, who attended a convention in Salt Lake City, Utah, was one of the 700 members of the Swedish club who sang at the Mormon Tabernacle. He also took in the sights in Colorado, Wyoming, South Dakota, and Idaho.

Charles Lapp is the proud grandfather of a baby girl born to his daughter, Nancy Gibbons, recently. Nancy was formerly employed in the Engineering department . . . Mary Isbrandt has another grandson, who was born to her daughter, Mary Ita Ostick, recently. Mary is catching up to Ann Schleiter in the number of grandchildren. Mary has five and Ann, eight.

(Training and Accident Prevention)—Irene Rotche transferred from Employment to this department. Irene attended Senn high school and Knox college at Galesburg, Illinois.

MAN AND WIFE



BLUSHING BRIDE was Gloria Torrey, Staff Engineering, shown here with her husband, William Meier, following their marriage ceremony in the chapel of St. Andrew's church recently. One of the bridesmaid was Mrs. Phyllis Cozens, Legal Department, who is the bride's sister. Also present was Gloria's mother, Mrs. Pauline Torrey, who works in Revenue Accounting. The newlyweds honeymooned in Wisconsin.

Reported by Mary E. Clarke

Ruth Havlik and her sister, Marie, of Revenue Accounting; drove their parents and a third sister on their first trip to Yellowstone and Grand Teton National parks, fulfilling a long-time desire. The trip covered 3,617 miles and took them through the Black Hills, up into Montana and through the Gardiner entrance to Yellowstone. After an enjoyable visit, they exited by way of the Cody exit and the Big Horn mountains.

Frank Johnson, his wife, Dodie, and their three children, Bruce, eight; Christine, six; and Doug, three, took off to the great outdoors on a camping trip. After visiting relatives in Minneapolis, they headed for the following State Parks and enjoyed the scenic beauty as they hiked through: Apple River Canyon, located in northwest Illinois; Merrick State Park, along the Chippewa River in Wisconsin, and Devil's Lake State Park, near Baraboo, Wisconsin.

Likes CTA Ride

Ed Henry decided to spend his vacation taking Eddie Jr., age six, on an educational tour of Chicago. They visited the Museum of Science and Industry, Adler Planetarium, and the Shedd Aquarium. Little Eddie, asked what he enjoyed most, replied, "My ride over the Congress Expressway on the CTA train."

Senator John Donovan spent a week of his vacation attending the Notre Dame retreat at South Bend, Indiana. Over 100 CTA employees were in the group of 1,400 men in attendance. Superintendent Ernest Tocci of 69th Street station was chairman of the CTA group.

(Engineering)—Margaret Sares Flood resigned from CTA to await her "bundle from heaven."

Chief Engineer Stanley Forsythe popped the last button on his vest recently when he became a grandfather for the sixth time. His daughter and son-in-law, Merlita and Jack Richter, became the happy parents of a fourth son born August 18. This little guy was named David Stanley.

(Employee Suggestion System)—Russell Warnstedt is the happy granddad of a little boy born to his daughter, Ruth Ann Altmayer, on August 11 at Swedish Covenant Hospital. The little fellow was named Scott Anthony.

(Employment)—Deanne DeSutter, daughter of Lee DeSutter of Specifications, was recently

"pinned" and is now wearing the fraternity pin of James Boring. Deanne and Jim met at Wright Junior college.

Kay Gibbons presently is in the Oak Park hospital.

Evelyn Kaross and her husband, Ed, of Property Accounting, spent three weeks fishing in Nissina, Minnesota.

—MARY E. CLARKE

Make Happy Trip To Ozarks, Oklahoma

LIMITS—Mr. and Mrs. Dan O'Leary and their family returned from a 2,248-mile trip through the Ozarks, and Boot Hill and Dodge City, Oklahoma. The latter point is Mrs. O'Leary's home town. They had a very good time.

Pat Berry died recently.

Men, the news is coming in slowly. Let's all turn in some news. Please mail it in or put it in the office where your reporter will pick it up.

—IRVING J. METZGER

Have Pleasant Trip Despite The Moisture

LOOP (Agents)—Even though they encountered a lot of "California dew," Platformman Patrick McGowan and his wife, Theresa, enjoyed their tour of Ireland. Traveling by car, they stopped at Slego, Leitrim, in County Monaghan, which is Theresa's home town; County Mayo, Dublin, Donegal and Limerick.

Anita Schreiber enjoyed swimming, boating and golf at her sister's home at Lauderdale, Wisconsin . . . Josephine Giblin visited her father in her home town of La Valle, Wisconsin . . . Margaret and Ralph Wenstrom drove north on the west shore of Lake Michigan to Sault Ste. Marie, Michigan. They returned down the east shore of the lake.

Frances Brandl vacationed at her sister's home in Sturgeon Bay where about 75 relatives attended a family reunion at one of the parks.

Lottie Schroeder retired August 1 after 12 years of service.

Porter John Cozzens, his wife, Lillian, and their three children vacationed at Benton Harbor, Michigan, and in Indiana . . . Ann Schreider visited her sister, Agnes,

YOUNG BALLPLAYER



WHEN THE Thillens Little League ended its season August 14 with an honors night, 11-year-old Patrick J. O'Malley, shown here with his father, Traffic Checker Patrick J. O'Malley, Schedule-Traffic, and other relatives and friends, was among those feted. A hurler with the Cubs, which took second place honors, Pat had a record of 17 wins and 10 losses.

in Escanaba, Michigan, and a friend at Camp Lake, Wisconsin.

Robert Doherty is back on the job after a stay at Hot Springs, Arkansas.

Mary Avallone presently is convalescing at home after being hospitalized.

Porter Leon Poe and his wife enjoyed their vacation in the Chicago area.

—EDITH EDBROOKE

Vacation Days Go Many Ways

NORTH AVENUE—A magic carpet couldn't have traveled any farther than did some of our vacationers. Operator John Howlett sailed across the ocean to Ireland, where he visited friends and relatives. John's return trip was made via the airways . . . Also visiting Ireland was Operator Jim Marren, who extended this trip to England, where many of his friends and relatives live.

Operator Herb Almond flew to California to renew old acquaintances and visit relatives . . . Operator Joe Lynch has pleasant memo-

SILVER WEDDING



CUTTING CAKE on their 25th wedding anniversary are *Harold Kramp*, "B" electrician, and his wife. After a dinner at *Syrena's* restaurant, the couple left on their second honeymoon, a 5,600-mile trip through Washington, Oregon and parts of Canada.

Reported by *Gilbert E. Andrews*

ries of his trip to Mexico . . . *Operator Jim Nolan* toured the Blue Ridge Mountains and Washington, D. C.

Eddie Winters had a nice visit with *Pensioner Paul Simon* of Winona, Minnesota . . . *William Echols* enjoyed the scenery of the Ozarks, while *Operator Herbert Foster* did some fishing up at International Falls, Minnesota.

Operator Tom Slattery went to Egg Harbor, Wisconsin . . . *Operator Joe Czarnecki* spent a restful vacation in his summer home at Fox Lake . . . *Operator Danny Lyons* enjoyed his vacation taking short trips, and *Johnny Stitch* has returned from his vacation, which was spent moving.

Operator Bob Kelley enjoyed his vacation in Tucson, Arizona . . . That amiable look on *Joey York's* face was something he picked up at Friendly, Wisconsin . . . *Operator Earl Helgesen* visited his daughter at Gettysburg, Pennsylvania.

Jim Wilson, bus repair, sent word that fishing was good up in Wisconsin . . . *George Sladek*, bus repair, decided to enjoy the sights and scenery of Miami, Florida.

While everyone else was enjoying a vacation, *Owen Calt* had his problems. The first day, Owen started out with installation instructions for setting up an overhead garage door.

At the end of the day, the "little woman" thought she would be of help cleaning up the garage by burning unwanted scrap, including the instruction sheet. However, after much concentration, Owen finally got the door up.

Operator Nick DeFino, who was rushed to St. Ann's hospital for an appendectomy last month, is back at work . . . Also, *Operator Roy Gaess* is back on the job after being on the sick list with injuries he suffered in an accident . . . *Tony Costa*, repairs, is doing well after his recent operation. No wonder; he recently joined the Grandpappy's club.

Operator Earl Erland, who has been confined in his home with a back injury, is rapidly recovering . . . *Jimmy Toops*, who recently underwent surgery, was a visitor to our station. He expects to be back to work soon.

Mr. and Mrs. Mike Fiorita celebrated their silver wedding anniversary last month. Others celebrating anniversaries this month were *Mr. and Mrs. Mike Groch*, their 30th on September 4, and the *Maurice Ballestros'* their 25th on September 9. The *Fern Fox's* will mark their 30th anniversary and *Mr. and Mrs. Frank DeNotto*, their 21st, on the same day, September 29.

Joanne Hill, daughter of *James (Joe) Hill*, was married to *Ronald F. Kelly* on August 2.

—JOE HIEBEL

One Airman Who Really Got Around

NORTH PARK—*Vincent Bowler* surprised his father, *Operator Ed Bowler*, by coming all the way home from Japan, where he is stationed with the Air Force, on a 30-day furlough.

Judy Kory presented her parents, *Operator and Mrs. Elmer Willenbrock*, with their first grandchild, a girl, recently.

Operator and Mrs. Charles Giersch's son, *Don*, was married to *Janice Finnegan* August 23.

Operator and Mrs. Richard Cleland recently became the proud parents of their first child, *Tracy Lynn*.

Receiver and Mrs. Sam DeSalvo recently celebrated their 31st wedding anniversary.

Clerk Fred Hardt is recuperating nicely, at this writing, following an operation in Norwegian American hospital.

Operator Miles Hoffman exchanged marriage vows with *Jean McVey* recently.

Operator Roy Meyer flew to San Francisco during an August vacation.

Operator George Voight suffered the loss of his wife on August 15, and *Operator Ed Baden* the loss of his son on August 18.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Happy Reunion After 40 Years

PURCHASING AND STORES—*Sam Cannella*, Skokie Shops, attended a family reunion in Colorado during his vacation. Among the guests was an aunt whom he hadn't seen in over 40 years.

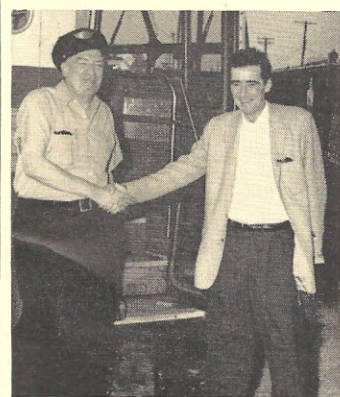
Stanley and Walter Kubiak, Stores, South Division, recently suffered the loss of their father.

Robert Vladova, South Division, is on the sick list at this writing.

Robert Bittouna, son of *James Bittouna*, Blue Island, was married recently at Northwest Alliance church.

Elizabeth Schweda is a new steno in Stores, General Office.

CLOSES CAREER



AMONG THOSE on hand when *Operator Patrick Van Ausdelt*, North Park, pulled his bus into the station for the last time before going on pension August 1 was *Operator Bill Murphy* (right). Pat, who ended a career spanning more than 31 years, began with the former Chicago Motor Coach company on June 28, 1927. Photo was taken by *Operator John Omen*.

Reported by *Edward F. Stenzel* and
Earl W. McLaughlin

TRANSITADS

FOR SALE—Four cemetery lots in the "Garden of the Last Supper" area of Chapel Hill Gardens, South. Very reasonable. Call *Waterfall 8-3448*.

FOR SALE—RCA gas range. Four burners, grill and large oven. Like new. Price \$125.00. Telephone *ARmitage 6-2440* or *SPring 7-4930*.

Terry and John Kuta, both formerly of the Purchasing Department, announced the arrival of their son, *John Raymond*, on August 21.

Rose James, Purchasing, had a wonderful time vacationing in Andover, Indiana . . . *Pat Lukes*, Stores, General Office, enjoyed the Grand Canyon, Arizona, and Yosemite National Park, Los Angeles and San Francisco, California . . . *Carol Wagher*, Stores, General Office, vacationed in Wisconsin.

Joan Jahnke, Addressograph, and her husband drove through Michigan and Wisconsin . . . *Margaret Allen*, Stores, and *Agatha Barnsley*, Purchasing, who spent one week's vacation on Mackinac Island, Michigan, have only the nicest things to say about the place . . . *Richard Grannan*, Blue Island, drove to Florida for his vacation.

—DAGMAR McNAMARA

Golden Bear State Attracts Schedulers

SCHEDULE-TRAFFIC—California attracted *George Bryan*, who stopped off, on the way out, at Las Vegas, Nevada, Grand Canyon and Boulder Dam. He visited with his daughters at Chula Vista . . . *Tony Hess* flew to Merced, California, for a visit with his son and his family, while *Phil Leahy* drove to San Francisco and then on to southern California.

Jim McBride and his family drove to Texarkana for a family reunion and then did a little sight-seeing in Texas and Louisiana . . . Wisconsin was a favorite spot with *William Devereux*, *George Johannes*, *John Bennis*, *Francis Brady*, *Robert Hengl* and *Fred Weber* who all enjoyed the scenery, fishing and farming.

Ted Cowgill took his wife and daughter, *Joyce*, to view the Jordan

Valley, Oregon, ranch . . . Florida was attractive to *Joe Billis*, *Pete Hart* and *Raymond Winkels*.

John Franzen planned a vacation in Michigan, while *Ray Noakes* again vacationed in Michigan . . . *Richard Goldstein* and his family drove to Memphis, Tennessee.

Minnesota fishing spots were the destinations of *George Hanus* . . . *Kay Batina* vacationed in and around Chicago.

Bernadette Kizior transferred to the Equipment Engineering department.

—GERTRUDE F. ANDERSON

Honeymoon Trip On 12th Anniversary

SKOKIE SHOPS—*Battery Repairman* and *Mrs. William Buerger* celebrated their 12th wedding anniversary by taking a second honeymoon to Niagara Falls. Returning home, they celebrated with their immediate family at a dinner in their home.

Carpenter and *Mrs. Mario Ziocchi* are the proud parents of a baby girl born August 2 . . . *Painter Foreman Ollie Lang's* daughter, *Patsy*, recently gave birth to a girl, who is Ollie's eighth grandchild.

Upholsterer Nick Pocaro, who retired September 1, was presented with an electric shaver and a traveling alarm clock by his fellow workers. Nick, who had 15½ years of service, also was feted at a party in the home of his nephew *Tony Pocaro*, who is assistant general foreman of Terminal Inspection Shops.

At this writing, your co-reporter, *Everett E. England*, chief clerk, is traveling west to the state of Washington.

Air Brakeman Charles McGuire retired from service August 1 after 14 years with the Shops and Equipment department. He began with the former Chicago Rapid Transit Company as a gateman in August 1937. He was presented with a cash purse by *Superintendent L. H. Reichard*.

Electrician Thomas P. Hoey's brother, *Donald*, drowned while swimming recently . . . *Truck Driver Conny Dillon's* mother passed away August 7 . . . *Mike Medernack*, battery repairman, died while on vacation . . . The mother of *Painter Vincent DeMarco* and *Joseph DeMarco*, Shopman III, passed away . . . *Laborer Robert Burke's* brother died at Hines hospital.

TAKES PENSION



ON HIS last day of work, July 31, *Corwin Fields*, (right) bus overhaul, South Shops, received a wallet and cash gift from *Foreman Wilbur O. Willenius* on behalf of his fellow-workers. Mr. Fields retired on pension August 1 after 28 years of transit service.

Reported by *Evelyn Clark* and
Frances Louward

Sprayer Casimir Matecki recently underwent a major operation . . . *Electrician Ray Hoevil* was off sick . . . *Painter William Little* recently underwent an emergency appendectomy . . . *Laborer Salvatore Damiano* recently returned to work after being ill.

Electrician Foreman Henry Altshuler recently returned from Los Angeles, where he visited with his daughter and her family.

Electrician Foreman Fred Feinendegen spent his vacation fishing in Michigan . . . *Upholsterer Larry Vanderhorst* motored through Jacksonville, Florida; North Carolina; Bristol, Virginia, and New York City.

—DAVID GURWICH and
EVERETT E. ENGLAND

Finds Old Faithful Well Worth Visiting

SOUTH SECTION—*Conductor Anthony Frey*, who traveled to Yellowstone National Park, commented that Old Faithful geyser was a most impressive sight.

Clerk Edward Collins who left the hospital and now is resting at home, said he planned to be back at work when this column goes to press.

Porter Lenzy Battle returned from his vacation which was spent around Council Bluffs, Iowa. While there, some friends took him fishing

in rivers not often frequented and *Lenzy* said he caught many fish.

Supervisor Hugh Kelley spent some time in Miami and made his usual trip to the Keys . . . *Clerk John Barry* and his family, during a trip east, visited Washington, D. C.

Yard Foreman Wally Brown, while traveling west, spent two nights at Ridge Road lodge, where, to his surprise, he found *Arthur Ribot*, retired conductor, in charge.

Station Superintendent Ralph Wenstrom and *Mrs. Wenstrom* settled down for a week at Fish Creek where they tried their luck at catching the big ones. They returned via the Mackinac bridge and around the lake.

Towerman Timothy O'Connor went on pension August 1.

Your scribe, who is on vacation at this writing, wishes to report that not all was relaxation as the house had to be painted. Looking back on the result, it was worth it.

—LEO J. BIEN

Newest State Gets Nod of Approval

SOUTH SHOPS—The new state of Alaska has been officially inspected and passed by *Electrician Walter Sundquist* and his family. *Mrs. Sundquist's* mother, *Mrs. Axel Anderson* of Leesburg, Florida, was supposed to stay with the family

pooch, but at the last minute she and the dog joined the expedition. Four weeks of camping out exposed them all to the wonders of nature and gave them a very scenic motor trip of 9,325 miles. They traveled over 1,200 miles of gravel road en-route but reported the roads in Alaska are all black topped. The temperature was about 70 degrees during the day and about 40 degrees at night.

Aaron Austin, painter, and his wife, who celebrated 27 years of wedded bliss on August 17, journeyed to Niagara Falls.

Carpenter Louie Colosimo and his wife spent their vacation in Canada . . . *Charlie Buza*, office, spent his vacation visiting his sister in Indiana. While there, Charlie did some fishing.

Bud Rosendhal, Induction Engineer, and his wife, *Virginia*, spent their vacation hunting agates in the Lake Superior region. Bud reported hunting as very good this year and his collection of rock is increasing steadily.

Ernie Nelson, general foreman, completed some unfinished tasks around his home and then visited with relatives during his vacation . . . *Frank DeWitt*, office, spent his vacation just relaxing in Chicago.

Marlene Richard, daughter of *Harold Richard*, tinsmith, and *Albert Watson* were married August 16 at Gethsemane Baptist church. A reception for 250 was held in the church hall. The couple spent their honeymoon in Wisconsin and New York.

—EVELYN CLARK and
FRANCES LOUWARD

Many Benefit From Charley's Vacation

TERMINAL INSPECTION SHOPS (61st)—An orchid to *Foreman Charley Dowling* who gives a week of his vacation each year working on a festival sponsored by the *Lieutenant Joseph B. Kennedy* school for exceptional children.

(Douglas)—*Foreman Marty Shannon* visited a brother and sister in Detroit while on vacation. Marty has seven brothers and sisters.

(Lake)—*Foreman Ernie Jones* entertained out-of-town visitors while on vacation . . . *Shopmen Elmo Greer* and *Walter Sesko* took short trips during their vacations . . . *Repairmen Elmer Sayle* and *Art Washington* spent their vacations in Chicago.

(Garfield)—*Repairman Nick Suero* returned to work after hav-

FISH APLENTY



AGENT ED BENSEN, West Section, is one of those fishermen who never ask you to take their word that they made a good haul. This picture of Ed with this nephew, **Gene Rindahl** (right), gives graphic proof that they were really biting at Star Lake, Minnesota.

Reported by **Gordon Kelly**

ing his tonsils removed . . . also, **Repairman John Cannella** is back from the sick bay.

Foreman Art Redlich spent his vacation in Iowa . . . **Repairman Joe Serritella**, while visiting relatives in Peoria, did a lot of fishing with his son, **Danny**, who returned to St. Mel high school this month.

(Wilson)—**Mike Heil**, foreman, and his brother-in-law, **Repairman Jim Paolicchi** of Skokie Shops, are still talking about all the fish they caught on Holiday Isle off the gulf in Florida. **Repairman Frank Little** spent his vacation at Glenwood Springs, Colorado, where he did some fishing.

—**JOE FEINENDEGEN**

All About A CTA Wedding

WAY AND STRUCTURES—**Stenographer Mary Pat Heavey**, Building Department, was honored with a shower at her aunt's home August 10 by many of her CTA friends. She received many lovely gifts. She also was feted with a luncheon by her co-workers. Mary Pat exchanged vows with **Bill Horn** at Queen of Angels church September 6. Her father, **Matt**, is a mechanic at North Park, and her sister, **Nancy**, who was the maid of honor, formerly was employed as a stenog-

rapher in the Public Information department. Her cousin, **Catherine Ann Harnett**, a typist at Skokie Shops, also was a member of the wedding party.

John McCauley, retired motorman and father of **Dave McCauley**, assistant to the superintendent of construction, recently passed away.

When **John Retzler**, assistant to the superintendent of buildings, and his family went to Lake Lawn, Wisconsin, his son, **Robert**, 15, fell from a horse and was injured. He is now recuperating.

Laborer Frank Wiczorek and **Watchman Giovanni Corrado**, both of the Track Department, retired September 1.

James McTigue, painter, rapid transit division, returned to work after four and one-half months of illness.

Jim Joeffrey and his family spent their vacation making trips to Rockford, Crystal Lake, and Brookfield Zoo, and Holy Hill, Wisconsin.

Dorothy Durr, stenographer, Executive, and your reporter spent a week in Saugatuck, Michigan.

Carpenter Louis Kesselring, rapid transit division, and **Patrick Ward**, surface track walker, rapid transit division, died recently.

Laborer John Spillane, rapid transit division, retired August 1.

Robert Gilmore, Utility, and his wife celebrated their 25th wedding anniversary on July 28.

Russ Shanklin, assistant superintendent of buildings, became a grandpa for the first time when his daughter, **Nancy Ladd**, gave birth to little **David**.

—**MARLENE NEHER**

She Just Wanted To Take It Easy

WEST SECTION (Agents)—**Agent Catherine O'Brien**, now on vacation, said she had no plans to go anywhere—just listen to the trees grow in her yard . . . A card from **Agent Kitty Conroy** stated that she and her husband, **Bob**, were enjoying a delightful vacation at Minocqua, Wisconsin.

Agent Ceile Boland suffered the sudden loss of her father, **John**, a switchman at Laramie yard. He was the brother of **Frank Boland**, retired superintendent, and also the father of **John Boland** of Property Accounting.

Porter Fred Kaiser suffered the loss of his mother recently.

Back on the job after enjoying a restful vacation is **Agent Carol**

Pensioners Meet

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, October 7, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings, held the first Tuesday of each month at the above address.

Schildt . . . **Agent Irma O'Brian** is vacationing at this writing . . . **Agent Mary Winters** vacationed in Michigan while **Agent Buella Fields** recently returned from a trip to California and Las Vegas, Nevada.

Agents Betty Lennihan and **Mary Doyle** also are back on the job after restful vacations.

Agents Louise Drews, **Charles Blasak** and **Tom Sullivan**, because of the similarity in their times of opening and closing, are becoming known as the "Three Musketeers."

—**GORDON KELLY**

He Showed The Gang A Good Time

WEST SHOPS—The gang from the unit overhaul shop had a great time at **George Hayes'** place at Diamond Lake recently.

Al Blake, paint shop, tried to snare some fish up at Phillips, Wisconsin . . . **Stan Eisin**, bus overhaul, took a trip out to the west coast, while **Andy Tyson**, office, toured the east coast.

Tony Spatafore, miscellaneous, is very proud of his daughter, **Jacqueline**, who recently received her M.S. degree in education at Northern Illinois university, De Kalb.

Wisconsin proved to be a popular vacation spot for West Shops employes **Mike Pare**, **Al Baker**, **Charlie Greco** and **Joe Bolech**, Technical Services; **Louis Cosentino**, Miscellaneous, and **Roselle Czech**, **Ella Rall** and **Tony Vihannek**, Office. All visited various points in that state.

Jerry Vondras, **Andy Unicoff** and **Bill Novotny**, Electrical, showed off a catch of over 70 fish they made up at Lake Chetak, Wisconsin, recently.

Bus Dispatcher Stan Kaminski spent his vacation showing his family Olson's Falls.

William Pantle, Brake Department, recently suffered the loss of his mother, **Mrs. Lillian Barkus**; **Pat Hoey**, unit overhaul, on the death of his brother, **Donald Hoey**.

The welcome mat was out recently for **Kitty O'Shea**, who is our new switchboard operator. We bade adieu to **Jean Schweda**, who transferred to the Material and Supplies department in the Merchandise Mart.

Esther O'Brien, Office, spent part of her vacation at Spread Eagle, Michigan.

General Foreman Joe Repplinger, **Joe Kiselus**, Technical Services; **Miles Coleman**, Industrial Engineering, and **Jim McCoy**, Office, spent their vacations enjoying the sights in and around Chicago.

—**JOHN T. BURKE**

DISABILITY RETIREMENTS

D. T. Condeles, operator, West Shops. Employed 1-28-20.

John McVeigh, carpenter "A," South Shops. Employed 2-17-36.

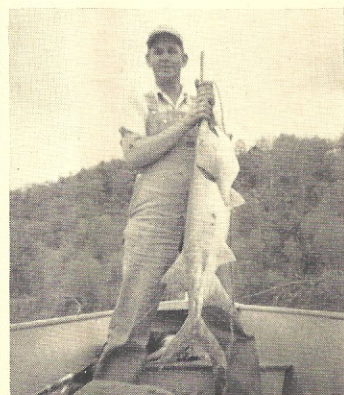
Timothy O'Connor, towerman, South Section. Employed 11-24-25.

George Pleuler, motorman, 77th. Employed 6-13-19.

A. F. Sieloff, switchboard operator, North Avenue. Employed 11-6-28.

J. J. Spillane, laborer, Way and Structures. Employed 12-1-25.

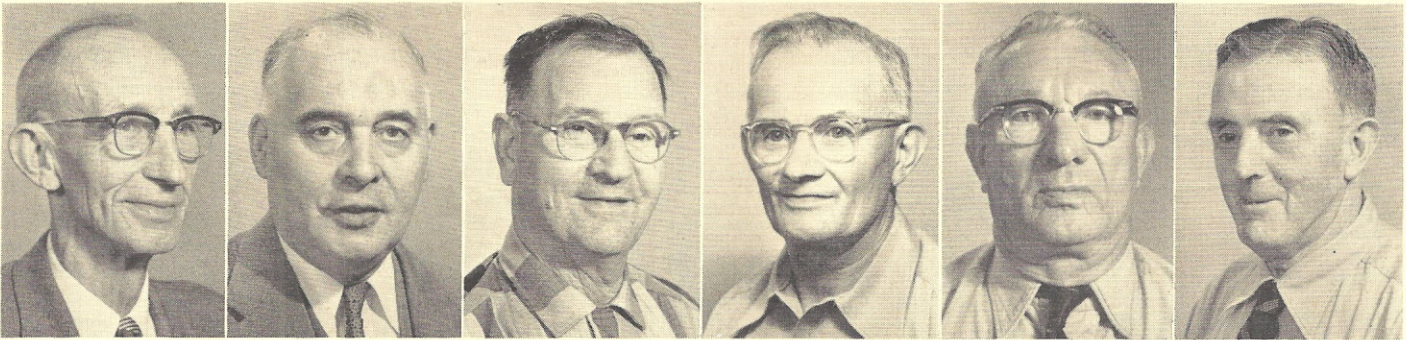
IT'S THE TRUTH!



HERE'S THE proof that the big one did not get away. **Motorman Bill McClanahan**, South Section, here proudly displays a 40-pound spoonbill catfish which was caught in the Osage river near Warsaw, Missouri.

Reported by **Leo J. Bien**

40-YEAR EMPLOYEES RECENTLY RETIRED



Oscar Prietz, conductor, West Section, September 1, 43 years.

William Armstrong, motorman, 77th, September 1, 42 years.

Joseph J. Buchinski, operator, Archer, September 1, 42 years.

Frank Rott, conductor, West Section, September 1, 44 years.

Joseph L. Filatreau, conductor, 77th, September 1, 42 years.

Sinan O'Mahony, motorman, West Section, September 1, 41 years.

For And About Our Pensioners

BEVERLY—*Dick and Katherine Japenga* fished and relaxed near Danbury, Wisconsin, at the Hideaway resort, which now is owned by *Clem J. Nelson*, former motorman. Clem's wife recently passed away.

Linus Davenport, former operator, recently played host to California-bound *Jack Fisher* and *Fred Rapp* at his home in Mesa, Arizona. . . . While visiting his sister in Constantine, Michigan, *Receiver Bill McConnell* met up with *Bill Smith*, former motorman.

Bill Bowen, former operator, presently still is confined to Hines hospital. His wife recently underwent surgery at a Kalamazoo, Michigan, hospital. . . . *Arthur Given*, who retired four years ago, now lives at 10332 S. Trumbull avenue, Chicago.

Ernie Schaff, former operator, who retired 10 years ago and who now lives in Albuquerque, New Mexico, visited here in Chicago with his stepson, *Operator Clyde Hathaway*.

—FRANK M. BLACK

ELECTRICAL—*Adelaide Hogan* who, when she retired, had 38½ years of service, died July 31. Beginning her transit career in October, 1912, she went on disability pension in April, 1951.

Leo Behrendt, former chief operator at 20th street substation, wrote aboard the steamship *Assiniboia*, "We are just having tea and rumpets on board. We're on our way to Fort Williams and then we'll go by auto to Duluth."

—GILBERT E. ANDREWS

NORTH AVENUE—*Andy Clancy* has pleasant memories of his trip to Ireland where he renewed old acquaintances. . . . *William Sedgwick* enjoyed his trip to the North Woods where he reported the fishing good.

Both *William Reinke* and *George Brown*, who were visitors to our station recently, look fine. . . . *Eddie Cannon* now resides in Long Island, New York.

Jerry Hayes took his pension last month. . . . *Jack Ensworth* was a patient at St. Ann's hospital where he underwent surgery. Jack was doing nicely as we wrote this.

Henry Burt of California recently visited our city. . . . *Otto Falk*, who lives in Algonquin, is a frequent visitor to Chicago. . . . *Florence* and *Joe Blaa* are enjoying their pension at Pinellas Park, Florida.

—JOE HIEBEL

LIMITS—*Peter J. Porter*, formerly a conductor working out of the old Lincoln depot, would like to have the boys pay him a visit at his home, 2841 Southport avenue, Chicago.

—IRVING J. METZGER

SOUTH SECTION—*Former Clerk Jim Gallagher* wrote from Quebec, Canada, where he participated in the 300th anniversary services at the Shrine of St. Anna, which 50,000 attended. He sent best wishes to all those whom he had worked with.

Towerman Timothy O'Connor went on pension August 1.

—LEO J. BIEN

NEW PENSIONERS

J. W. Bird, shop clerk, Skokie Shops. Employed 3-1-15.

D. J. Brodie, motorman, North Section. Employed 1-31-24.

W. N. Brucks, motorman, 77th. Employed 3-14-23.

Frank Cozza, operator, North Avenue. Employed 11-5-19.

H. O. DeBarr, expeditor, Purchasing Department. Employed 11-17-16.

E. A. Decker, porter, North Section. Employed 10-14-47.

Sam Donato, repairman, Lawndale. Employed 3-24-42.

F. R. Falvey, conductor, West Section. Employed 11-21-28.

C. C. Fields, machinist, South Shops. Employed 10-23-29.

H. J. Giblin, gateman, West Section. Employed 6-22-37.

J. G. Gulik, gateman, West Section. Employed 6-9-42.

J. F. Hayes, janitor, North Avenue. Employed 2-12-21.

William Heneghan, bus cleaner, Lawndale. Employed 2-4-44.

H. M. Higerson, signal maintainer, Electrical. Employed 5-20-20.

John Jennings, repairman, Lamont. Employed 9-11-29.

A. W. McDonald, gateman, West Section. Employed 7-19-48.

Charles McGuire, shopman, Skokie Shops. Employed 8-26-43.

J. J. O'Reilly, instrumentman, Way and Structures. Employed 4-29-21.

Ignas Paulauskas, repairman, Forest Glen. Employed 2-21-25.

B. S. Paulikonis, cleaner, Archer. Employed 8-11-43.

A. P. Prassos, cleaner, Archer. Employed 8-5-23.

J. S. Rasinski, laborer, West Shops. Employed 10-18-20.

C. J. Roubik, motorman, 77th. Employed 2-14-23.

Henry Russo, plumber, Way and Structures. Employed 4-5-22.

Rocco Saccomonto, cleaner, Shops and Equipment. Employed 2-28-28.

L. M. Schreuder, agent, West Section. Employed 8-17-46.

Tony Sposato, truck repairman, West Shops. Employed 7-1-43.

P. J. VanAusdeln, operator, North Park. Employed 6-28-27.



Fire doors are meant to keep fires small
Blocked or wedged they can't work at all.

RECENT DEATHS AMONG EMPLOYEES

FRANK ANDRIACCHI, 76, retired laborer, Track. Died 7-6-58. Employed 4-1-26.

L. E. ANSON, 58, chauffeur, Utility Department. Died 8-4-58. Employed 9-9-41.

For And About Our Pensioners (Cont.)

WAY AND STRUCTURES—*Jackson Squires*, retired watchman, rapid transit division, recently was in for a visit. He said hello to all his friends. He now is residing in LaGrange.

—MARLENE NEHER

WEST SECTION (Agents)—*Mary Rezak* and *Bess Slaby* enjoyed their recent trip to New York City.

Ann Gillespie presently is recuperating from a recent illness.

—GORDON KELLY

WEST SHOPS—At this writing, *Feris Straka*, formerly of the machine shop, is recuperating from an illness.

—JOHN T. BURKE

LIFE IN FLORIDA



HERE WITH her new friend, *Romance Wirehart*—better known as *Foxy*—is *Katherine Odill*, former Loop agent, at her home in St. Petersburg, Florida. She and another former agent, *Bertha Hand*, together with 61 other members of the CTA Pensioners' club of St. Petersburg, enjoyed a picnic held by the group recently.

Reported by *Edith Edbrooke*

CLYDE T. BASSETT, 63, operator, 77th. Died 7-30-58. Employed 5-3-27.

JOHN BOLAND, 62, switchman, West Section. Died 8-11-58. Employed 12-18-19.

J. J. BRENNAN, 74, retired conductor, 77th. Died 7-12-58. Employed 5-3-27.

H. J. BRUNDERMAN, 68, retired repairman, Wilson Shops. Died 8-5-58. Employed 2-18-29.

ROY CAMPANA, 58, laborer, Stores Department. Died 7-23-58. Employed 11-18-43.

MARY CARROLL, 84, retired agent, South Section. Died 7-18-58. Employed 9-23-18.

P. P. CAULFIELD, 69, retired towerman, South Section. Died 8-1-58. Employed 2-11-24.

FRANK CHLOPECKI, 43, gateman, West Section. Died 8-14-58. Employed 4-29-42.

F. J. DOBESH, 74, retired motorman, Lawndale. Died 7-23-58. Employed 1-21-10.

FRANK DOTZAUER, 44, trainman, West Section. Died 8-7-58. Employed 12-4-45.

G. J. DOYLE, 65, retired motorman, 77th. Died 7-29-58. Employed 3-25-25.

F. G. FITZGERALD, 61, retired conductor, South Section. Died 7-22-58. Employed 10-25-26.

J. P. FOGARTY, 83, retired conductor, West Section. Died 8-5-58. Employed 4-1-14.

MARVIN A. FORDE, 58, agent, West Section. Died 7-29-58. Employed 10-12-25.

J. P. HART, 65, retired night superintendent, Limits. Died 7-24-58. Employed 1-14-20.

ELMER HAWKINS, 58, laborer, 69th. Died 8-10-58. Employed 11-25-29.

MICHAEL J. HAYES, 57, operator, 77th. Died 7-23-58. Employed 11-21-27.

JOHN HOBAN, 68, retired conductor, Devon. Died 8-2-58. Employed 10-23-13.

E. O. HOCHSPRUNG, 77, retired motorman, 69th. Died 7-16-58. Employed 10-11-11.

A. V. HOGAN, 72, retired typist, General Office. Died 7-31-58. Employed 10-30-12.

J. E. HUMPF, 86, retired agent, South Section. Died 8-8-58. Employed 5-10-20.

LOUIS KESSELRING, 63, carpenter, Way and Structures. Died 7-23-58. Employed 3-16-20.

HENRY KETTER, 78, retired conductor, Devon. Died 8-3-58. Employed 7-6-03.

THOMAS KIELY, 86, retired motorman, Blue Island. Died 7-13-58. Employed 7-2-04.

C. S. LOOMIS, 71, retired repairman, North Section. Died 7-16-58. Employed 3-27-18.

J. J. LUNDY, 73, retired conductor, West Section. Died 8-9-58. Employed 5-28-19.

MICHAEL J. MEDERNACH, 50, electrical worker, Shops and Equipment. Died 8-1-58. Employed 11-4-42.

MICHAEL MORAN, 70, retired motorman, Devon. Died 8-2-58. Employed 3-28-23.

T. J. MURPHY, 83, retired assistant superintendent, Way and Structures. Died 7-20-58. Employed 10-15-16.

LOUIS NELSON, 72, retired motorman, 77th. Died 7-8-58. Employed 11-20-25.

MICHAEL O'MALLEY, 71, retired motorman, 77th. Died 7-22-58. Employed 12-16-19.

DANIEL J. O'NEILL, 58, operator, North Ave. Died 8-2-58. Employed 12-19-26.

A. T. PETERSEN, 79, retired motorman, North Avenue. Died 6-13-58. Employed 11-26-18.

M. J. RAUSCH, 58, retired janitor, North Park. Died 8-2-58. Employed 1-30-23.

MICHAEL RYAN, 74, retired motorman, Lincoln. Died 7-23-58. Employed 7-6-09.

DOMIANO SABELLA, 85, retired watchman, Track. Died 7-31-58. Employed 4-13-27.

W. F. THOMS, 73, retired janitor, North Avenue. Died 7-14-58. Employed 8-21-09.

M. H. TIERNEY, 62, retired conductor, 77th. Died 7-16-58. Employed 2-12-23.

JOSEPH VRANKOVICH, 64, retired trackman, Track. Died 5-19-58. Employed 9-17-29.

PATRICK WARD, 58, laborer, Way and Structures. Died 8-10-58. Employed 9-16-29.

J. C. WERDELL, 68, retired operator, North Park. Died 7-16-58. Employed 6-1-16.

JOSEPH WIRTH, 65, retired laborer, West Shops. Died 7-24-58. Employed 10-17-23.

HARRY W. WOODRICH, 57, instructor, Transportation Department. Died 8-5-58. Employed 2-17-42.

RECENT SUGGESTION AWARD WINNERS

NAME	POSITION	LOCATION	AMOUNT
<i>Edward Bakanowicz</i>	Repairman	North Park	\$10.00
<i>Edna Bell</i>	Agent	South Section	5.00
<i>John Capaccio</i>	Repairman	Laramie	5.00
<i>John A. Cannella</i>	Repairman	Laramie	25.00
			5.00
<i>Edward Corda</i>	Repairman	North Park	25.00
<i>Dominic DiOrio</i>	Shopman	Skokie Shops	25.00
			15.00
			15.00
<i>H. E. Fabricius</i>	Automobile Mechanic	77th	15.00
<i>Carl R. Green</i>	Automobile Mechanic	West Shops	10.00
<i>August J. Mischke</i>	Repairman	Wilson Shops	5.00
<i>John P. Murray</i>	Instructor	Miscellaneous Stations	25.00
<i>Theodore Szymanski</i>	Electrician "A"	Skokie Shops	10.00

SOCIAL SECURITY CHANGES OF 1958

THE SOCIAL Security Amendments of 1958 will provide increased monthly payments beginning with the checks due early in February, 1959. The amount of the increase will be about seven per cent, although the increase in some checks will be slightly more than seven per cent and it will be slightly less than seven per cent in some others.

People who are already getting social security payments do not need to apply for the increase. It will be automatically added to the checks for January, which will be mailed out early in February.

Under other changes made by the new law, social security benefits will become payable to a number of people not previously eligible for payments. They must, however, apply to their social security offices before payments can

start. Among the groups now eligible because of the amendments are:

- (A) Dependents of people who are 50 or over who are now getting disability insurance benefits (children under 18 or disabled; a wife of any age who has a child in her care who is entitled to benefits; a wife 62 or over; or a dependent husband 65 or over).
- (B) Disabled people 50 or over who could not qualify for benefits under the old law because they did not have as much as one and one-half years of work in the three years before they were disabled. (A total of at least five years of work under the law is still required).
- (C) Dependent parents whose son or daughter died after 1939 and who could

not qualify for benefits under the old law because the son or daughter left a widow, widower or child.

- (D) Adopted children whose adopting parent began receiving retirement benefits less than three years after the adoption. (In many cases this provision will also make possible payments to the mother of the adopted child).
- (E) A person receiving benefits who marries another person also receiving benefits can continue to receive monthly checks, or can become eligible as a dependent of the new husband or wife without waiting three years.

Some people in situations similar to those mentioned above may have applied for benefits in the past and been notified that they did not qualify for payments. These people should get in touch with their social security district offices promptly about filing new applications.

Disabled workers whose social security disability benefits were reduced or were not payable because they received workmen's compensation or other Federal disability payments will begin to receive the full amount of their social security disability payments. (These people do not have to file applications. Their social security checks will be started automatically with checks mailed out early in September.)

Under the amendments it is easier for certain employees of non-profit organizations and State and local governments to be brought under the law.

There is a slight change in the rules on how much a social security beneficiary may earn and still get social security benefit payments. Under a new provision a person's social security benefit will not be withheld for any month in which he neither worked in his own business nor earned over \$100 in wages.

Beginning January 1, 1959, the social security tax rate for employees and employers will be two and one-half per cent each. The rate for self-employed people will be three and three-quarter per cent. These rates are scheduled to increase every three years until they reach four and one-half per cent for employees and employers and six and three-quarter per cent for self-employed people in 1969.

Starting with 1959, the first \$4,800 of earnings in a year will be taxed for social security and will count toward social benefits.

Keep in mind that it is not necessary for people already receiving monthly payments to apply for the automatic increase. It will be added to the January checks which will be delivered early in February. Inquiries about the automatic increase will tend to slow down the effort to start payments promptly to the people filing for benefits for the first time.

The location of the nearest social security office can be obtained from telephone directories, or from the Post Office.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1958 AND 1957, SEVEN MONTHS ENDED JULY 31, 1958 AND 1957 AND
TWELVE MONTHS ENDED JULY 31, 1958
(Revenues applied in order of precedence required by Trust Agreement)

	Month of July		Seven Months Ended July 31,		Twelve Months Ended July 31, 1958
	1958	1957	1958	1957	
Revenues	\$10,200,610	\$10,621,108	\$73,164,624	\$69,800,938	\$127,836,621
Operation and Maintenance Expenses	8,882,748	8,832,498	63,125,866	61,772,678	108,114,589
Available for Debt Service	<u>1,317,862</u>	<u>1,788,610</u>	<u>10,038,758</u>	<u>8,028,260</u>	<u>\$ 19,722,032</u>
Debt Service Requirements:					
Interest Charges	379,961	390,535	2,701,774	2,782,708	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,667(1)	166,666	1,166,667	1,666,666	
Deposit to Series of 1947 Sinking Fund (2)	105,213	95,767	679,813	95,767	
Revenue Bond Reserves (3)	<u>1,398</u>	<u>7,000</u>	<u>43,398</u>	<u>187,900</u>	
	653,239	659,968	4,591,652	4,752,141	
Balance Available for Depreciation	664,623	1,128,642	5,447,106	3,296,119	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)				313,588	
Balance Available for Depreciation	664,623	1,128,642	5,447,106	3,609,707	
Provision for Depreciation:					
Current Period	816,049	849,689	5,853,170	5,584,075	
Deficit in Depreciation Provision or Balance Available for Other Charges (5)	151,426	278,953	406,064	1,974,368	
Accumulated Deficit:					
To end of previous period	435,328	2,476,932	180,690	223,611	
At close of period	<u>\$ 586,754</u>	<u>\$ 2,197,979</u>	<u>\$ 586,754</u>	<u>\$ 2,197,979</u>	

PASSENGER STATISTICS				
Originating Revenue Passengers	42,360,263	45,415,593	310,191,201	351,120,223
				541,136,845

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at July 31, 1958

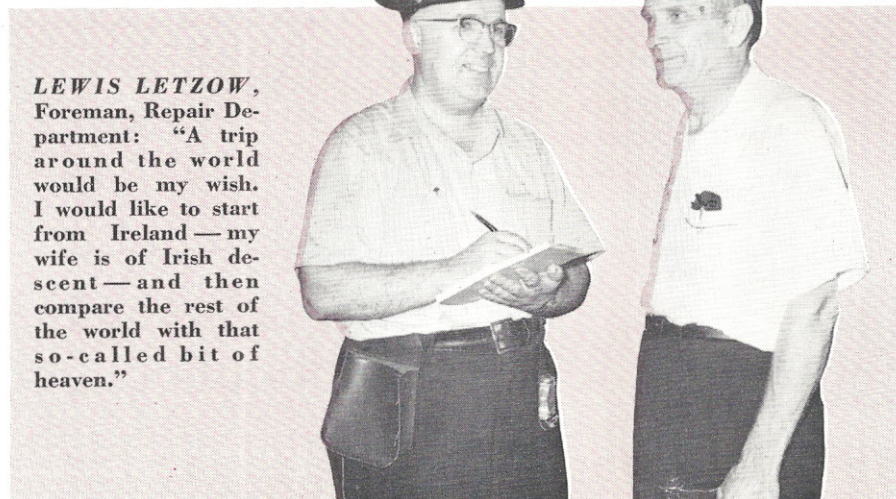
	Delivered to Date	Remaining to be Delivered	Total
1958 Orders:			
El-Subway Cars	-	100	100
Propane Buses	-	150	150
	-	250	250
Delivered under previous orders	3,464		
Less - P.C.C. Streetcars to be converted to El-Subway Cars	<u>100</u>		<u>3,364</u>
			3,614

NOTES:

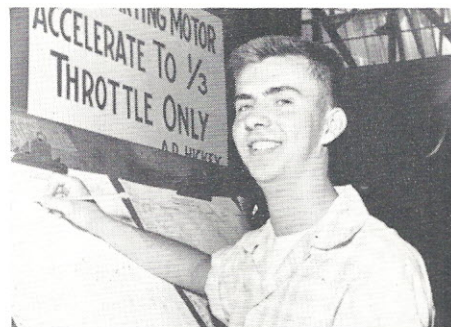
- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1959.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) Available 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 \$100,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" 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.



"If you could go anywhere or do anything, what would it be, and why?"



LEWIS LETZOW, Foreman, Repair Department: "A trip around the world would be my wish. I would like to start from Ireland—my wife is of Irish descent—and then compare the rest of the world with that so-called bit of heaven."



THOMAS McCUE, Clerk, Repair Department: "If I had as much money as I could spend, I would learn to fly and buy a small plane. Then, I would take a month off and travel all through the United States, Canada and South America. Finally, I would buy a place up on some lake and a boat with an in-board motor."

JOSEPH P. O'CONNOR, Chief Clerk: "I would take a trip around the world and make sure my itinerary included such places as Ireland, Rome, Italy; Germany and the Hawaiian Islands, for these are places I have always wanted most to see."



CLARENCE R. DAVIS, Operator: "I'd like to re-live my vacation of 1953, but at a slower pace. It would be nice again to visit friends, as I did, in Philadelphia, New York City and Boston, as well as tour Atlantic City, New Jersey; Saratoga, New York; Montreal and Quebec, Canada, and the White Mountains of New Hampshire."



MENDEL B. BALDWIN, Operator: "My desire would be to see some of the wonders of the world, such as the Leaning Tower of Pisa, the Pyramids of Egypt, the Coliseum in Rome, and the ancient Greek temples. Also on my list would be places mentioned in the Bible. And, after visiting all the corners of the world once, I would like to go for extended visits of those Biblical places."



OUR

Public Speaks



NOTHING DOES more to improve public relations than courteous treatment of our customers. And it is well to have a clear understanding of what courtesy is.

First of all, real courtesy is spontaneous, and is reflected in everything you do or say. You can be courteous if you want to be. Every act and word that goes into proper performance of duty is indicative of your attitude toward the job that provides your livelihood.

Courtesy pays rewards, too. You notice that when you are courteous to others, you are treated courteously by them. You hold your temper even when others are rude because you know that no argument is ever really won.

To the people with whom you come in contact, you are the company that employs you. When you are pleasant of manner and do your job well you make your job easier because you gain the cooperation of those whom you are paid to serve.

Reprinted below are examples of how some of our employes have performed their duties, much to the satisfaction of our patrons:



"Much Impressed"

"This morning I was very much impressed by the extreme courtesy shown by a bus driver in the terminal at 79th and Western avenues. His badge number is 13062 (*Melvin Williams, 77th*).

"While waiting to relieve another driver, he was approached by several people seeking information and was most courteous and intelligent, going so far as to escort some people to the far side of the area where they could board their buses."

"Pat On The Back"

"Operator No. 4687 (*George Ephgrave, Beverly*) deserves a 'pat on the back' for doing a fine job of public relations recently.

"Two little girls rode on his bus from 79th and Halsted and disembarked at 99th and Vincennes. Traffic was heavy and the girls seemed somewhat frightened of crossing Vincennes. The operator, sensing this, got out of the bus and helped them across."

"Wonderful Instructor"

"Recently I was riding on a Lawn-dale avenue bus and noticed the wonderful way the instructor was teaching a new operator. The new driver seemed very pleased, too, because it seemed as though his job was going to be easy after having this instructor teach him the ropes. The instructor's cap number was 13876 (*Operator Henry Newman, North Park*). Several other passengers were commenting on the patience of this man and remarked how carefully he explained certain operations."

SOMETIMES, WE may tend to be abrupt or rude in answering a question or in collecting a fare and our patrons write letters like these:

"Recently, while riding a CTA bus, I observed a small boy on the corner waving to the bus operator to stop. The operator refused to stop the vehicle as he was traveling at a steady speed and left the boy standing. I believe this was every much uncalled for especially since it was a Sunday afternoon and there are no rush hours on week-ends."

COMMENT: At no time is it condoned or tolerated by CTA when an operator deliberately passes up a patron, especially if the vehicle has ample room for passengers. Too much emphasis cannot be placed on the importance of providing courteous, convenient service.

"SINCE I am a mother of five children, I rarely have the opportunity to travel by CTA unless it is of urgent necessity.

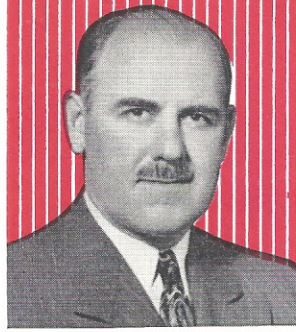
"Recently, a situation occurred where I had to keep an appointment downtown and had to leave the children with a neighbor. I boarded a bus and asked the operator which way would be the easiest for me to get to the Loop. He said the easiest way would be for me to turn around and go back home if I didn't know how to travel anywhere. When I tried to explain that I didn't have much opportunity to travel, he told me that I had no business traveling and leaving my children with a neighbor.

"I decided not to further the situation and got off the bus. When I was alighting, the operator smiled and waved goodbye."

COMMENT: Under no circumstances should an operator become abusive toward a patron. Our service is provided for the convenience and consideration of our passengers, who, through their fares, are responsible for the equipment we use, the wages we earn and the purpose of our modernization program.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for August, 1958; July, 1958, and August, 1957:

	Aug. 1958	Jul. 1958	Aug. 1957
Complaints	739	907	847
Commendations	68	87	97



By Dr. George H. Irwin
CTA Medical Director

THE CHRONIC COMPLAINER

PERSONS WHO are known as hypochondriacs are a serious burden to themselves, the physician, society and to industry. Another name given to this group of people who are chronic complainers is neurotics. They live on self pity and needless worry, and spend a good deal of time worrying about things that never happen. Another characteristic is their multiple complaints. They think they have so many ailments that they write the symptoms down on paper before visiting the physician because they don't trust their memory. They are the kind of people who delight in talking about their aches and pains. As one physician put it, "listening to these people talk might be compared to listening to an organ recital" because they go from one organ or organ system to another.

Hypochondriacs are found in all walks of life and in both sexes, though perhaps most frequently in the female. Age is not an important factor although most neurotics fall into the middle and late age groups. Heredity sometimes is a factor.

The causes of this emotional disturbance are many and various. A few typical examples follow: disappointment in a love affair, unsatisfactory working conditions, domestic problems stemming from sickness or troubled financial affairs, alcoholism, worry over one's own physique, marital triangles, etc.

Usually, these people view their problems through a mirror. The images are distorted, and abnormal imagination results in a long chain of unfounded symptoms which are not related to any organic disease. Most neurotic patients develop a group of symptoms to justify, or to act as a defense for, some internal conflict or problem which they feel unable to solve.

In general, a good many can be classified as situational neuroses, which means that any unpleasant situation may produce a hypochondriac in individuals with neurotic tendencies.

The symptoms are usually multiple and varied. Some of the more common are weakness, loss of pep, fatigue, headache, backache, dizziness, anorexia, constipation and insomnia. On one occasion the chronic complainer may have weakness and loss of pep. At another time the same patient may emphasize headaches. One characteristic of their symptoms is the atypical and inconsistent nature

of the complaint. The symptoms do not fit in with the usual picture and they are never relieved by ordinary remedies. The persistence of complaints with no apparent physical deterioration is another characteristic.

Proper treatment of the hypochondriac is very important. These people need help. One of the essential preliminary steps is careful study of a patient's history and physical examination. A patient should never be classified as a neurotic until after a complete examination.

Assuming there are no organic disorders, the next step is to determine, if possible, any situational factors which could be at the root of their problem. They should be told that stress situations are a part of living, that we all have to contend with them. Encouragement to take inventory of each problem and to solve it by themselves should be recommended. If, after a fair trial, these measures fail, help should be sought.

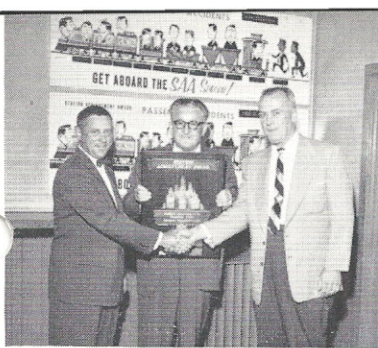
Neurotics should be encouraged to start thinking of how to help others. Face the situation; don't try to escape it. Peace of mind can only come from within oneself. Working is very beneficial because it keeps the mind busy and off worrisome problems. Cultivating serenity or calmness also will prove helpful to the nervous patient.

After all, one has to live with one's self first. Here's a short quotation which might aid in achieving that end:

"O Lord, grant me the serenity, first, to accept the thing I cannot change; second, the courage to change the things I can, and third, the wisdom to know the difference."



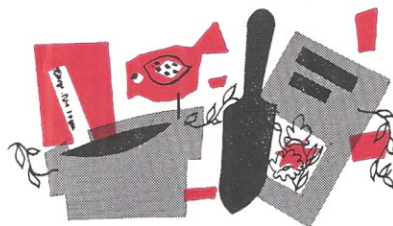
ALL DRESSED up in their sporrans and kilts, these two Scottish lassies not only make a pretty picture but one that could have been photographed in the country of highlands and heather. They are Judith, 8, and Virginia Sawyer, 11, granddaughters of Instructor Jack and Mrs. Shaw of South Unit. The young ladies have made quite a reputation for themselves as Scottish dancers, having won first place in several contests and made appearances on TV. They also do benefit performances in hospitals and homes for old people. In time little sister Judith expects to equal the large number of medals on Virginia's jacket.



PRESENTATION WAS made recently of quarterly Station Achievement Awards at three operating stations which had registered the best safety records for the second period of the year. In the picture at the left, *Charles E. Keiser*, superintendent of transportation, hands the plaque won by 52nd station to Superintendent *William B. Hornkohl* (center) and Night Superintendent *John Ferris* for reducing the frequency rate in traffic-type accidents. Part of group present at Limits station to receive the award for reducing passenger-type acci-

dents is shown in the center photo. In the front row, (from left) are: *Day Superintendent Herman Erickson*, *Thomas F. Moore*, superintendent of operating stations, *Instructor Ed Wehmeyer*, *Night Superintendent S. J. Bitel*, Mr. Keiser, and *Tim Riordan*, repair foreman. In the picture at the right, *General Manager Walter J. McCarter* (right) hands the combined award for the rapid transit system to *R. W. Sanford*, assistant superintendent, while *L. J. Hickey*, superintendent, looks on.

Garden Helps



SEPTEMBER IS often the month of the finest weather in Chicagoland. It gives us a better opportunity to enjoy our gardens than at any other time.

While enjoying your garden at the close of the season think over and plan improvements you would like to make or what additional plants you should have, especially new varieties.

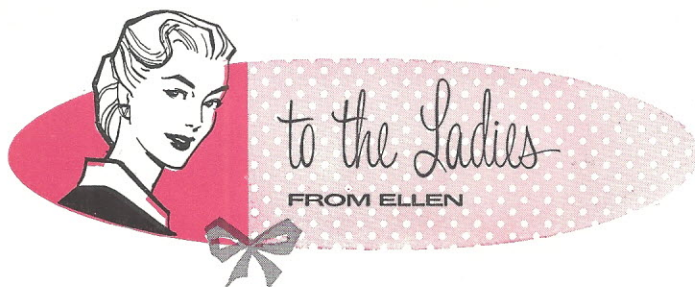
This is peony planting time. If you have peonies to be moved, do it at this time. If you add peonies to the garden, order them as soon as possible. Prepare a very deep hole for the peony for its roots penetrate 18 inches or more underground. Mix peat moss or compost or some other organic material to the soil in the bottom of the hole. With this add a generous amount of bone meal or a complete fertilizer. When planting a peony make sure you do not place it too deep in the soil. The crown or tips of the red "eyes" should not be deeper than two inches beneath the surface of the soil. After filling the hole with the plant in it, the compaction of the soil may lower the roots a great deal, so you may have to lift the plant after settlement occurs. You can readily do this while the soil is wet and soggy.

Iris, daylilies, primroses and other spring flowering perennials could be planted in September, too. If you have iris that has been in its place for three years or more, take it up, separate each rhizome from the others, be careful not to injure the roots when you disentangle them from the other rhizomes. Make a deep hole so the roots can be spread in it. Also add organic matter and some complete fertilizer in the bottom of the hole because here is where the greatest root growth will occur. Space the separate plants at least six inches apart.

Why not plant some primroses in your garden? They come in a variety of spectacular colors and are quite hardy if you do not cover up the green tufts of fresh growth at the top of each plant during the winter. Instead, surround these leaflets with a layer of oak leaves, straw or some other firm material that will not mat down. It is a good plan to place a berry box over each plant. Then, after cold weather has frozen the ground, place some evergreen bows on top of this to shade the plant from the sun, especially in spring when early warm spells occur.

When you transplant daylilies, separate each "fan" along with its individual root and plant it as a single plant about six inches from any other. By planting daylilies early in September you can be certain you will have flowers on them next season. They have a long carrotlike root with considerable hair roots attached. In planting be sure that you do not bend or break off this main root, so make the hole deep enough to avoid injuring it.

Before the end of this month it is a good plan to prepare house plants that have been summering outdoors so they can be moved indoors again for the winter. Go over them carefully, removing any dead branches or old leaves and spray them with a mixed spray or combination that will destroy chewing insects, sucking insects and red spiders or mites. House plants that have been outdoors, usually in a protected shady location, are apt to have been infested with some of these insects and it is a smart thing to get them entirely killed before taking the plant indoors. You might also find it worthwhile to prune some of the plants if they have long stems and have grown ungainly because of the uneven distribution of sunlight in their shaded location. If any of the plants need repotting, this is a good time to do it, too, so they will have a chance to become established in their new pot before being taken indoors. Keep an eye on the weather. If we have cool spells, take your house plants inside. Hardly ever has the Chicago region been attacked with a frost in September, but this is a possibility and very mild frosts can injure the usual house plant.



HERE'S A TREAT THE KIDS CAN FIX

IF YOUR work schedule requires you to be away from home at certain mealtimes, here's a wonderful menu suggestion that is so easy your school-age children can fix it for themselves. It's called "Eggs-in-the-Hole," and really is fun for the youngsters to make . . . and it's nourishing, too, because eggs are the first and foremost high-protein food. Serve it for breakfast, lunch or as an after-school snack.

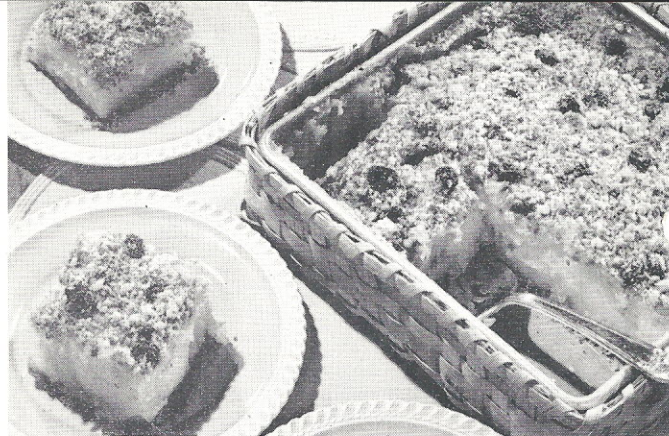
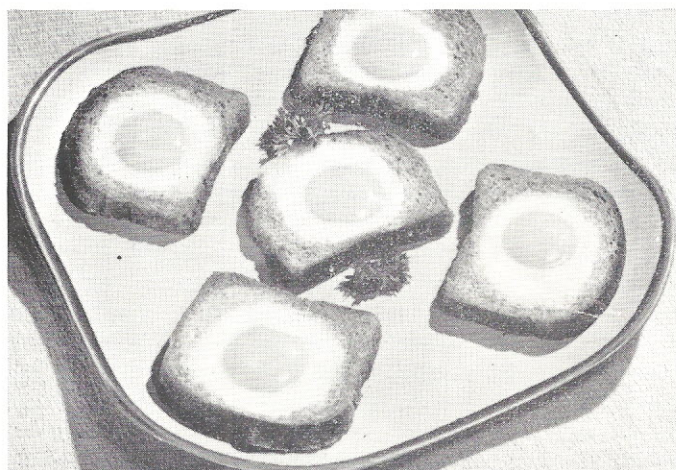
And "Eggs-in-the-Hole" can be made to suit any taste (children very often have definite ideas about how they like their food). The eggs may be cooked to a very soft consistency or to any degree of firmness. The latter is best for eating out of the hand—especially popular with the young ones. Vary this favorite by using different kinds of bread. For one serving . . .

Eggs-in-the-Hole

1 slice bread
1 tablespoon butter or other fat
1 egg
Salt and pepper

Cut circle in bread with biscuit cutter. Heat butter in skillet. Place slice of bread in skillet and slip egg into the "hole." When bread is browned on bottom turn and cook until egg is of desired firmness. Season to taste with salt and pepper. Or, if desired, brown bread slice, turn, then slip egg into "hole." Cook egg to desired firmness.

ALTHOUGH EGGS are considered the first and foremost high-protein food, they also are the most versatile of either plain or fancy foods. "Eggs-in-the-Hole" is just another of many ways to prepare delectable, appetizing egg dishes.



RECENTLY, WE have received a recipe that is classified as a pudding but actually is a cross between pudding and pie. It has a bottom "crust" of raisin bran flakes mixed with sugar, flour, shortening and salt. A similar layer is on top. In between, is a rich, sweet-tasting lemon pudding. The dessert cuts well and holds its shape. If you're interested in this taste-tempting dessert, write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for your free lemon-pudding pie recipe.

BE YOUR OWN TRAPEZE ARTIST

IT'S THE daring young trapeze, the bold-color trapeze, that takes the spotlight this season. It's flying through fall with the greatest of ease, the youngest of lines, in the brightest of colors. And the woman who sews has discovered that this is a silhouette that's made for her. Its clean, uncluttered lines are perfect foils for the fabulous fabrics this year and the bold, brave colors that dominate the fabric counters.

With a fashion such as this that depends on shape, rather than on detail, fabric becomes more important than ever, and this season the fabric departments are ready to meet the challenge with the most exciting collection of fabrics in years. There are fluffy mohairs, luxurious brushed wools, deep-napped fabrics that take smartly to the trapeze silhouette. There are prints—more deep winter florals, warp prints, new carpet-bag prints, and cravat prints. There are plaids galore—new and different plaids, not the traditional tartans, but plaids in bolder patterns, unusual colorings. Jerseys, too, are different, with more prints, more textured designs. On the dressy side are the newly-important crepes, silks and mixtures, crisp or textured, and all looking wonderful made trapeze-style. Part of this shape comes from the lining, and you'll find them, too, adding to the clean silhouette of the trapeze.

With such a vast selection of fabrics, and such a smart and appealing style as the trapeze to sew them into, this should be a busy season for the woman who sews.



THE RED trapeze appears in a suit. Its jacket is dropped to the waist with the skirt continuing the flared line . . . very young, very hand-some in its beautiful tweed fabric.

The Need Is Greater...



Community Fund - Red Cross

JOINT APPEAL



Let's give **FULL VALUE...**



... with less
PASSENGER ACCIDENTS!

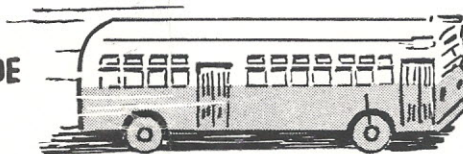
BOARDING...

MAKE SURE *ALL* ARE ON BOARD
BEFORE CLOSING DOORS
DO NOT START UNTIL *ALL* ARE CLEAR
OF DOORS



ON BOARD...

GIVE THEM A *SAFE, PLEASANT RIDE*
START SMOOTHLY!
TURN SLOWLY!
STOP SMOOTHLY!



ALIGHTING...

STOP *COMPLETELY* BEFORE OPENING
DOORS
DO NOT *START* UNTIL DOORS ARE
CLOSED



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