

OCTOBER, 1958

# TRANSIT NEWS

METROPOLITAN

TRANSIT



## Shops Consolidation Planned

PLANS ARE now under way to consolidate CTA's West Shops' repair and maintenance facilities with those of the South Shops at 77th and Vincennes, *CTA General Manager Walter J. McCarter* announced recently.

By merging the operations of the two shops at the 77th and Vincennes location, CTA will achieve improved efficiency and will realize substantial savings each year. The savings will be made possible by cutting duplicate inventories, eliminating additional supervisory personnel, decreasing heating and lighting expenses, cutting down on janitor and labor forces and eliminating duplicate tool requirements.

By late spring of 1959, the following shop facilities will be merged with those of the South Shops: the unit shop, machine shop, tool room, fare box repairs, unit and parts exchange and radiator and fuel tank repairs. These shops will be housed in existing buildings which will be renovated. One hundred and fifty CTA employees, presently located at the West Shops, will be involved in this move.

The West Shops are located in several buildings bounded by Washington boulevard on the south, Lake street on the north, Springfield avenue on the east and Harding avenue on the west. The buildings, erected around the turn of the century, were originally owned by the Chicago Railway Co., before its consolidation with the Chicago Surface Lines in 1914.

Through the years, the buildings have undergone several alterations to conform with the changes in Chicago's transportation systems. Some of the buildings, dating back to 1891, were originally used as horse barns, blacksmith shops and carpenter shops. Gradually, as the horse was replaced by the electric streetcar, the buildings were converted to streetcar garages and repair shops. When motor buses replaced the streetcars, the West Shops were converted to their present activities: bus repair and maintenance shops.

When the CTA took over the operation of the Surface Lines in 1947, approximately 800 persons were employed at West Shops. Now, only 285 people are located there.

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## "NEW HORIZONS" PROGRAM NOW AVAILABLE FOR PUBLIC SHOWING

TO ACQUAINT the public generally with the details of CTA's proposed rapid transit extension and improvement program for a greater Chicago, and a greater Chicago metropolitan area, CTA has a color slide program available for showing before public audiences.

Titled "New Horizons for Chicago Metropolitan Area," the program is provided for bookings before clubs and organizations at no charge. Arrangements for showing the color slide presentation may be made by calling CTA's Public Information Department, MOhawk 4-7200, extension 801, 802 or 803.

Popularity of the program is evidenced by the fact that fully 50 groups already have made use of it. Furthermore, at present, approximately 50 more organizations have made reservations for showings which can be varied in length from 30 minutes to one hour to suit time available. CTA representatives speak and show the color slides.

In addition, a 32-page brochure outlining this program is being distributed. Copies are available, free of charge, by telephoning or writing CTA's Public Information Department in Room 742, Merchandise Mart.

**OUR COVER:** Service-to-the-door convenience is afforded to the estimated 20,000 persons—among them the employees of CTA's general offices—who work in the Merchandise Mart, and to the many thousands of people who visit the building each day, by CTA's Michigan-State-Wacker (No. 149) shuttle bus line. This route, which travels between the Mart and Soldier Field via the downtown shopping and business area, Mondays through Saturdays, is described fully on pages 5, 6 and 7, as are five other CTA surface lines furnishing convenient service in the downtown area.

## RECENT ADDITIONS TO THE ARMED FORCES

James E. Cohn—Transportation (77th)  
James Johnson — Transportation (Kedzie)  
Olan Kellogg, Jr. — Transportation (77th)  
Augustus L. Shaw—Transportation (Beverly)  
Purvis P. Washington — Transportation (Lawndale)

## RECENTLY RETURNED

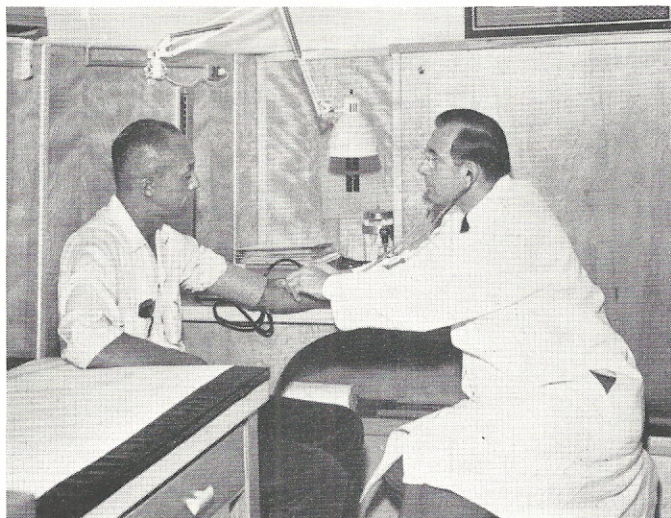
Donald E. Foulkes — Transportation (69th)  
Stanley B. Robinson—Transportation (Kedzie)

CTA TRANSIT NEWS

## MOTOR BUS BECOMES MOBILE MEDICAL UNIT



**SIGHT-SCREENING AND** color blindness tests are given to determine that vision meets the standards required for train or bus operation. Here, Mrs. Violet Cioffe, R.N., of CTA's medical staff, shows the color charts to Operator James Tampier, 77th station.



**IN THE** compact examining room of the mobile medical unit, Dr. Stephen D. Mosny of CTA's Medical Department takes the blood pressure of Operator Booker T. Jones. This test is one of those made in the physical examinations of operating personnel now being given at on-the-job locations.

A CONVERTED motor bus, fully equipped to give physical examinations to employees, is now being used in making annual medical check-ups of CTA Transportation Department operating personnel right on the job.

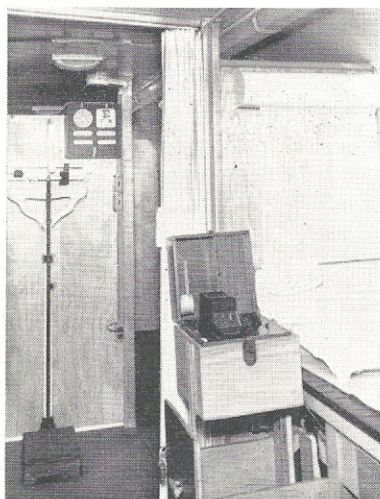
The service started September 17 with examinations of operators at 77th Street station. After completion of the program at that location, scheduled for the middle of October, the medical bus will move on to all other surface and rapid transit operating stations in order.

All such examinations were previously given in the CTA Medical Department offices in the Merchandise Mart. The use of the mobile unit not only saves travel time for the employee when he reports for his annual check-up but affords added convenience in completing the tests.

Staffed by a doctor and registered nurse from CTA's Medical Department, the unit is adequately equipped to give the thorough physical examination required for all operating employees. It includes facilities for electrocardiograph tests, as well as for testing blood pressure and color blindness; inspection of eyes, ears, nose, throat, teeth, and examination of heart, abdomen, lungs and extremities among other things essential to a complete physical.

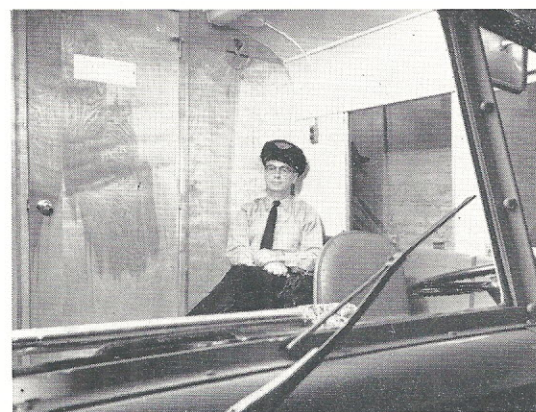
The tests are given to all bus operators over 55 years of age, and to all rapid transit motormen, switchmen, yard foremen and towermen above 45 years of age. The examinations are being given at the rate of 10 per day at intervals of 40 minutes apart—the time required to complete each individual employee's examination—throughout the working day.

The converted bus is an old 3400 series White gas bus taken out of storage and rebuilt entirely at West Shops. Its interior was completely remodeled by CTA craftsmen who



**ALSO IN** examining room are electrocardiograph (foreground), which detects and substantiates any heart defects not ordinarily found by use of a stethoscope or blood pressure machine; scale, a wall sight-screener (above scale at right) for testing distant vision, color blindness and astigmatism; and (above scale at left) weight chart.

**WAITING HIS** turn for his physical examination in the medical bus is Operator Leo Peters. Seats have been installed in the front of the bus alongside the driver's seat to form a small waiting room for men who have been called in to undergo annual health check-ups.



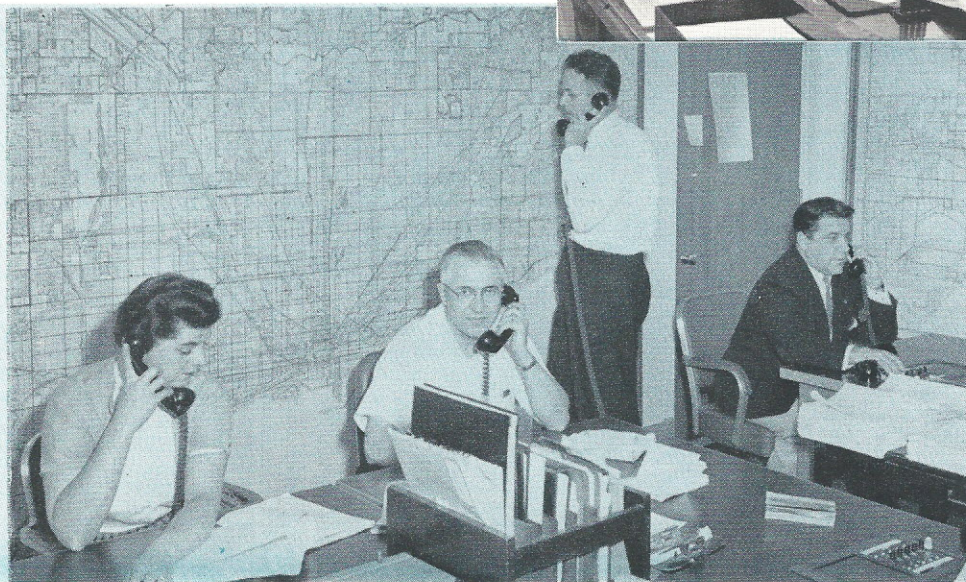
did a masterful job of finishing off walls, doors and cabinets which they built in to furnish an examination room, office and small waiting room which the bus contains. They also installed an air conditioner and propane gas heating system.

For lighting and operation of mechanical equipment, the bus is connected to existing electrical outlets. Water is supplied through a hose line connection to an adjacent faucet.

# TRAVEL INFORMATION 'PHONES KEPT BUSY



SHORTLY BEFORE a coming Chicago attraction, Supervisor George T. Kelly, director of the information center who has just finished briefing Information Operator Max E. Wills (left) regarding service CTA will provide for the event, discusses with him the best way to answer the many questions expected to be asked by hundreds of Chicagoans.



WITH HUNDREDS of Chicagoans calling CTA's travel information office every day with inquiries about service, schedules, routes and other matters relating to local transit facilities, the phones here ring constantly. Answering calls in front of the big map of the city are four of CTA's 10 information operators. Left to right, they are Mrs. Joan Kelly, Andy Stoltman, Joe Kirk and James Miller.



TELEPHONE CALLS going through CTA's main switchboard are handled by this group of operators. Seated before the big board in an adjacent room to the travel information office are, from front to rear: Tottie Magnuson, Wanda Krause, Marilyn Neffas, Edna Southworth and Ada Gustafson. A sixth operator, Menetta Connors, was on vacation when this picture was taken.

BUSINESS IS buzzing in the CTA Travel Information office located in Room 7-176 in the Merchandise Mart.

Here, in recently expanded space, a specially-trained staff of employees handles incoming telephone calls at an average rate of about 100 per hour from 8:00 a.m. to 6:00 p.m. Between 6:00 p.m. and 8:00 a.m., information inquiries are not as frequent.

The calls climb to an even greater number on week-ends and holidays when travel information inquiries coming in by 'phone reach a maximum peak, especially when some big convention comes to Chicago or an outstanding attraction at Soldier Field or Chicago Stadium takes place.

On duty round-the-clock, every day, including Saturdays, Sundays and holidays, the information staff is ready to answer questions regarding service and schedules, the best routes to any destination served by the CTA system, the location of streets, points of interest, public buildings, or current events and attractions in Chicago reached by CTA service.

Until recently, all travel information calls were handled through the main CTA switchboard number, MOhawk

4-7200. However the volume became so great that a new number, MOhawk 4-7220, was established. Now information seekers may receive more prompt service.

After regular business hours and on week-ends, information personnel double as switchboard operators and answer all calls, including requests for information, not only on MOhawk 4-7220 but on MOhawk 4-7200 as well.

The information staff consists of 10 employees, under the direction of George T. Kelly, supervisor, who also has five regular switchboard operators on his staff.

To handle the large volume of calls which clear through the travel information office, six key cabinets, each with 10 lines and special interconnected circuits, recently have been installed. And it is not uncommon to find all 'phones buzzing at once.

The information staff is required to have a wide knowledge of the city and CTA routes and their proximity to streets, some of which are little-known to the average Chicagoan. Most of the calls that come in are for service information, such as what lines to ride to get from one point in the city to another, transfer points and other questions.



TO SERVE OUR RIDERS BETTER...

## KNOW YOUR CTA ROUTES

CONVENIENT BUS service between four railroad terminals, the downtown shopping and business district and 10 nearby parking facilities is furnished by six special-fare CTA shuttle surface lines—Michigan-State-Wacker (No. 149), Wacker-Orleans (No. 128), Shopping District (No. 142), Monroe Parking (No. 148), Wacker-Depots (No. 158) and Wacker Express (No. 158A).

This service, offered at a reduced fare, is tailored to meet the needs of business people and shoppers, the thousands of commuters who stream in and out of the city each working day and those persons who park their automobiles in Loop area parking facilities and then depend upon public transportation for traveling through the Loop area. Combined, these six lines carry an estimated 17,400 riders on an average working day.

Fare on all lines is 13 cents cash or four tokens for 45 cents. However, transfers to other CTA routes are issued upon payment of regular full fare of 25 cents cash or 10 tokens for \$2.25.

Special signs identify all reduced-rate buses.

Two of these lines—Michigan-State-Wacker and Monroe Parking—operate weekdays and Saturdays, while the other four run only during weekday rush hour periods.

Direct service between North Western station at Canal and Madison and Union station at Canal and Jackson is provided by all lines except Michigan-State-Wacker. Wacker Express buses offer a convenient connection with the Illinois Central suburban terminal at Randolph and Michigan, and Monroe Parking and Michigan-State-Wacker buses make

easy connections with the Illinois Central's suburban station at Van Buren and Michigan.

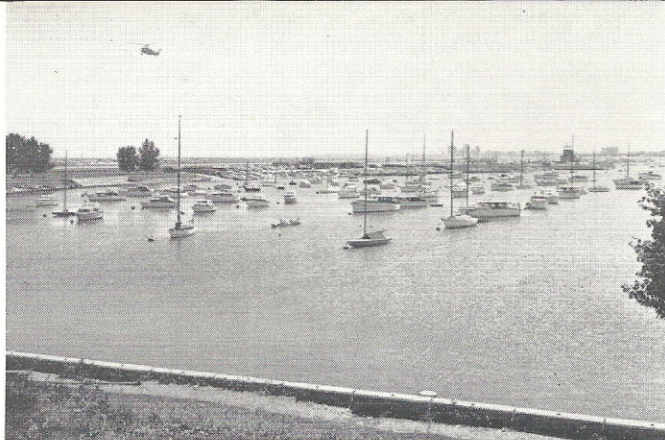
Direct service to Loop area parking facilities is as follows: Michigan-State-Wacker, parking lot at 11 W. Wacker drive and Soldier Field parking lot; Shopping District, parking lot at 120 N. LaSalle; Monroe Parking, Monroe street parking lot and parking lot at 120 N. LaSalle; Wacker-Depots, parking lots at 11 W. Wacker drive and 508 N. Rush street, and Wacker Express, parking lots at 11 W. Wacker and 535 N. St. Clair street.

Operating between Soldier Field and the Merchandise Mart, Michigan-State-Wacker buses, in the northbound direction, travel east and north through the Soldier Field parking lot, east on 14th street, north on Lake Shore drive, west on Balbo, north on Michigan and Congress Plaza, west on Van Buren, north on State, west on Wacker drive, north on Wells and west on Merchandise Mart Plaza (326 N.). Southbound buses travel south on Orleans and east on Wacker drive and thence over the northbound route in reverse except for traveling south on Columbus drive, instead of on Lake Shore drive from Balbo to 14th street, and on Michigan avenue, instead of on Congress Plaza. On weekdays, buses leave the southern terminal between about 7:45 a.m. and 5:55 p.m., and the northern terminal between about 7:55 a.m. and about 6:15 p.m. at five to six-minute intervals. On Saturdays, service is furnished on nine-minute headways from the southern terminal from about 8:05 a.m. to about 5:55 p.m. On Monday evenings, buses run

**HUGE SOLDIER** field, 16th street and Lake Shore drive, is the scene of such sports and musical events as the annual All-Star football game and the Chicagoland Music Festival, as well

as pageants, spectacles and great religious gatherings. Near entrance of this arena, which seats 110,000 persons, is Michigan-State-Wacker bus.





**SOUTHEAST OF** Soldier field and between Burnham park and Meigs airfield, lies this harbor area, typical of the many along Chicago's lake front. Michigan-State-Wacker buses provide direct service to this area.

between State-Wacker (300 N.) and Soldier Field, northbound until about 8:45 p.m. and southbound until about 9:00 p.m. at 10-minute intervals.

In morning rush periods, Wacker-Orleans buses operate in the northbound direction only from about 7:45 a.m. to about 9:15 a.m. at five to seven-minute intervals. They travel north on Canal from Jackson (300 S. and 500 W.) to Lake, east on Lake, northeast on Wacker and northwest on Orleans to the Merchandise Mart. During afternoon rush periods, these buses operate in the southbound direction only. From the Merchandise Mart, they travel southeast on Orleans, south on Franklin, west on Randolph, south on Clinton and east on Jackson to Canal.

Shopping District buses, in mornings, operate between about 7:30 a.m. and 10:00 a.m. and, in afternoons, between about 3:45 p.m. and about 5:50 p.m. Headways range from four to eight minutes. From Clinton-Randolph (540 W. and 146 N.), routing is south on Clinton, east on Jackson, north on Wabash and west on Randolph.

Monroe Parking buses, from Monroe parking lot (535 E. and 100 S.), travel south on Columbus drive, west on Jackson, north on Michigan, west on Adams, north on Canal, east on Washington, south on Wabash, east on Monroe and



**IMMENSE MONROE** parking lot, which has room for hundreds of automobiles, is only one of 10 downtown area parking facilities to which convenient access is provided by CTA's six shuttle bus lines. In foreground is Monroe parking bus which could accommodate the passengers from a dozen autos.

east and north through Monroe parking lot. They travel on headways ranging, on weekdays and Saturdays, from six to eight minutes between about 7:30 a.m. and 6:30 p.m.

On Monday and Thursday evenings, buses operate between Dearborn street and Monroe parking lot at 10-minute intervals until 9:00 p.m.

From about 7:15 a.m. to 9:30 a.m., Wacker-Depots buses, leaving Jackson-Clinton (300 S. and 540 W.), travel east on Jackson, north on Canal, east on Lake, east and north on Wacker drive, north on Michigan, west on Ontario, south on Wabash, west and south on Wacker, west on Randolph and south on Clinton to Jackson. In afternoon rush periods, from about 4:00 p.m. to 5:35 p.m., buses deviate from the above-mentioned route by operating north on Wabash from Wacker to Ohio, east on Ohio, south on Michigan, and south and west on Wacker over the regular route.

From Michigan-Illinois (100 E. and 500 N.), southbound Wacker Express buses travel east on Illinois, north on St.

**CHICAGO'S FAMED** skyline looks like this from Burnham park, southeast of Soldier field. At left, in distance, is one of Chicago's newest skyscrapers, the Prudential building and, at right, protruding out into Lake Michigan, is Navy Pier.



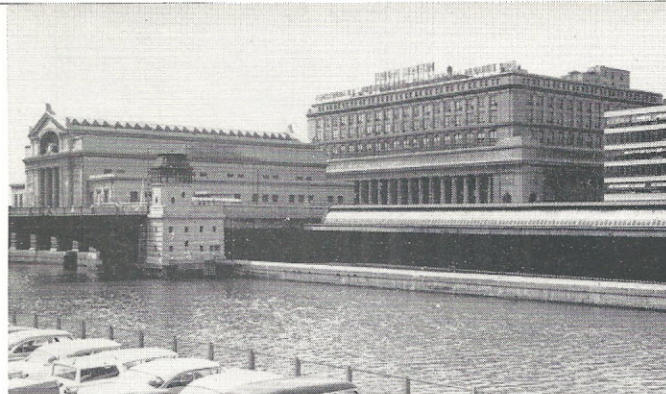
**ACROSS THE** Chicago river from Wacker drive, seen here near State street, are the modernistic Chicago Sun-Times building, completed only this year; the familiar Wrigley building, Tribune Tower and Sheraton hotel.





**MUCH ARTWORK** went into the construction of the Art Institute, Adams and Michigan, as the accompanying picture shows. The Institute, which contains art exhibits of all types from the world over, has the world's largest art school. It is open to the public from 9:00 a.m. to 4:30 p.m. weekdays, and from 12:30 p.m. to 5:30 p.m. on Sundays and holidays.

**UNTIL RECENTLY**, the Kemper Insurance building, at 20 N. Wacker drive, was the scene of operatic performances staged by the Chicago Civic Opera. However, the building's opera house has been made over into a movie theatre. Immediately to the north of this structure, which rises about 40 stories, is the new Morton Salt building.



**FROM UNION** station, at Jackson and Canal, trains of six railroads—Pennsylvania; Gulf, Mobile and Ohio; Burlington Route; Milwaukee Road; Great Northern and Union Pacific—fan out to all parts of the nation. The station also serves commuters from west and northwest Chicago and suburbs, who have a choice of five CTA shuttle bus routes to travel between it and their jobs.

Clair, west on Grand, south on the lower level of Michigan, and south and west on the lower level of Wacker to Monroe. They continue south on the upper level of Wacker to Adams, west on Adams (200 S. and 500 W.) to Canal. Northbound buses travel north on Canal, east on Washington and north on Wacker to Randolph. From this point, northbound buses travel on the lower levels of Wacker, South Water street and Michigan to Illinois.

On the northbound journey, stops are made at Union station; at Madison and Washington on Canal; at Washington and Wabash on Wacker; at South Water street, Wacker, Hubbard and Illinois on Michigan, and at Illinois and Grand on St. Clair. Southbound buses stop at Grand, Illinois, Hubbard and Wacker on Michigan, at State and Monroe on Wacker and at Union Station.

Northbound service operates from about 8:00 a.m. to 8:55 a.m. at five to six-minute intervals, and from about 4:10 p.m. to 5:15 p.m. at five to nine-minute headways. Southbound service is run from about 7:45 a.m. to 9:05 a.m. at four to six-minute intervals, and from about 4:25 p.m. to 5:15 p.m. at from two to five-minute intervals.

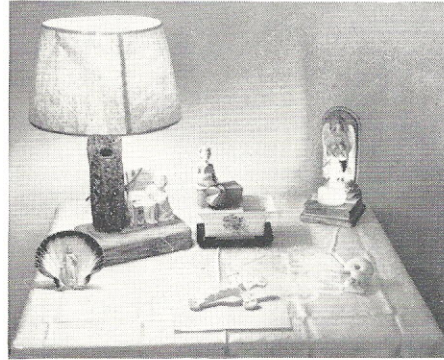
**CHICAGO WESLEY** Memorial hospital, 250 E. Superior street, which presently has a capacity of 617 beds, will be able to house 700 patients when a new addition is completed. The structure was erected in 1941.





**RAYMOND R. PRUSAK** shows how he makes a figurine. One hand holds finished replica of the Virgin Mary which he has removed from rubber mold resting in its plaster of paris receptacle. He peels rubber mold from piece of wood holding originals of his figurines.

**LAMP OF** cactus wood, Chinese girl and guardian angel night light and other religious figurines displayed are typical of what the CTA employe can do with a few simple tools and materials. Most of his creations are of a religious nature.



**RAYMOND'S WIFE, Ann,** points out spot on figurine of Chinese girl that needs a little touching up. Small jars on table contain luminous paint which Raymond often uses in his work.



## Artist by Avocation

**MOST PEDESTRIANS** or motorists who pass the *Prusak* home at 1856 W. 46th street, Chicago, stop to gaze at an unusual sight in the front yard—a grotto of the Sacred Heart of Mary. This eye-stopper, featuring a 26-inch statue of the Virgin Mary and two smaller figures which are placed in an enclosure surrounded by flowers and shrubbery, shows how well *Janitor Raymond Prusak* can fashion attractive creations in plaster of paris, coral and other materials.

This grotto required about three months of diligent work, in Raymond's spare time, to complete. First, he made the statue and statuettes and painted them in attractive colors. Then, he built the enclosure from pieces of coral which he cemented together and painted. He installed special lighting which not only illuminates the grotto but also provides much-needed light for a nearby alley entrance.



**ADMIRING GROTTTO** of the Sacred Heart of Mary, one of Raymond's most ambitious creations, are (from left) his daughter, *Dolores*, Raymond, *Mrs. Prusak* and *Mrs. Prusak's* niece, *Rita Borowski*. Building the coral enclosure and rock base, as well as placing of flowers and shrubbery, took many painstaking hours of work.

Also from his hands have come such items as lamps which incorporate a plaster of paris figurine, painted in bright colors, and a pedestal fashioned from hard-to-get cactus wood. Other creations include a night light, consisting of a figurine of a guardian angel with two children, and numerous plaster of paris crucifixes, statues and statuettes of the Virgin Mary, saints and guardian angels of various sizes. He attaches many of these pieces to such bases or backing as masses of coral, seashells or plaster of paris.

Raymond makes a figurine by fastening an original model to a piece of wood and pours over it a thin coat of clear wax which covers up any imperfections. Then he applies liquid rubber compound. When this dries, it can be peeled off the original figure. This new mold is impressed into a form containing freshly-prepared plaster of paris which will become a permanent receptacle for the rubber mold. Raymond fills the mold, resting in its form, with the plaster of paris that will form his figurine.

After whittling away rough edges and correcting other imperfections with a set of wood carving tools and/or a buffer, Raymond paints the article in bright colors.

This hobby got its start after Raymond, an Army veteran of World War II, suffered head wounds during the battle for the Japanese stronghold of Saipan. (Incidentally, because of these wounds, the former streetcar conductor was unable to qualify for a bus operator's position after returning to civilian life.) During his long months in a hospital, he learned how to make figurines from plaster of paris.

Raymond has donated most of his creations, including another grotto, to religious groups. He has accepted no compensation from the many individuals who now own the articles he made other than the cost of the materials he had to buy. "I find this an interesting and gratifying way to keep busy," he says, "and that's payment enough."

# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## From Florida To New England

**ACCOUNTING — (Voucher)** — *Oscar Leiding* flew to Florida to visit relatives and enjoy the beautiful sunny south. Continuing his trip by bus, he headed north to New Jersey, where he visited his son and his family; to New York, and through the New England states.

**(Material and Supplies)** — *Joan Georgeson* and her sister flew to New York City to visit relatives and "do the town." They enjoyed the many interesting things to be seen there.

**(Internal Auditing)** — *Ed Mark* is back on the job and feeling and looking great, after being off for some time because of illness.

**(IBM)** — *Polly Jessup* has been taking part in a musical held at the Russell Wood studios from October 11 to November 1.

## Back From Service

**(General)** — *Raymond*, son of *A. J. Fitzsimons*, general accountant, recently was discharged from the Army after 16 months of service in Germany.

*Barney Kane* and his son celebrated their birthdays on the same day—September 9.

*Janet Schaub, Billing*, left CTA on September 11 to return to college. Her co-workers presented her with a farewell gift.

**(Revenue)** — *John W. Bosacki* and his wife became the parents of *William Patrick*, who was born September 6 at St. Elizabeth's hospital.

*Hazel Emery* underwent surgery at the South Shore hospital during the latter part of September.

*Wanda Behier* became \$200.00 richer during her vacation, when she was awarded this amount for winning a contest sponsored by a Chicago newspaper. She was so excited over winning that, as we wrote this, she was undecided what to do with the money.

*Marie Ferror* was married to *Robert Garrett* at St. Mary Star of the Sea church October 4. After a



## ACCIDENT ANALYZERS

**MEMBERS OF the South Side Garage Foremen's Industrial Safety committee are pictured as they attended the first meeting of the fall series. From left to right are Louis Letzow, 52nd; Art Ormond, Archer; Bob McClelland, 69th; Jim Hopkins, 77th; W. H. Magee, Archer; John Muellner, Lawndale; Mike Cunningham, Beverly, and Frank Rothman, safety supervisor, South Shops. The men meet once a month to review accident reports, and discuss ways and means of preventing accidents.**

Reported by *Julie Prinderville*

reception, held at the Viking Temple, the couple left for a honeymoon in Wisconsin. Marie's co-workers feted her with a pre-nuptial dinner at George Diamond's.

*Rita Deakin* traveled to Biloxi, Mississippi; Pensacola, Florida, and New Orleans, during her vacation. While in New Orleans, she visited the French Quarter and enjoyed a lot of delicious food.

*Josephine Augitto* stopped at Las Vegas, Nevada, on her way to California. She was impressed by the grandeur of the Rockies.

**(Budget)** — *Clarence Steffan* is back at work after an extended illness.

*Robert Baxter* and his wife drove north through the upper Great Lakes region, viewing the autumn colors, during the latter part of Robert's vacation.

**(Payroll)** — *Rosemary Kenny* and her husband, *Pat*, of the Treasury Department, spent their vacation in and around Chicago.

—HELEN A. LOWE and  
MABLE I. POTTHAST

## First To Auld Sod, Then To Sunny Italy

**BEVERLY**—*Tony Pezzato* and his mother stopped off at Shannon, Ireland, on their way to Rome, Italy, where they planned an extended visit with relatives and friends.

*Alexander* and *Frances Brand* visited in several southern states. . . . *Henry* and *Alma Wade* called on Henry's brother in Alabama and then continued on to Miami Beach, Florida.

*Jerry Gleason*, who also attended a retreat at Notre Dame university, spent his vacation making short trips to nearby cities, furnishing transportation for nuns of various Roman Catholic orders who wished to visit in those places.

*Walter* and *Mary Barowsky* traveled to St. Petersburg and Bradenton, Florida, for a two weeks' visit. . . . *Mr. and Mrs. Charles Wenner* loafed and fished up at Ludington, Michigan.

## Hooks Biggest Fish

While *Barney* and *Frances Zesch* were fishing at Tomahawk, Wisconsin, Mrs. Zesch copped first prize for the largest blue gill caught during August . . . *Mr. and Mrs. Bob Munch* toured around Lake Michigan and then journeyed to the Illinois State Fair at Springfield.

*Marinus* and *Alice Cooper* had poor luck fishing down at Bass Lake, Indiana, but did enjoy the boating and swimming . . . *Supervisor John O'Shaughnessy* and his family spent several days on various lakes in lower Michigan.

*Operator Earl Tibbitts* recently underwent surgery . . . *Operator John DeWhite* recently suffered an arm fracture.

*Supervisor Roy Grey* and his family traveled around Lake Michigan and also stopped at Burlington, Wisconsin . . . *Jim Donovan* visited his son and family at Cedar River, Michigan . . . *Mr. and Mrs. Oscar Nelson* crossed the Mackinaw Straits on the new bridge. Also vacationing in the Michigan and Wisconsin areas were *Howard* and *Evelyn Taluzek*, and *William* and *Marie Farrell*, who also stopped off at the Wisconsin Dells.

## Two Boys And A Girl— And Three Proud Dads

**CLAIM-LAW**—*Mike Nowaczyk*, statementman, became the proud father of a boy on September 20 . . . *Attorney Paul Hecker's* name also was added to the proud fathers' list when a little girl joined his family circle . . . And *Attorney Ed Kirchner* has a new heir—*Edward, Jr.*

*Supervisor Grace Johnson* returned home feeling hale and hearty after a month's vacation . . . *Clerk Bea Condon* enjoyed her vacation by catching up on her gardening, and *Typist Jeanne Ludmann* spent her vacation on a ladder painting.

*John Doeringer*, Law, recently left CTA to continue his law studies at Yale university.

*Adjuster Pete Sepic* suffered the death of his mother . . . *E. P. O'Connell's* brother-in-law died recently.

If you would like to read about your department in the TRANSIT NEWS, why not submit an item to the column?

—CHARLENE O'CONNOR and  
MARY ANN NYKIEL

Clerk *Marty Grady* and his family visited relatives in Hamilton, Ohio . . . *Mr. and Mrs. Leslie Whiting* stopped at Little Rock, Arkansas, and toured the Ozarks . . . *Jim and Lucille McGrath* spent two weeks at Mirror lake near the Wisconsin Dells.

*Joe and Irene Balnis* fished at Tomahawk lake near Rhinelander, Wisconsin . . . *Lomar and Mildred Arseneau* fished in the Mercer, Wisconsin, area . . . *John Pierson* and his family spent a few days at the Dells.

*Roy and Dorothy Anderson* fished at Devils Lake state park near Baraboo, Wisconsin . . . *Supervisor Ernie Freel* and his family did some angling at Sturgeon Bay, Wisconsin.

*John J. O'Connor*, night superintendent, and his family visited John's sister in New York City . . . *Ray Goodwin*, his wife and daughter visited *Scottie Fordyce*, former operator, in Denver, Colorado . . . *George Schletz* and his family enjoyed their stay in Miami.

Fishing was good for the *Robert Malones* at Grand Haven, Michigan . . . *John and Katherine Mannion* visited in southern Illinois . . . *Edward Trost* and his family visited relatives in Galesburg, Illinois . . . *Instructor Freemont Snyder* and his wife visited their daughter and son-in-law in Mobile, Alabama. The Snyders celebrated their 37th wedding anniversary October 1.

#### Attends Retreat

*Jerry Gleason* and *Mike Stenson* attended a retreat at Notre Dame university . . . *Jim Donovan*, *John McCarthy*, and *Joe Gertzen* attended a retreat at Mayslake.

*Willard and Marguerite Beaman* visited the Hills of Sweet Owen, Indiana . . . *Chief Clerk Percy Atkinson* and his family enjoyed four weeks at Ludington, Michigan . . . *Receiver Bill McConnell* visited his sister at Constantine, Michigan . . . *Charlie Linden* also traveled to Michigan.

The *Bernard Laziskys* visited *Bernie's* mother in Springfield, Illinois . . . *Pat and Marguerite Mullaney* vacationed in Saugatuck, Michigan.

*Ray and Ann Wells* had two weeks of good fishing on Lake Erie at Marblehead, Ohio, where Ray also visited his brother . . . *Ted and Bess Dexter*, while vacationing at Banff, Canada, snapped a picture of Britain's *Princess Margaret Rose* as she rode by in an open car.

### NEW NURSE



THIS COMELY lass is *Geraldine Tutlewski*, daughter of *Supervisor Frank Tutlewski*, District "D," and his wife, *Gertrude*. She was graduated August 24 from St. Mary of Nazareth hospital's school of nursing and subsequently has begun nursing at that hospital, the very one in which she was born 20 years ago. *Geraldine* plans, in her spare time, to further her education at De Paul university.

*Clarence and Elsie Cowan* were presented with their fourth grandchild on August 24.

Celebrating 37 wedded years on October 21 were *Val Kauck* and his wife . . . *Edward and Clara Maloney* were married 35 years on October 20.

—FRANK M. BLACK

### Were The Big Ones Biting, Harry?

ELECTRICAL—*Harry Geier*, chief operator of Homer substation, spent his vacation at Pelican lake where he did some fishing . . . *Cecil J. Buck* and his family enjoyed their vacation at Paw Paw lake in Michigan.

*Chief Operator Samuel Raniere* of Western substation motored along Lake Michigan to Mackinac Straits and crossed the new Mackinac bridge . . . *Harry Donohue*, "B" electrician, covered 3,700 miles on his trip to the Deep South. He spent most of his time in Florida where he enjoyed a ride in a

glass bottom boat . . . *William Powell*, electrolysis tester, vacationed in Canada. While there, he did some fishing.

*Larry Winowitz* is the proud daddy of a baby girl who was named *Karen Ann*.

*Inspector Benjamin Kirchens* on September 10 became the grandfather of *Shawn Marie Dillon* . . . Your reporter recently returned from Washington, D.C., where he visited his first grandchild, *Kathryn Elizabeth*.

—GILBERT E. ANDREWS

### They're Expert Firefighters Now

GENERAL OFFICE—(Transportation) *J. R. Blaa*, along with *W. A. Ashley* of the Insurance Department, represented CTA at a three-day fire school held at Marinette, Wisconsin. During this period, many varieties of dry chemical fire extinguishers were placed in operation in putting out all types of gas and propane fires.

*Mickey Daly* and *Doris Stahl* spent the Labor Day weekend visiting friends at Lake Nashotah in Oconomowoc, Wisconsin.

*Supervising Instructor Edward Wehmeyer* announced, with a great deal of pride, the arrival of *Jeffery Edward*, third son of his daughter, *Gertrude Stasch*. *Jeffery* has two brothers: *Richard*, age four, and *Allen*, age three.

The instruction section has two newcomers: *Herbert Braun*, south unit, and *James Walsh*, north unit.

*Instructor John Lynch* returned to work following a bout with the mumps.

*Line Supervisor Russell Elderkin*, who recently won a trophy in the Chicago Park District tennis tournament, traveled to Los Angeles, California, to represent the Chicago Park District in the National Park District tennis tournament.

*Information Operator Jim Miller* spent a two-week vacation seeing the sights in and around Chicago.

(Insurance)—*Doris Sullivan* visited Pikes Peak, Yellowstone National Park, Colorado Springs, Mt. Rushmore, and other points out West . . . *Marilyn Ferraro* and *Lucille Altieri* spent their vacations acquiring a tan at Twin Lakes, Wisconsin.

(Public Information) — *Bob Kurtz*, Charter Service, spent his

vacation in and around Chicago, as did *Kay Killeen* . . . *Bob Heinlein*, clerk III, Commercial Sales, spent his vacation visiting and taking pictures of electric freight railroad lines in and around Mason City, Charles City and Waterloo, Iowa. In Des Moines, Iowa, and St. Louis, Missouri, he took pictures of trolley buses and streetcars.

*Julie Riordan* became engaged to *Ed Tabbert* on October 10.

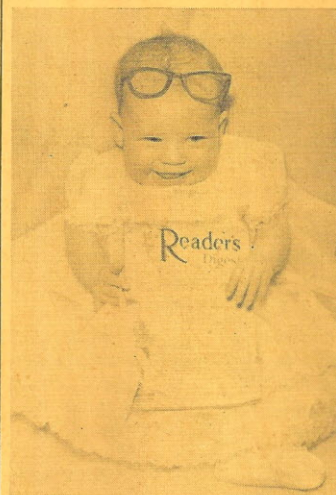
—JULIE PRINDERVILLE

### Install Commander In Real Style

GENERAL OFFICE — (Training and Accident Prevention) — *Accident Analyst Frank J. Barker* was elected commander of the Canadian Legion's Great Lakes command during the organization's convention in Akron, Ohio, over Labor Day weekend. Frank was escorted into the Grand Ballroom of Akron's Sheraton hotel, where installation ceremonies were held, by a bagpipe band and a drill team.

Frank has held office as commander of the Canadian Legion's

### PICTURE OF MONTH



"THERE'S SOME good articles in this magazine, and as soon as I lower my specs, I'll read a couple to you," this youngster seems to be saying. The brightly-smiling little lass is *Elaine Millonas*, five-month-old daughter of *Architectural Engineer George and Neva Millonas*. The Millonas have two other daughters, *Karen*, nine, and *Susan*, six.

Post No. 132 and is a past commander of the organization's District Five. He also has been a member of *Christopher J. Burke* Post No. 177, Veterans of Foreign Wars, for 30 years. This post, incidentally, was named after an employee of 69th Street station who was killed while serving in World War I.

*Training Assistant Stuart Maginis* and his family camped out in Mammoth Cave State Park, Kentucky, where they visited the caves and took a scenic boat ride on the Green river . . . *Statistical Clerk Hank Boldt* and his family, together with a grandson and a nephew, drove to the New York area via the tollroads. A side trip to Atlantic City, New Jersey, was somewhat disappointing because of an all-day rain.

(*Traffic Engineering*) — *Harold and Lois Rowbottom* became the parents of their fifth child, *Steven Scott*, who was born at Sherman hospital, Elgin, recently. The new-comer joins three brothers and a sister.

#### Given Shower

(*Specifications*)—A pre-wedding shower for *Dorothy O'Connor* was given recently by *Chief Clerk Lee DeSutter* and *Jean Gagy*, formerly of this department. Dorothy was married to *Robert Phelps* on October 18 at Sacred Heart church.

*John and Helen Burgman*, both former CTA employees, announced the arrival of a daughter.

(*Staff Engineering*) — *Herman Anders'* third grandson, *Larry Dwain*, was born September 4 at Greenville, Mississippi, where the baby's father, *Frank Anders*, is stationed with the Air Force.

(*Job Classification*) — *Steno Loretta Vallis* was married to *Clarence Cox* at Visitation church on September 13. Attending the wedding reception were *Fran Kneut*, *Bill Platt*, *Anne Zahumensky*, *Carol McMahon* and *Marcia Sorensen*, all of Job Classification. *Millie O'Brien*, Personnel Services, also attended. The newlyweds spent their honeymoon at Ludington, Michigan, and visited places of interest around Lake Michigan.

*Carol McMahon* and *Audrey Kalkowski* had a good time in San Francisco, Los Angeles and Hollywood, California, and at Las Vegas, Nevada.

(*Employment*) — *Marge Hanson*, clerk-receptionist, and her husband,

### FLORIDA PENSIONERS



HERE ARE some of the CTA pensioners who now make their homes in or around St. Petersburg, Florida, and who were among those attending a recent picnic held by the CTA Pensioners club of St. Petersburg. Next regular meeting of the group will be held at 2:00 p.m., Tuesday, November 4, 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.

*George*, who formerly worked at Limits station, celebrated their 25th wedding anniversary September 22.

*Interviewer Ed Bole* and his wife, *Germaine*, received their seventh bundle from heaven on September 22 when a daughter, *Adrienne Sue*, was born at Norwegian hospital. She joins *Germaine*, *Terrence*, *Annette*, *Edward*, *Thomas*, and *Phillip* . . . Another interviewer, *Jack O'Connor*, also became a father again when *Kathleen* was born on September 26. The little girl joins a brother, *Michael*, and a sister, *Maureen*.

—MARY E. CLARKE

*Operator Charles Sides* and his wife became the parents of a boy on September 7.

—C. P. STARR

### Enjoy Autumn Colors On Northern Trip

Loop — (*Agents*) — The wonderful job Mother Nature did on the trees was enjoyed by *Mary and George Ohnesorge* on their leisurely trip to Madison, Wisconsin, to visit cousins, and to St. Ignace and Mackinac to call on friends . . . *Genevieve Harding* vacationed in LaGrange, Indiana, and in Michigan.

*Katherine Leahy* visited relatives in Omaha, Nebraska . . . *Porter Joseph Simpson* vacationed in Chicagoland.

Presently on the sick list are *Helen Lynch* and *Mary Avallone*.

*Dorothy Parker* drove through the Smokies on her way down to St. Petersburg, Florida. She also vis-

ited Tampa and Silver Springs, where she took a trip in a glass bottom boat.

After being hospitalized at St. Ann's hospital, *Mary Lyons* is recuperating nicely at home, at this writing.

*Margaret Neary*, executive board member of A.A. of S.E.R. and M.C.E. of A. from 1940 to 1945, died September 4. Employed as an agent in 1925, she resigned in 1955 because of disability . . . *Marie Blanchfield's* father, and *Mary Beazley's* brother, *Benjamin*, died recently.

*Frances Brandl*, who is second on the Loop seniority list, recently transferred from LaSalle and Van Buren to Adams and Wabash, after being at the former location for eight years.

—EDITH EDBROOKE

### And John Gave The Bride Away

NORTH AVENUE — Wedding bells rang out for *Eileen Schuh*, daughter of *Operator John Schuh*, and *Richard Lippert* when they were married September 20th in Belmont Park Lutheran church. They honeymooned in Virginia.

Celebrating wedding anniversaries this month were the *Lester O'Sheas*, their 29th on October 1; the *Frank Bramans*, their 40th on October 9; the *James Walshs*, their 20th on October 18, and the *Mike Lucas's*, their 23rd on October 21 . . . *Ray Ebel* and his wife will mark their 30th anniversary October 27. . . . The *Larry Caseys* celebrated their 17th wedding anniversary September 17.

*Operator William Miedema* became the father of a third son, *David*, on September 27.

*Ed Menth* was proud when he became a grandpappy again last month. The newcomer was a boy named *Thomas Edward*, who is Eddie's third grandchild.

*Instructor Art Higgins* recently was a patient at Veterans Research hospital . . . *Operator John Terek* was a patient at Lutheran Deaconess hospital.

As we write this, *Operator Mike Fiorita* is in Veterans hospital while *Operator Jerry Hayes* is confined to St. Ann's hospital.

*Operator Jack Hickox* took his pension October 1 after 34 years of service.

—JOE HIEBEL

### NEW APPOINTMENTS

APPOINTMENTS OF *W. G. Murbach* as night superintendent, West Section, rapid transit, effective October 12, and *James R. Blaa* as acting night superintendent, South Section, rapid transit, effective October 1, were announced in bulletins signed by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, CTA general manager.

## PRIZE CATCH



**ADMIRING CATCH** of fish made by **Fred Penge** (right), former conductor, Devon, at Tarpon Springs, Florida, recently, is **Victor Volenec**, former motorman. Fred, who visited Victor at his home in Tampa, Florida, won a prize for hauling the second largest catch of that day. The Volenecs, according to Fred, would welcome visits from Victor's former associates.

## Daughter Helps Out Family In Need

**NORTH PARK**—**Mary Cathy Schmit**, 11-year-old daughter of **Operator Constant Schmit**, did her share collecting funds to assist a neighbor in Round Lake Park whose home burned.

**Operator Francis Gardner** and his family recovered from injuries they suffered when their new auto was struck by another auto in front of this station.

**Operator Harry Wennerstrom** retired September 1 after 13 years of service.

**Operator Dave Roser's** September vacation included visits to Washington, D. C., and New York . . . **Receiver John Simko** toured the West by driving his son back to school in Moscow, Idaho.

**Audrey Dedrick**, daughter of **Operator and Mrs. George Zelinko**, gave birth to her second son on September 8.

**Clerk Fred Hardt** returned to work following an operation.

**Operator Ed Baden** recovered from injuries suffered when he fell

from a ladder while trimming a tree.

**Operator Harry Julitz** and **Jim Dolan** of this station, and **Jim's father, Jim Sr.**, retired Devon motorman, were among those attending a **Knights of Columbus** picnic held recently at **Northwestern Park, DesPlaines**. Harry drove the group, which chartered a CTA bus for added convenience and comfort, to and from the affair.

—**EDWARD F. STENGEL** and  
**EARL W. McLAUGHLIN**

## They'll Remind Him Of His Good Time

**NORTH SECTION**—**Towerman Fern Smith** took some dandy pictures during a visit to the **Black Hills** of **South Dakota**. He said he had a swell time out there.

**Station Superintendent Les Hickey** spent 10 days with his son, **Bill**, out in **California**. On the way back, he stopped off at **Las Vegas, Nevada**.

**Matt Regan** and **John Rafter**, who were hospitalized as we wrote this, were reported doing well.

**PLEASE**, everybody, send your reporter any and all news that you might have, regardless how small or unimportant you may think the item is. Someone who looks forward to reading the **TRANSIT NEWS** each month—especially a pensioner—really misses out when there is little or no news from the **North Section** in the magazine.

—**ANGELO BIANCHINI**

## Reception Marks Wedding Anniversary

**PURCHASING AND STORES**—September 13 marked the 25th wedding anniversary of **Al Mix**, assistant divisional storekeeper, **Blue Island**, and his wife, **Lillian**. A reception, held at the **Mix's** home, was attended by their many friends.

**Marilyn Wallace**, **Stores Department, General Office**, became the bride of **Joseph Vitello** on September 20 at **St. Vincent's Catholic church**. After an evening reception, **Mr. and Mrs. Vitello** flew to **Las Vegas, Nevada**, for their honeymoon.

**Bob Pieper**, **South Division**, and his family visited relatives in **San Francisco** . . . **Ray Gavert** and his family vacationed in **Michigan** . . . **Carl Waldmann** visited **Little Rock, Arkansas**, and **Tulsa, Oklahoma**.

**Tom Madden** is a new file clerk at **South Shops**.

**John Kurgan** and his wife vacationed at **Lake Juno, Michigan**.

**Martin Flanagan's** uncle and **Frank Rund's** brother-in-law passed away recently.

**Arthur Hoffman** and his wife toured **Michigan** and **Iowa** while on vacation.

—**DAGMAR McNAMARA**

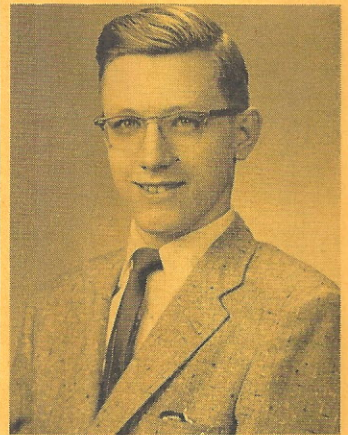
## Now There's More Presents To Buy

**SCHEDULE-TRAFFIC**—Last year on his birthday, **LeRoy C. Dutton**, superintendent, **Schedule-Traffic**, shared the day with a new grandson. This year, his second daughter presented him with a grandson, his fourth grandchild who was born only an hour and a half too late to celebrate **Grandpa's** birthday.

**Mr. and Mrs. Bob Loughran** became the proud parents of their first child, **Leslie Shaune**, on August 20.

**Arvin Kreutzer** flew to **Los Angeles** where he visited relatives and

## YOUNG SCHOLAR



**PICTURED IS Richard R. Gaichas**, son of **Electrician Ernest Gaichas**, **Skokie Shops**, who, upon graduating from **Kelly high school**, received scholarships worth more than **\$3,000.00**. He is now studying at **Concordia Teacher's college, River Forest**. His major subject is **theology**. **Richard**, who ranked second in his high school class of 343, was a member of the **National Honor Society** and of the **Future Teachers of America**.

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

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

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

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I am employed in the.....

department, located at.....  
I have recently moved from:

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

(City) (Zone) (State)

## NORTHERN VACATION



**STANDING** beside seaplane, the only practical mode of transportation between his camp on Trout Lake in the wilds of Ontario, about 950 miles north of Chicago, and the outside world, is **Clerk Anthony (Cal) Calvert**, Transportation Department. Cal, who has been making the trek to this point for many years, said that, despite rainy and windy weather, the fishing was the best in eight years.

friends and also did some sightseeing. Upon returning to Chicago, he received word of the death of his brother-in-law in Los Angeles, and immediately flew back to be with his sister in her hour of bereavement.

**Laura Schrecke** traveled to Macon, Georgia, and Pensacola, Florida.

**Kenneth**, son of **Ed Reilly**, and **Eleanore Zalud** exchanged wedding vows at St. Justin Martyr church on September 13. After a reception, they flew to Ft. Lauderdale, Florida.

**Henry**, son of **Richard Goldstein**, recently was elected vice president of the Irving Park YMCA chorus. Richard's son, **Ray**, was elected president of his senior class at Steinmetz high school.

A newcomer to this department is **Raymond Jurgensen**, a student engineer who is working here as part of his training program.

—GERTRUDE F. ANDERSON

## Little Girl Joins Family Circle

**SKOKIE SHOPS**—**Carpenter Gary Olsen** and his wife have adopted a second child, a girl named **Ellen**

**Marie**. Their first was a boy, **Thomas**.

**Upholsterer Al Schmitz** and his wife motored to Jacksonville, Illinois, with their daughter, who started college there this fall.

**Electrician Robert Binnie** and his wife traveled through the New England states and parts of Canada . . . **Melvin Johnson**, assistant carpenter foreman, and his family went fishing in various northern states.

**Frank Olszewski**, truck foreman, and his family made trips to various lakes in the Chicago area . . . **Carpenter Bill Small** vacationed in California.

**Electrician Carl Schneider** finished his vacation with a trip around Lake Michigan . . . **Electrician Otto Moser**, motor line, vacationed in Fairbanks, Alaska, and **Painter Irwin Weismeyer** vacationed in Miami Beach, Florida.

**Blacksmith Guno Lindsteadt** recently bought a new home in Mundelein.

—DAVID GURWICH and  
EVERETT E. ENGLAND

## A Long-Awaited Homecoming

**SOUTH SECTION**—The home of **Motorman John Danek** was a happy place with the return of their son, who had spent two years in Korea.

**Agent Juanita Byars** said that her twin brother, **Walter**, was in training again to prepare for a match to win a welterweight title.

**Motorman John Seery** recently toured Europe extensively, most of it by auto. John said he was greatly inspired by a visit to Lourdes, where people from all over the world are seen . . . **Joseph Nonkovich**, superintendent of agents and porters, visited the capitals of Illinois and Wisconsin while on vacation and also spent some time at the Wisconsin Dells just resting.

**Porter Harvey Milligan** drove to Yellowstone National Park; Portland, Oregon, and San Francisco and Los Angeles, California . . . **Yard Foreman Bruno Gorski** and his family spent some time in Florida. They stopped at St. Augustine, the nation's oldest city.

**Agent Mary Klumpp** returned to Jacksonville, Illinois, to see if things down on the farm had changed. It was a restful place to spend a vacation, with the peace and quiet which only the country possesses, Mary said.

**Arthur Anderson**, assistant station superintendent, and his family took their usual northern vacation. The fishing was erratic and the weather rather unseasonable, so they spent less time there than usual . . . **Supervisor Ed Munro** visited historic cities and places throughout Canada.

**Motorman George Ross** passed out cigars and happily announced that his home was blessed with the arrival of **Paula Maria**.

**Chief Collector Patrick O'Malley** vacationed at Lake Geneva . . . **Porter Michael Caruso** caught up on the house cleaning while on vacation.

**Motorman Charles Southard** was at the ballpark rooting for the Sox, but not quite enough to help beat the Yanks out of the pennant.

**Agent Maxine Jefferson** angled for some scrappy catfish in the Chain of Lakes region.

—LEO J. BIEN

## Some Go North, Others Head South

**WAY AND STRUCTURES**—**Clerk Roy Johnson** spent his vacation in Beloit, Wisconsin . . . **Paul Anderson**, road clerk, rapid transit division, and his wife, **Marie**, vacationed in sunny Hollywood, Florida, and Hot Springs, Arkansas . . . **Russ Shanklin**, assistant superintendent of buildings and structures, did some fishing in Canada.

**Josephine Felcowski**, wife of **Leo Felcowski**, assistant carpenter foreman, rapid transit division, died September 12. She was the sister of **Tinner Al Kolman**, rapid transit division.

**Sam Frase**, track foreman, and **Frank Patrino**, surface track foreman, rapid transit division, retired October 1 after 28 years and 37 years of service, respectively . . . Also taking their pensions on October 1 were **Laborer Louis Prtenjaca**, who had 31 years of service; **Watchman Luciano Zullo**, 29 years; **Laborer Ernest Polino**, 24 years, and **Michael McNamara**, compressor mixer operator, 22 years. All were of the track division.

—MARLENE NEHER

## A Fast Trip, Then A Nice Long Visit

**WEST SECTION**—(*Agents*) — **Agent and Mrs. Martin Tezak** were treated to a pleasant surprise when their son and his family flew in

## SOUTHWARD BOUND



**READY TO board plane** at Key West, Florida, for Havana, Cuba, are (top) **Electrician and Mrs. Joe Decker**, and **Air Brakeman and Mrs. Homer Douglas**. The two Skokie Shops employees and their wives, who make it a habit to take their vacations together, motored to Key West before traveling to Cuba. On their return trip, they drove up Florida's west coast.

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

from California for a few weeks' visit.

On vacation, at this writing, are **Agents Harry Cotton, Con Flannagan, Bill Kane** and **George Pechos**.

**Agent Amanda Defere** is back on the job again after being confined to the hospital because of illness. . . . **Agent Pearl Waite** is on the sick list at this time . . . Reported hospitalized, because of a chicken bone she swallowed, was **Agent Mary Shields**.

**Porter Fred Kaiser** presently is on vacation . . . **Porter S. J. Johnson** vacationed at Three Rivers, Michigan . . . **Porter Ray High** toured through Indiana and Michigan during his vacation.

**Porter Louis Thompson** retired October 1 . . . **Agent Ann Dowling** joined the ranks of the retired on September 1.

Your reporter recently was treated to a surprise visit from **Agent William Fitzgerald**, who used to work on the West Section but now works as a night agent in the Loop. He wished to be remembered to all his old buddies and said he recently became a grandfather for the third time.

LIKE FARM LIFE



**ENJOYING LIFE** on their farm in Antioch, Illinois, are **William (Bill) Brieger** and his wife. Bill, who worked as a motorman for nearly 47 years on the Douglas Park "L" line, retired on September 1, 1950, without ever having a chargeable accident. The couple's son, **C. F. (Butch) Brieger**, also a motorman on the Douglas Park line, has 32 years of service to his credit, and a nephew, **Frank Scheubert**, who submitted this picture, is a traffic analyst in CTA's Staff Engineering Department.

Reported by **Mary E. Clarke**

**Superintendent S. R. Smith** returned from a vacation which he spent visiting his daughter and her family in Grand Rapids, Michigan.

—**GORDON KELLY**

**Composer Scores With Latest Song**

**WEST SECTION—(Logan Square)—**A song writer in our midst, **Motorman Reginald Burrows**, has scored with his latest composition, "The Door To My Heart." It has been aired several times on the NBC and CBS networks by **Carl Sands** and his band, and the vocalists, "The Sandmen."

**Harvey Jahns** became a grandfather when his son and daughter-in-law became the parents of a girl, **Cynthia Sue**, born at West Suburban hospital.

(**Douglas**)—**Mrs. Mary Zeman**, wife of **Motorman Frank Zeman**, and their daughter, **Leslie**, visited

**ACCOUNTING—Agnes Samek**, formerly of Revenue, recently dropped in for a visit with her friends and former co-workers, as did **Lucy Winkler**, formerly of Payroll. Both looked well and both said they were enjoying their leisure and doing the things they never had time to do before.

**Emma Morton**, formerly of Payroll and widow of the late **Merville Morton**, former assistant treasurer of CTA, also recently dropped in for a visit. She now lives in St. Petersburg, Florida. With her was **Eleanor Blaha**, formerly of the Transportation Department, who lives in Riverside, Illinois.

—**HELEN A. LOWE** and  
**MABLE I. POTTHAST**

**BEVERLY—Andrew Walsh**, who retired in 1949 after 37 years of service, and his wife celebrated their 41st wedding anniversary on October 17. Their son, **James**, is an instructor at Kedzie station.

**John A. Weber**, former motorman, now works at a bowling alley on west 95th street . . . Working at the same alley is **Former Motorman John Daugherty**, and working at a gas station right next door is **Walter Wright**.

—**FRANK M. BLACK**

**New York City** and **Mrs. Zeman's** sister in Maple Shade, New Jersey.

**Porter Augustus Stapleton** and his wife recently became the parents of a boy, whom they named **Robert Walter**.

**Chief Clerk Pierce Fleck** traveled out to Vancouver Island and Victoria, British Columbia, recently. He traveled about 5,200 miles in three weeks.

(**Congress**)—**Motorman Theodore Vernon** is the proud papa of a baby boy, **Darryl**, who was born recently.

**Supervisor Harry Stevenson** is back on the job after being hospitalized as a result of falling from an apple tree.

**William Gerald**, born recently, is the fourth son and eighth child of **Night Superintendent James Roche**. The blessed event took place during his vacation.

—**JOHN HANNING**

**For And About Our Pensioners**

**DEVON—John C. Southwell**, former streetcar motorman who worked out of this now-closed station, and his wife recently visited relatives in Los Angeles, Hollywood and Palm Springs, California. John retired in December 1954 after 34 years of transit service.

**ELECTRICAL — John Woods** wrote from Astoria, Oregon, that he was just 102 miles from Portland and having a good time. He sent his best regards to all.

**Golbert Vachet**, who recently was released from the hospital, was resting up at home and feeling much better, as we wrote this.

—**GILBERT E. ANDREWS**

**GENERAL OFFICE—Herman Ocken-**ga, former Loop dispatcher, who now lives in Arlington, Massachu-

setts, is an active member of a Senior Citizens Group, which was organized by Senior Citizens and Golden Age clubs in Massachusetts, and is sponsored by the governor of the state. He has forwarded to your reporter all the correspondence relative to the "Keen Agers" radio and TV program.

—**JULIE PRINDERVILLE**

**NORTH SECTION—Perry Miller**, former towerman at Kimball, recently stopped in for a visit. Now residing at 1635 Northwest 7th avenue, Fort Lauderdale, Florida, he would welcome hearing from any of his former co-workers.

—**ANGELO BIANCHINI**

**SCHEDULE-TRAFFIC—Frank Irvine**, former schedule maker and board member, who recently underwent surgery at Sherman hospital, Elgin, Illinois, had returned home and was making good progress, as we wrote this.

—**GERTRUDE F. ANDERSON**

**SKOKIE SHOPS—J. William Bird**, recently retired draftsman from Skokie Shops, sent word that he was married on September 1 to **Mrs. Christina Wilson** of Lake City, Michigan, where they will reside.

—**DAVID GURWICH** and  
**EVERETT E. ENGLAND**

**SOUTH SECTION—William Fennell**, former conductor, who has been living in Florida, dropped in to say hello. That tan was very becoming to Bill and he looked the picture of health . . . Another former conductor, **Ernest Hardwidge**, also stopped by and asked to be remembered to the boys.

**Joseph Mascolino** reminded all pensioners that the regular monthly meeting of the Division 308 Pensioners' club is held at 2:00 p.m. on the third Thursday of each month at 32 W. Randolph street, on the 13th floor.

A new use for retired streetcars was reported by **Virgil E. Lanier**, former towerman, who now makes his home out in Arcadia, California. He sent in a newspaper clipping showing a picture of six old streetcars of the Los Angeles Transit company being lowered by a U.S. Navy salvage tug into the Pacific

**25 WEDDED YEARS**



**RECENTLY CELEBRATING** their 25th wedding anniversary with a high mass at the same church in which they were married — **St. Brendan's** — were **Platform man Wilbur Holmes** and his wife, **Rita**, who was dressed entirely in silver for the occasion. Among those present were the couple's children: **Rita, Wilbur, Jr., and Constance**. About 100 relatives and friends attended an open house held at the home of **Rita's** sister.

Reported by **Edith Edbrooke**

### New Pensioners

**William Armstrong**, motorman, Unassigned. Employed 2-4-16.

**J. J. Buchinski**, operator, Archer. Employed 8-19-16.

**John Bushka**, gateman, West Section. Employed 12-31-19.

**Anthony Clair**, bus cleaner, 77th. Employed 7-30-25.

**Giovanni Corrado**, watchman, Track. Employed 10-1-29.

**Anna Dowling**, agent, West Section. Employed 10-21-20.

**W. F. Dvorak**, extra guard, West Section. Employed 7-16-20.

**J. L. Filiatreau**, collector, 77th. Employed 4-11-16.

**Fred Jallitch**, laborer, Stores Department. Employed 5-26-42.

**E. S. Johnson**, foreman, Shops and Equipment. Employed 8-16-24.

**J. A. McMahon**, bus cleaner, 69th. Employed 9-4-26.

**J. P. Nehelty**, motorman, West Section. Employed 4-13-23.

**E. A. Nelson**, janitor, North Avenue. Employed 12-18-20.

**Sinan O'Mahony**, motorman, West Section. Employed 8-6-17.

**Lyle O. Packard**, operator, Archer. Employed 11-7-27.

**James Patterson**, collector, Unassigned. Employed 7-1-21.

**W. P. Pitkus**, repairman, Kedzie. Employed 1-14-19.

**Nick Porcaro**, upholsterer "A," Skokie Shops. Employed 4-16-43.

**Oscar Prietz**, conductor, West Section. Employed 3-1-15.

**Frank Rott**, conductor, West Section. Employed 12-16-13.

**J. M. Schaller**, agent, North Section. Employed 9-16-22.

**G. F. Sundberg**, conductor, South Section. Employed 8-18-19.

**H. P. Wennerstrom**, operator, North Park. Employed 1-20-44.

**Frank Wiczorek**, laborer, Track. Employed 5-22-23.

### DISABILITY RETIREMENTS

**J. C. Barnes**, motorman, North Section. Employed 5-2-29.

**E. W. Bock**, operator, North Avenue. Employed 1-16-34.

**F. H. Frieb**, operator, Unassigned. Employed 3-11-46.

**John Newell**, operator, 69th. Employed 11-23-25.

**A. H. Sauer**, conductor, Unassigned. Employed 3-27-23.

**W. H. Thompson**, operator, Unassigned. Employed 11-22-27.

**J. L. Toops**, supervisor, District "C." Employed 1-4-28.

### For And About Our Pensioners (Cont.)

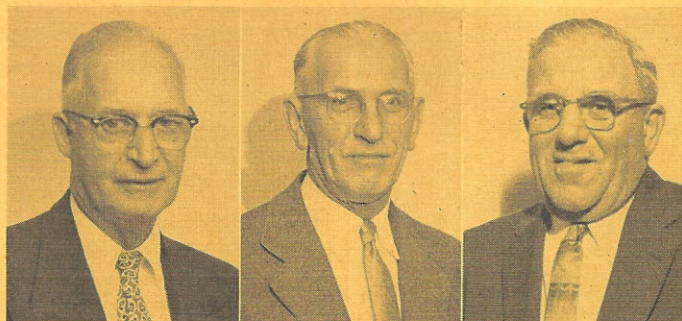
ocean. The cars are to serve as artificial shelters for fish.

Mr. Lanier stated that he and his wife are enjoying life and that California is a fine place in which to spend one's retirement.

Beginning his transit career in 1907, Mr. Lanier retired in February, 1950.

—LEO J. BIEN

### 40-YEAR EMPLOYEES RECENTLY RETIRED



**Frank A. Wimmer**, conductor, West Section, October 1, 46 years.

**Emil P. Glatz**, towerman, South Section, October 1, 45 years.

**Louis F. Schoenfeldt**, operator, Forest Glen, October 1, 42 years.

### RECENT SUGGESTION AWARD WINNERS

| NAME                       | POSITION                  | LOCATION           | AMOUNT  |
|----------------------------|---------------------------|--------------------|---------|
| <b>Gregory Brest</b>       | Automotive Specialist     | West Shops         | \$20.00 |
| <b>Joseph Christoi</b>     | Auto Mechanic             | West Shops         | 20.00   |
| <b>Carl R. Green</b>       | Auto Mechanic             | West Shops         | 10.00   |
| <b>John J. Harrington</b>  | Clerk                     | Public Information | 5.00    |
| <b>Andrew Hendrix, Jr.</b> | Operator                  | North Park         | 10.00   |
| <b>Walter M. Hill</b>      | Supervisor                | South Section      | 10.00   |
| <b>A. J. Krzeminski</b>    | Machinist                 | Skokie Shops       | 25.00   |
| <b>C. H. Lindquist</b>     | Electrical Maintainer "A" | Skokie Shops       | 25.00   |
| <b>August J. Mischke</b>   | Repairman                 | Wilson Shops       | 15.00   |
| <b>William A. Mulwee</b>   | Derrick Car Laborer       | Way and Structures | 10.00   |
| <b>Charles D. Payton</b>   | Painter                   | Skokie Shops       | 5.00    |
| <b>Donald F. Powell</b>    | Operator                  | 77th               | 10.00   |
| <b>James D. Ross</b>       | Janitor                   | 52nd               | 10.00   |
| <b>Raymond J. Spatzek</b>  | Automotive Specialist     | West Shops         | 25.00   |
| <b>George Swartz</b>       | Operator                  | 69th               | 5.00    |

### SUPPLEMENTAL AWARD WINNERS

|                         |                  |              |       |
|-------------------------|------------------|--------------|-------|
| <b>William J. Kosek</b> | Tractor Operator | South Shops  | 10.00 |
| <b>John Mayer</b>       | Electrician      | Skokie Shops | 15.00 |
| <b>Wilbur J. Meyers</b> | Upholsterer      | South Shops  | 10.00 |
| <b>Eugene Rymke</b>     | Electrician      | Skokie Shops | 15.00 |

### SCIENCE AND HEALTH SHORT

THE NOT-TOO-TIDY housekeeper who feels that it isn't necessary to scrub a bathtub till every trace of a greasy waterline disappears may well hearken to this report published in the British medical journal, *Lancet*. Laboratory examination of such deposits, left on a bathtub in the women's ward of a hospital, showed that dangerous germs were present in the dirt rings. They included bacteria capable of causing serious skin and internal infections. The only safeguard: scrub tub till clean with an effective cleansing agent.

### LOTS OF FISH



WHO SAID that the fish don't bite in Wisconsin? Here's *Operator Harry Louis*, Beverly, with a nice string of pan fish that he caught in Lower Nine Mile lake, near Eagle River, Wisconsin, where he and his family enjoyed a vacation recently.

Reported by *Frank M. Black*

## TAKES PENSION



**HONORED ON** his last day of work before going into retirement was **Richard Grannan**, laborer with CTA's Stores Department storeroom at 2211 W. 24th street. Above, at right, he received cash purse from **Chief Clerk George Mikota** on behalf of his fellow-workers. Grannan, who had more than 42 years of service to his credit, began as a streetcar conductor with the former Chicago Surface Lines on May 9, 1916.

## TRANSITAD

**FOR SALE**—Two gas heaters: Seigler kitchen model and Blufame parlor model. Both automatic, with summer fans. \$125.00 or \$75.00 each. Also 24-inch bicycle for \$15.00. Hotpoint washer for \$10.00. **A. C. Vidmont**, 5557 S. Kilbourn, Chicago.

## For And About Our Pensioners (Cont.)

**WAY AND STRUCTURES**—**Irving Schumann**, former carpenter foreman, died September 17. Entering service September 26, 1927, he retired December 1, 1954.

—MARLENE NEHER

**WEST SECTION**—(*Agents*)—**Eileen Gallagher** and **Mary Burke** died recently . . . **Thomas Hajek** enjoyed the summer at his cottage in Kenosha county, Wisconsin. He asked to be remembered to all his old friends.

—GORDON KELLY

## RECENT DEATHS AMONG EMPLOYEES

**MARGARET BLAND**, 84, retired agent, West Section. Died 8-12-58. Employed 7-17-34.

**A. D. BOND**, 75, retired switchman, West Section. Died 8-14-58. Employed 3-28-01.

**MATTHEW BROWN**, 80, retired motorman, Blue Island. Died 8-17-58. Employed 5-1-09.

**A. M. BURKE**, 82, retired agent, West Section. Died 8-19-58. Employed 6-29-97.

**PATRICK BURKE**, 70, retired motorman, Devon. Died 8-11-58. Employed 12-16-19.

**G. A. CHEVALIER**, 71, retired repairman, 61st Street. Died 8-30-58. Employed 7-28-20.

**F. J. CHRISTGAU**, 90, retired motorman, West Section. Died 7-28-58. Employed 1-8-96.

**WILLIAM J. CLAYTON**, 45, repairman, Shops and Equipment. Died 9-10-58. Employed 9-9-47.

**J. M. COURSEY**, 61, retired motorman, North Section. Died 8-21-58. Employed 1-19-24.

**JOHN J. DONAHUE**, 54, operator, 77th. Died 8-19-58. Employed 6-25-23.

**J. W. DOWNEY**, 73, retired conductor, Cottage Grove. Died 8-24-58. Employed 9-1-17.

**A. C. FOX**, 62, retired supervisor, District "A." Died 8-19-58. Employed 9-4-25.

**J. E. GALLAGHER**, 69, retired agent, West Section. Died 8-19-58. Employed 8-3-23.

**ANTON GUDAUSKIS**, 70, retired bus cleaner, Shops and Equipment. Died 8-26-58. Employed 9-19-29.

**AUGUST HENTSCHEL**, 70, retired watchman, West Section. Died 8-11-58. Employed 12-26-23.

**W. J. JANKAUSKE**, 78, retired car cleaner, Lawndale. Died 8-24-58. Employed 2-19-23.

**C. J. LARMON**, 74, retired motorman, 77th. Died 9-5-58. Employed 12-16-24.

**JOHN LIZAK**, 83, retired repairman, West Shops. Died 9-4-58. Employed 8-19-20.

**EDWARD M. MANGAN**, 62, utility chauffeur, Blue Island. Died 9-6-58. Employed

**GERARDO MARGIOTTO**, 72, retired trackman, Way and Structures. Died 8-29-58. Employed 7-8-16.

**E. F. McMAHON**, 59, retired operator, 77th. Died 9-6-58. Employed 12-4-25.

**MARTIN MENDYK**, 69, retired car cleaner, Devon. Died 9-5-58. Employed 4-21-20.

**J. J. MONAHAN**, 70, retired conductor, 69th. Died 9-3-58. Employed 6-18-18.

**J. J. PFROMMER**, 65, retired conductor, 77th. Died 8-12-58. Employed 4-16-18.

**C. F. RADKE**, 73, retired motorman, North Avenue. Died 8-10-58. Employed 1-25-22.

**I. J. RAUWOLF**, 78, retired agent, Transportation. Died 8-12-58. Employed 12-13-26.

**TONY SHANNA**, 82, retired foreman, Track. Died 7-31-58. Employed 4-16-08.

**JAMES P. SINON**, 64, operator, 77th. Died 8-22-58. Employed 1-12-20.

**E. A. STAHL**, 73, retired repairman, Wilson Shops. Died 8-16-58. Employed 2-28-09.

**JOHN SUFFEL**, 84, retired conductor, Devon. Died 8-21-58. Employed 8-19-99.

**F. W. VASSMER**, 62, retired conductor, North Section. Died 9-3-58. Employed 3-23-17.

**JOSEPH VLAMINCK**, 79, retired car cleaner, Devon. 8-15-58. Employed 8-17-21.

**W. M. WIESEN**, 74, retired conductor, Elston. Died 8-10-58. Employed 6-15-08.



FOR A RAINY, RAINY DAY

OUR

# Public Speaks



ONE OF the greatest problems facing the transit industry is the competition of the private automobile, and CTA is keenly aware of this.

Statistics have shown that it is far cheaper to use public transportation than it is to operate a private automobile; but people are not as concerned with facts and figures as they are with the kind of public service they receive.

The spirit of good service is manifested by the way we conduct ourselves in the eyes of the public. To them we all represent CTA. Courtesy plays an important role in continuing our efforts to provide the best possible service.

Our modernization program has furnished us with the newest and best type of equipment and facilities. But equipment means nothing, if we, as individuals, fail in our duties.

Printed below are a few recently-received letters of commendation concerning employees who have diligently and conscientiously performed their duties in such a manner that our patrons have expressed their appreciation:

## "One Of The Nicest"

"This world is full of nice people, but one of the nicest I have ever met is Operator No. 13886 (*Enzo Valentin*, North Avenue) who waited a second when he saw me hurrying across the street to

catch his bus. The little time that this driver waited saved me about 15 minutes of waiting on a dark corner."

## "Greets Passengers"

"There is a gentleman who has been on the Homan Avenue route for some time and is the most courteous and accommodating driver I have ever had the pleasure of riding with. His badge number is 13116 (*Samuel Posner*, North Park). He is always pleasant and greets his passengers with a cheerful smile.

"Last Thursday I rode on his bus again and without any doubt I can say that this man knows his business. He waited for people to cross the street so they could board his bus, called street names loud and clear and gave information so exact that one would think he was a regular information clerk."

## "Good Word"

"Just a few lines to put in a good word for Driver Number 4626 (*Hillis Goodman*, 52nd Street) for the way he operated his bus and gave information to his passengers. He certainly is a very courteous driver."

**PATRONS** do observe our faults as well, and sometimes write letters like these:

"Recently, within the past week or so, I have had the unfortunate experience of being passed up. I have been waiting on the same corner for the last five years and have not had this happen until recently. I've tried waving, shouting and almost dancing to get the attention of this one driver, but to no avail."

**COMMENT:** A pass-up is understandable when a vehicle is filled to capacity, but it is wholly improbable that any one vehicle would be filled to capacity for an entire week. Every time we pass up a patron, we are taking a chance of losing a prospective steady customer to other means of transportation.

"Last week I boarded a bus and requested a transfer. The operator issued me a transfer and told me the best way for me to get to my destination. When I alighted from his bus, I walked across the street to transfer to the next. When I got on this bus and handed the driver the transfer, I certainly received a different kind of treatment. First, the operator told me that I would have to pay another fare because the transfer was late. Then, when I began to explain that perhaps the transfer had been mis-punched, he told me that it wouldn't get me anywhere trying to pass the blame to the other operator. Finally, he started to complain about the time I was taking up, and that I would either have to pay another fare or get off the bus because the bus was being held up."

**COMMENT:** Situations do occur where an operator mispunches a transfer and another operator has to question the patron and collect another fare. But a courteous explanation should be given along with the suggestion that the patron send the disputed transfer to CTA's Public Information Department with a letter giving the details of the occurrence.

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

|                  | Sept.<br>1958 | Aug.<br>1958 | Sept.<br>1957 |
|------------------|---------------|--------------|---------------|
| Complaints ..... | 1099          | 739          | 1233          |
| Commendations    | 84            | 68           | 95            |

## TERMINAL OPERATION REVISED

TO BETTER serve the central part of the South Deering district, revision of the south terminal operations of Jeffery (No. 5) local bus route was authorized recently by Chicago Transit Board.

The new routing, effective September 8, follows: beginning at 100th street and Yates avenue, east on 100th to Torrence avenue, south on Torrence to 103rd street, west on 103rd to Yates, north on Yates to 100th and Yates, and thence over the regular route.

Service has been discontinued on the following portion of the Jeffery local route: from Bensley avenue and 103rd street, south on Bensley to 106th street, east on 106th to Torrence avenue, north on Torrence to 103rd, and west on 103rd to Bensley.

Two factors influencing the revision of the terminal operation were the lack of patronage in the area served by the old terminal routing and the unsuitability of street pavement in the area for bus operations.

The new routing makes direct transfer connections with the 103rd-106th crosstown (No. 103) bus route.

## "OLD-TIME" PICTURES WANTED

CTA'S PUBLIC Information Department is in urgent need of old photographs showing facilities and properties of any of the predecessor companies in the early days.

Pictures taken around the turn of the century—around 1900—showing shop facilities, buildings, equipment or other photos of historical interest will be most acceptable. However, they should be properly identified as to date and location.

Those which are usable will be re-photographed and copies made for historical files, and the originals will be returned to the senders.

Any employes or retired employes who have such "old-time" photos are

urged to send them to Editor, CTA TRANSIT NEWS, Room 742 Merchandise Mart, Chicago 54, Illinois.

## NEW PARK 'N' RIDE LOT OPENED

FOR THE convenience of CTA Park 'N' Ride patrons who ride the Congress branch of the new West Side Subway, a new parking lot has been opened at Laverne avenue, one-half block north of the Laverne auxiliary entrance-exit to the Cicero avenue station.

From the Laverne auxiliary entrance-exit to the Cicero avenue station, CTA passengers can commute to the Loop in 14 minutes.

The parking lot, approximately 50 feet wide and 500 feet in length, is lo-

cated in the area formerly occupied by the right-of-way of the discontinued Garfield Park rapid transit route. The Garfield Park branch has been replaced by the Congress branch which operates in the median strip of the Congress Expressway.

CTA patrons using the parking facilities will enter on Laverne avenue just south of Harrison street and will exit on Laramie avenue. The area, which can accommodate 80 automobiles, is surfaced with cinders and diagonal parking stalls are marked off. As more parking space is needed, the balance of the right-of-way extending to Laramie avenue will be made available.

Construction costs of approximately \$8,500 include cinders, paved driveways, bumper ties, adequate lighting and appropriate directional and informational signs.

## CHICAGO TRANSIT AUTHORITY

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

|   | Month of August |                | Eight Months Ended August 31, |                | Twelve Months Ended Aug. 31, 1958 |
|---|-----------------|----------------|-------------------------------|----------------|-----------------------------------|
|   | 1958            | 1957           | 1958                          | 1957           |                                   |
| Revenues  | \$10,189,090    | \$10,959,242   | \$83,353,714                  | \$80,760,180   | \$127,066,469                     |
| Operation and Maintenance Expenses  | 8,680,074       | 8,639,222      | 71,805,940                    | 70,411,900     | 108,155,440                       |
| Available for Debt Service  | 1,509,016       | 2,320,020      | 11,547,774                    | 10,348,280     | \$ 18,911,029                     |
| Debt Service Requirements:  |                 |                |                               |                |                                   |
| Interest Charges  | 379,586         | 389,889        | 3,081,360                     | 3,172,597      |                                   |
| Deposit to Series of 1947 Serial Bond   |                 |                |                               |                |                                   |
| Maturity Fund   | 166,667(1)      | 166,667        | 1,333,333                     | 1,833,333      |                                   |
| Deposit to Series of 1947 Sinking Fund (2)  | 105,213         | 95,767         | 785,027                       | 191,534        |                                   |
| Revenue Bond Reserves (3)   | —               | 7,000          | 43,398                        | 194,000        |                                   |
|   | 651,466         | 659,323        | 5,243,118                     | 5,391,464      |                                   |
| Balance Available for Depreciation  | 857,550         | 1,660,697      | 6,304,656                     | 4,956,816      |                                   |
| Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4) | —               | —              | —                             | 313,588        |                                   |
| Balance Available for Depreciation  | 857,550         | 1,660,697      | 6,304,656                     | 5,270,404      |                                   |
| Provision for Depreciation:   |                 |                |                               |                |                                   |
| Current Period  | 815,127         | 876,739        | 6,668,297                     | 6,460,814      |                                   |
| Balance Available for Other Charges or Deficit in Depreciation Provision (5)            | 42,423          | 783,958        | 363,641 r                     | 1,190,410 r    |                                   |
| Accumulated Deficit:  |                 |                |                               |                |                                   |
| To end of previous period   | 586,754 r       | 2,197,979 r    | 180,690 r                     | 223,611 r      |                                   |
| At close of period  | \$ 544,331 r    | \$ 1,414,021 r | \$ 544,331 r                  | \$ 1,414,021 r |                                   |

r - denotes red figure

### PASSENGER STATISTICS

|                                |            |            |             |             |             |
|--------------------------------|------------|------------|-------------|-------------|-------------|
| Originating Revenue Passengers | 42,433,696 | 45,703,291 | 352,624,897 | 396,823,514 | 537,867,250 |
|--------------------------------|------------|------------|-------------|-------------|-------------|

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at August 31, 1958

|  | Delivered to Date | Remaining to be Delivered | Total |
|--|-------------------|---------------------------|-------|
| 1958 Orders:   |                   |                           |       |
| El-Subway Cars   | —                 | 100                       | 100   |
| Propane Buses  | 15                | 135                       | 150   |
|  | 15                | 235                       | 250   |
| Delivered under previous orders                            | 3,464             |                           |       |
| Less - P.C.C. Streetcars to be converted to El-Subway Cars | 100               |                           | 3,364 |
|  |                   |                           | 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 \$300,000 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.

INQUIRING REPORTERS:

Charlene O'Connor and Mary Ann Nykiel

LOCATION: Claim-Law



"What is your opinion of chemise and

sack dresses?"



**MARY ELLEN CONNOLLY**, Typist, Claim: "I believe that a modified version of the chemise is flattering to the figure. I own three chemises myself and I like them for their comfort and style. On the other hand, I think the sack is hideous."



**JOSEPH P. ROTH**, Attorney, Law: "Changes make for a more interesting world and women's fashions are no exceptions. Although the chemise and sack dresses are unbecoming to some people, the same might be said of any other particular style of clothing. We'll keep right on looking, girls, regardless of what you wear."

**BERNADETTE BONK**, Docket Clerk, Law: "As a whole, I like them, but there are a few exceptions. One must have the proper figure to wear them, and if they are too extreme, they look ridiculous. I like having a few of them in my wardrobe because they are comfortable to wear and also a pleasant change from my other clothes."



**FRANK MULLEN**, Attorney, Law (with *Inquiring Reporter Charlene O'Connor*): "They are about as fashionable as high-button shoes. The sack reminds me of a man wearing his overcoat backwards. It is advantageous to some in that it makes everyone, regardless of shape, look the same—ridiculous. I suppose it serves the purpose intended—causing men to look—but we're laughing when we do."



**RITA WINNIS**, Typist, Claim (with *Inquiring Reporter Mary Ann Nykiel*): "I do not consider this type of apparel the least bit alluring or stylish because it does not add; it only detracts from the feminine figure, and it is worn mostly for 'kicks.'"

# Happy Halloween Hi-Jinks

ON THE night of October 31st, the air is filled with broomstick riding witches, black cats and all manner of ghosts, spooks and goblins. So goes the old legend concerning Halloween.

Today, space-minded youngsters have no time for these legendary harbingers, for they see the air filled with atomic powered rockets and missiles zooming on to other planets. To them, Halloween means grinning candle-lighted jack-o-lanterns, costumes, parties and tricks or treat.

Gaining in popularity is the idea of starting the party right at the front door by putting up some decorations there. For instance, one of the party paper napkins, a half mask, a loop or two of orange and black crepe paper streamer, and a small jack-o-lantern or happy skeleton decorative print arranged in a montage and held in place with cellophane tape would be effective.

Pre-planning is the key to the successful party that seems to run by itself. This includes, of course, the menu, games and color scheme for decorations that coordinate the whole affair. Further, products both inexpensive and disposable are available that turn the trick of hostessing to treat.

Party plans for Halloween this year call for a "Skeleton Skip" appealing to dance-minded teens, and, for the younger division, ideas on do-it-for-fun paper bag masks. (See picture, bottom Column 1.)

The "Skeleton Skip" features wall decorations of flame-proof crepe paper and ready-to-use decorative prints. The bead-swinging miss is created from a packaged life-size skeleton, decked out in scallop-edged strips of melon orange crepe paper. Colorful decorative-print leaves taped together form the headdress and skirt trim. Fringes of black gummed paper make extra long eyelashes and the earrings are from gold paper. Draped in beads, flapper style, she is taped to the wall behind the buffet refreshment table.

Her partner, a top-hatted fugitive from the cornfields, is rigged up with intertwined streamers of black, orange, pink and mint green. His head is a pumpkinkin decorative-print. Facial details and hat are fashioned from colored paper.

There'll be no bobbing for apples at this affair for they come on a stick, are jellied and will be eaten along with the other goodies at refreshment time. For those bent on bobbing, let them try their skill at picking marshmallows from a bowl of flour with their teeth.

If balloons are used as part of the decor, it is fun, near the end of the evening, to stretch a string across the doorway and let the guests work off any left-over energy by batting the balloons back and forth across the string.

For the fortune-minded, draw a large spider web on a sheet of wrapping paper and print fortunes in the different sections of the web. Placed on the floor, guests toss pennies from a short distance to learn their fortune.

## Tips for Tots

Since the children, masked and costumed, traditionally make the rounds of neighboring homes about dusk on Halloween, their parties usually take place in the afternoon. One way to keep them amused at the party and make preparations for the trick-treat safari is to let them make their own masks from paper bags and colored gummed-back papers. Spread out a supply of the colored papers, blunt scissors and a paper bag for each child, along with other decorative odds and ends such as shiny stars, pipe cleaners, paper cups and drinking straws. Mother can start things off by showing the youngsters a sample idea and also by lending them cookie cutters, etc., to draw around.

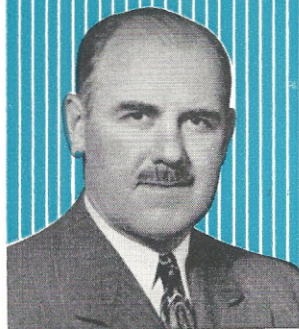


"Skeleton Skip" motif.  
See column two.

THIS BROTHER and sister have just completed their masks. Peter's choice is a space man—so he cut a circle from the front of his bag then covered the opening with clear food wrap. The insignia at top and bottom are various circles and squares made from blue, orange and black gummed papers. The receiving set on the top is devised from a paper cup covered in gold paper and plastic straws tipped at the ends with gold stars pasted back to back.

Pat created a Mr. Big Ears. Bangs and moustache are fringed strips of bright red gummed back paper with large size ovals of the orange paper pasted to bag sides for floppy ears. Nose and eye openings are tripped with triangles, ovals and circles from the same packaged paper.





By Dr. George H. Irwin  
CTA Medical Director

## INSOMNIA

INSOMNIA, OR inability to sleep normally, is a complaint or symptom and not a disease primarily. In order to better understand this disorder, it is helpful to mention some of the common theories of sleep.

One theory is that certain nerves contract at night causing a loss in the connection with certain stimulating forces.

A second belief refers to the circulation in which there is a decreased flow of blood to the brain at night.

Chemical theories include the assumption that sleep is due to the increase of fatigue or toxic products. For example; after exercise or a hard day's work, lactic acid accumulates in the blood stream from fatigued muscles.

None of the above theories has been completely proven to be 100 per cent correct. It does seem plausible, however, to assume that there is some chemical physiological change in the body which occurs rhythmically every 24 hours. This in some way inhibits the stimulating processes to the brain and sleep occurs. Furthermore, it is likely that moderate activity and freedom from worry are factors which promote this change. When fatigue has passed, the body again becomes more responsive to environmental and external stimuli. The impulses or stimuli increase and travel to the brain, and there is a progressive awakening. Ecephalogram tracings show the difference in the brain waves when the external stimuli are absent or few in number.

Sleep is an everyday occurrence from the first to the last day of life. Therefore, it is assumed to be essential to health and well-being. It is also thought to be associated with, according to experts, growth and repair of the body tissues, as youngsters require more sleep than adults.

Causes of insomnia can be classified under the following general headings: overstimulation, worry, anxiety, mental fatigue and muscular and nervous tension. In all of these conditions, the external stimuli causes the brain to function so fast that it is difficult or impossible to shut it off. It is something like a motor or engine. The more gas and electricity you give it the faster it goes. The motor will not stop or go to sleep until you turn off the gas and switch.

How much sleep one needs depends somewhat upon the type of work one does. It takes only about four hours sleep

to restore our physical energies but it takes twice as long to replenish our energy for mental effort.

The treatment of insomnia should be directed at finding out the cause. If the cause is determined and eliminated, the problem is solved. This is not always possible so I am going to outline a general overall procedure.

1. First and most important is the necessity of turning off your motor. This can be done if you make every effort to settle the problems you are thinking about during the day so they can be left alone and kept out of your mind at night. If you can't settle it yourself, get outside help but the main point is to solve it once and for all so you can sleep.

2. Reducing external stimuli is very helpful. That means selecting a quiet bedroom away from noises. This also means avoidance of noisy streets and neighbors, radios, snoring bed partner and many other disturbing factors.

3. Elimination of poor sleeping conditions is necessary, such as an uncomfortable bed, too many or too little bed clothes, proper room temperature and too much light, etc.

4. Excess eating or drinking should be avoided. Even a cup of coffee late in the evening keeps many people from falling to sleep. On the other hand, a light snack, such as a glass of milk or fruit helps to induce sleep.

5. Drugs for sleep bring up an important phase of this subject. Some people feel they can't sleep without them while others say they do not help. This much is true. If a person is in pain, aspirin or proper drug prescribed by your doctor will give a good night's rest. The important thing is not to become dependent on medicine alone for sleep.

6. Summarizing, the best results in curing insomnia are obtained by having comfortable sleeping conditions and turning off your motor. That means stopping worry, anxiety, etc. Do not try to start the motor until the next morning.

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## 100th Off-Street Terminal Established

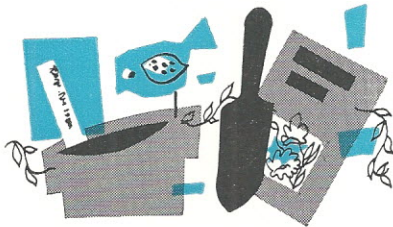
ANOTHER NEW off-street terminal, the 100th established by CTA, was placed in service September 14 at the western end of the 103rd-106th (No. 103) bus route at 104th and Pulaski road.

Constructed at a cost of \$20,380.00, the new facility eliminates the somewhat hazardous turning operations that CTA buses formerly made at 103rd and Springfield avenue. In addition to the improved safety feature, the relocation of the terminal extends CTA service by one-quarter of a mile to better serve residents of the area.

The new terminal, with an entrance on 104th street and an exit on Pulaski road, is located on private property leased by CTA. The area is paved with bituminous concrete and is enclosed with wire-mesh fencing along the outer boundary.

Westbound 103rd-106th buses now operate west in 103rd to Pulaski, south in Pulaski to 104th, east on 104th for approximately 125 feet to the entrance, and then counter clockwise through the terminal. Eastbound buses exit in Pulaski, travel north to 103rd, and then east over the regular route.

# Garden Helps



OCTOBER IS the time to begin cleaning up in the garden. Many of the annual plants will become dry and not bear any more flowers. The phlox will probably have gone to seed. Annual plants that no longer bear flowers should be removed as soon as possible and perennials that are past blooming can have the tops cut off.

Do not permit the seed pods of iris or daylilies to remain on the plant. Cut these off or pull out the whole flower stalk.

This is the month when we must be careful to keep the surface of the soil clear of all sorts of debris like fallen leaves, etc. If such material is left lying about the ground in the garden, it harbors the eggs of insects that will come to pester you next year. Even diseases like mildew are carried over in this manner.

How about having some beautiful flowering bulbs in bloom in your home in the wintertime? It is very simple to plant flowering bulbs at this time and force them into bloom for Christmas. Among these the crocus, tulips, hyacinths, daffodils and paper-white narcissus are the simplest to use.

Purchase your bulbs for forcing from a reliable garden supply store and tell them you want varieties that are especially good for forcing. Use a shallow flower pot with a piece of broken flower pot to cover the hole at the bottom. Put in a shallow layer of soil just deep enough so that, when the bulbs are placed on top of it and the remainder of the pot filled with soil the tips of the bulbs will just protrude through the surface. Firm the soil tightly around the bulbs and then water it thoroughly. Place the pot with bulbs in a selected spot in the garden where it can be covered with an inch or two of sand and then a complete coverage of dried leaves to protect it from frost. Straw or compost can be used instead of leaves. If you have a cold-frame, that is an excellent place to store pots or bulbs to be forced.

After New Year's passes, select a comfortable day to go out and dig up some of the buried pots. By this time, they will be filled with roots and there will be white shoots from the tops of the bulbs, several inches tall.

Remove adhering soil from the shoots being careful not to injure them, then bring the pots indoors. It is best to keep them in a cool place where they will retain about 50 degrees Fahrenheit, but will receive natural daylight. When the shoots have become green in color and the buds are beginning to show, move the pots into a warm place, 65 degrees or even a little warmer and give them sunlight. Keep the soil watered regularly. In a few weeks you will have beautiful crocuses, tulips, hyacinths, or daffodils.

If you have no convenient place in your garden to store the flowering bulbs you are forcing, there are some kinds that you can force right in the house without the use of any soil. The best for this purpose is the narcissus, especially the paper-white narcissus. Get a few of these and get some very coarse sand or some very fine gravel with the stones not more than a quarter of an inch in diameter. Place them in a flat dish deep enough so that you can bury the bulbs in the gravel. Fill the vessel with water up to the top of the gravel and keep it filled that way. As soon as the shoots begin to form place the dish in a sunny warm window and you will be surprised how rapidly the leaves and stalks and flowers develop, filling the room with their fragrance.

In October we may expect our first frost of the season. Frequently, the first frost is very light and does little damage in the garden. You may have dahlias or hardy chrysanthemums or zinnias that are still bearing flowers during the month. If you want to try to save some of your flowers from the early frost spread a newspaper or some other large sheet of paper over the plant and pin it down even though it somewhat depresses the stem. Another measure is to water the garden thoroughly in the evening. Frosts are very mild at times and with plenty of water on the leaves and on the ground the freezing effect on the plant's fibers will be slight and sometimes you will save your flowers for a later day.



**Cash,  
Left on Train,  
Restored  
To Owner**

SOME YOUNG Chicagoan will be able to advance his education this year because of the honesty of a CTA employee.

The employee is *Bernard "Barney" Regan*, badge No. 23001, Howard Street, conductor on a North-South train.

One day recently, at the completion of a regular run, he noticed that an envelope had been left on a seat. When he examined it, he found it contained over \$600 in currency. There was no identification as to whom it belonged.

"Barney" turned it in to the Lost and Found clerk at Howard Street, and subsequently a call was received from a lady inquiring if the envelope had been recovered on a northbound train she had been riding.

A few questions established that she was the rightful owner because she gave the exact amount of money in the envelope and even gave the denominations of the bills which comprised the total.

When she came to the office to claim the money, she said it represented a fund she had saved to pay tuition to send her brother to Loyola Academy. It was a very grateful lady who left the station after leaving a cash award for Conductor Regan.



**CARROUSEL CAKE** is just the perfect "goal" for eager, hungry fans after the "big game." It is especially delicious served with hot cocoa and marshmallow.



## CARROUSEL COFFEE CAKE

FOR A MERRY-go-round of food, fun and conversation, especially for the get-together after the "big game," serve Carrousel Coffee Cake, a cinnamon-flavored yeast bread.

This tasty coffee cake wins fans fast. At breakfast time, team Carrousel Coffee Cake with chilled fruit or fruit juice, eggs, sunny side up, and your favorite beverage.

Baking a coffee cake made with yeast dough is very rewarding. You have the enjoyment of kneading and shaping the dough, watching it rise and bake, and then adding confectioners' sugar frosting as a final touch of perfection. The taste is scrumptious and is sure to make a "touchdown" with your entire family.

Because you make Carrousel Coffee Cake with enriched flour, it gives your family the necessary amounts of food iron and three B-vitamins. These vitamins play an important role in the daily diet by promoting growth and building healthy nerves and appetite.

**1 package yeast, compressed or dry**  
**¼ cup water** (lukewarm for compressed yeast, warm for dry)  
**½ cup milk**  
**¼ cup sugar**  
**1 teaspoon salt**  
**2 tablespoons shortening**  
**2½ cups sifted enriched flour** (about)

**1 egg**  
**3 tablespoons melted butter or margarine**  
**½ cup sugar**  
**1½ teaspoons cinnamon**  
**Confectioners' sugar icing**

Soften yeast in water. Scald milk. Add sugar, salt and shortening. Cool to lukewarm. Add enough flour (about 1 cup) to make a thick batter. Mix well. Add softened yeast and egg. Beat well. Add enough more flour to make a soft dough. Turn out on lightly floured board or pastry cloth and knead until smooth and satiny. Place in greased bowl, cover and let rise in warm place until doubled (about 1½ hours). When light, punch down and let rest 20 minutes. Roll out into rectangular sheet 9 x 18 inches. Spread with butter or margarine and sprinkle with cinnamon sugar. Fold over in thirds making sheet 9 x 6 inches. Cut into strips 1 inch wide and 6 inches long. Roll one strip starting at narrow end. Stand on edge in center of greased 9-inch round pan. Curve remaining strips in similar manner. Stand these half rolls on edge around center roll with unrolled end toward center. Let rise until doubled (about 45 minutes). Bake in moderate oven (350°F.) 20 to 25 minutes. When cool, frost with confectioners' sugar icing.

Makes 1 coffee cake.

## FASHION FOR LITTLE MISSES MUFFET

THE YOUNGER fashion audience has returned to school in all the Paris-influenced designs.

The silhouettes for these moppets are naturally the trapeze and chemise . . . controversial for adults, but irresistible for children.

The four fashions featured here are easy to sew and give satisfying pleasure, plus of course, the end result, a dream dress for a prize pupil.

The two affectionate darlings are wearing the "littlest triangles." One version is shown with its own smock (and a tacked-on daisy) in solid color-coordinated fabrics; the

other unsmocked, illustrates how the underdress in a sprigged floral print flares out from a yoke and boasts similar collar and cuffs.

Our other two little long stemmed lassies, attempting to look studious with their lorgnettes (long-stemmed glasses!), are in ice cream color chemises combined with Victorian tapestry prints and skirted in unpressed pleats. (Both these patterns are actually chemise jumpers with their blouses worn on the outside to give another look to a new dress).

For stockings, all four future Phi Betas are wearing the much talked about leotards.



**WINSOME YOUNG** girls in a flying trapeze. One version is shown with its own smock, the other unsmocked in a tiny sprigged floral print.

**TWO YOUNG** chemises are scaled to an up-and-coming generation. Left is a simple-to-make jumper and button-back shirt. Right, a jumper with cuff-collared over-blouse to clinch its chemise look.



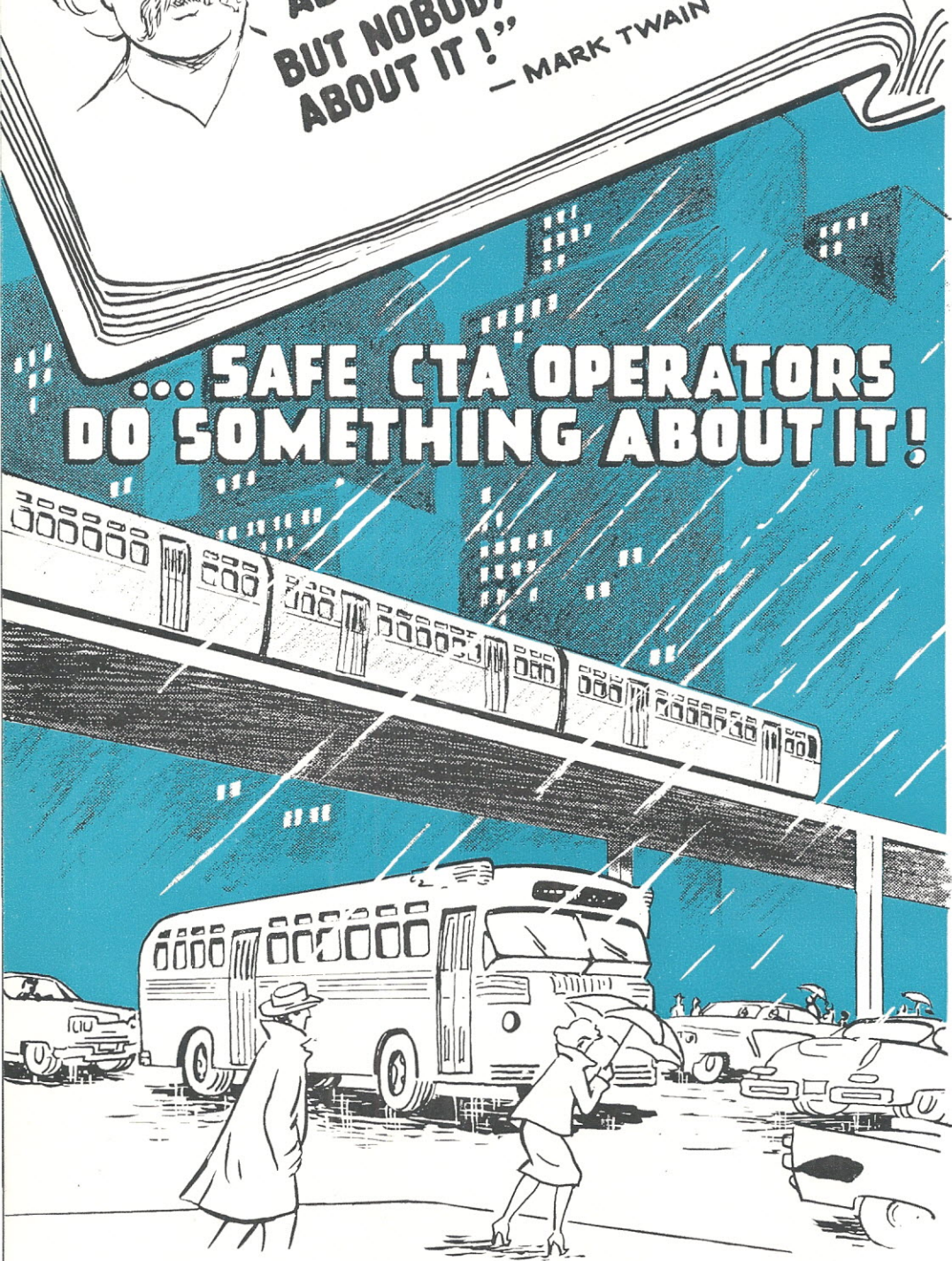
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"EVERYBODY TALKS  
ABOUT THE **WEATHER** -  
BUT NOBODY DOES ANYTHING  
ABOUT IT!"  
— MARK TWAIN

**... SAFE CTA OPERATORS  
DO SOMETHING ABOUT IT!**



THEY DRIVE WITH **SPECIAL CARE**  
WHEN STREETS AND RAILS ARE SLIPPERY  
AND VISIBILITY IS POOR, TO PROVIDE  
**SAFE AND COURTEOUS SERVICE**  
AT ALL TIMES!

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