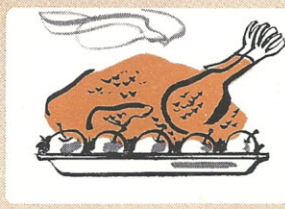
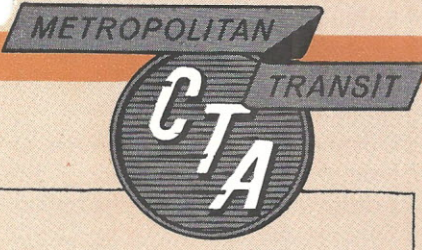


TRANSIT NEWS



Posters Promote Safety in Schools

SAFETY LESSONS in illustrated form are being brought to elementary and high school students in the Chicago area in a cooperative safety education program sponsored by CTA and the Citizens Traffic Safety Board.

To carry out the theme of the program, a new series of two-colored posters has been developed and is being distributed in 812 public, private and parochial elementary and 204 high schools throughout the area.

Using a cartoon-type technique, the posters carry simple safety messages keyed to the interests and activities of schoolagers from the early grades through high school.

Six of the posters in the current series are based on the popular "Tim and Trudy in Safetyland" theme and are designed for the grade-schoolers. The other six develop a sports theme and are slanted to high school students.

The posters are displayed in school rooms and corridors, with a different one of the series being issued at six-week intervals so that the safety message is continually changing with a fresh and timely approach throughout the school year. They are made available free of charge to the participating schools.

The "Tim and Trudy" posters capitalize on younger children's natural interests in animals and wild life and illustrate simple safety lessons in a style easy for the youngsters to understand.

The high school posters highlight seasonal sports themes, and "team up" safety messages with athletic activities, good sportsmanship and careful habits.

Distribution of the safety posters to schools was started in 1949. They have been highly commended by school authorities.

Two of the current series are reproduced on this page.



RECENT ADDITIONS TO THE ARMED FORCES

- Charles W. Burns, Jr.*—Transportation (Archer)
- Everett S. Davis*—Transportation (Lawndale)
- Charles W. Denton*—Transportation (Forest Glen)
- Raymond DiMatteo* — Claim Department
- Samuel C. Hamilton*—Transportation (Forest Glen)
- Charles S. King*—Transportation (Forest Glen)
- Stanford L. Smith*—Transportation (North Park)

RECENTLY RETURNED

- Malachy Gallagher*—Electrical Department
- Edward W. Tobin* — Engineering Department

VOLUME XII CTA TRANSIT NEWS NUMBER 11

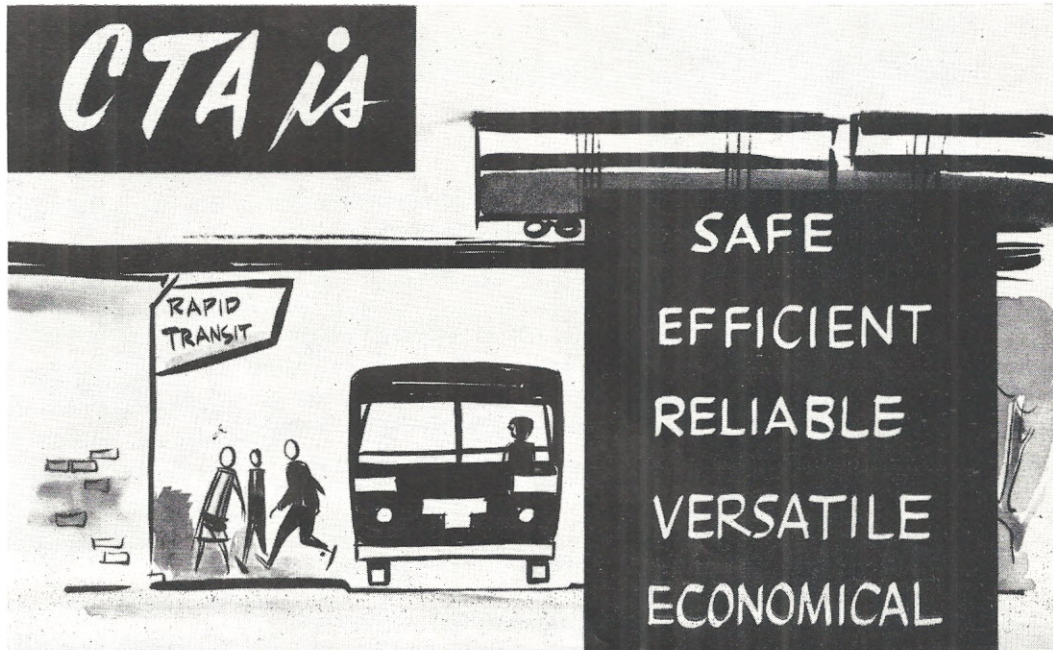
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David E. Evans, *Editor* Ellen Miller, *Editorial Assistant*

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

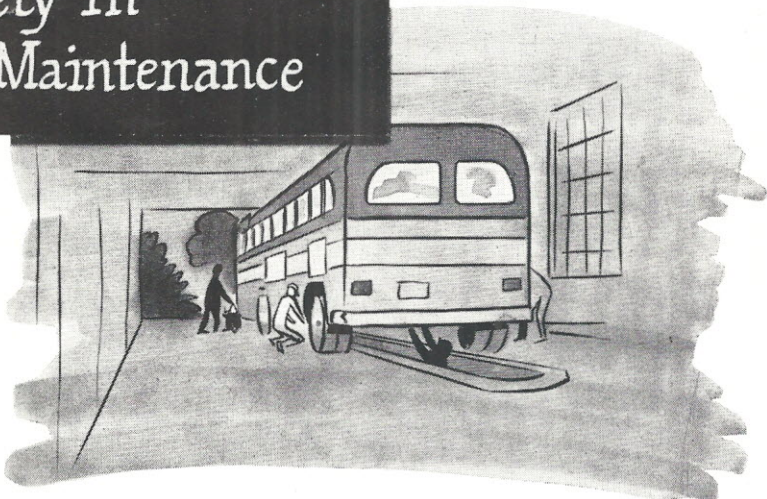
Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employes. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

"SERVE WITH CTA"



(EDITOR'S NOTE: The following is a condensed version of the script used in the "Serve With CTA" refresher program for Transportation Department employes now in progress. The points brought out in the narration which accompanies the showing of a slide film provide useful information on CTA service for all employes.)

Safety in Maintenance



WHAT DO people look for in transportation?

Good public transportation must meet certain requirements. These are: Safety, Efficiency, Reliability, Versatility, Economy. From the first letters of these five words we get **SERVE**.

The first requirement is safety — safety in design, safety in maintenance and safety in operation.

In designing CTA vehicles, safety is not sacrificed. Our engineers design vehicles to be pleasing, but safety is the first consideration. CTA maintains a special department where expert mechanics service buses and "L" cars on a regular basis. Our passengers can be certain that our equipment is in good operating condition.

CTA has no amateur drivers.

Men who drive CTA buses and rapid transit trains are carefully selected and receive extensive, practical training.

(Continued on Page 4)

PROFESSIONAL DRIVERS



They gain a great deal of experience by driving hundreds of miles each week. They are professional drivers and safety is the first consideration of such drivers.

The second requirement of good service is efficiency of operation.

Although CTA buses can't equal the high speeds of autos, they develop more than enough speed for city conditions. Buses make frequent stops to pick up passengers, slowing down trip time. However, the CTA system is designed so that our passengers can use rapid transit service in conjunc-

tion with surface operations. Many bus lines serve as feeders to rapid transit lines. A trip by a combination of bus and rapid transit is often faster than the same trip by auto.

Efficiency combined with comfort.

CTA vehicles are designed for comfort. We provide comfortable vehicles for our passengers. Boarding and alighting is made easy. The interior is roomy, seats are comfortable, and vehicles are well-lighted, attractive and have plenty of head room. The greatest comfort we can afford our passengers is the comfort of not having to battle traffic. Riders can relax with a newspaper or a book, or can even catch that extra forty winks.

The third requirement of good transportation is reliability.

Although buses cannot always be waiting at the curb whenever people want them, schedules are designed to give adequate service as needed day and night, seven days a week. Here's a test of real reliability: When weather is bad and the car won't start or ice or snow prevents drivers from getting out of the garage, then even those who usually drive turn to CTA—the service they can always rely on.

Versatility is a fourth requirement of good service.

CTA is versatile. We have more than 140 routes covering the entire city and many of its suburbs. Though most people can't board right at their door, CTA service is within $\frac{3}{8}$ of a mile of 99 per cent of the population of the city. In many sections, people have a choice of two or more routes. The best part of CTA's versatility is that when people arrive at their destination they have no parking worries.

Economy is another feature of CTA service.

Our customers, by buying reduced-rate tokens, can ride 20 miles without transferring for a total cost of less than one cent a mile on some routes. With our free transfer privilege, the ride can be an even greater bargain.

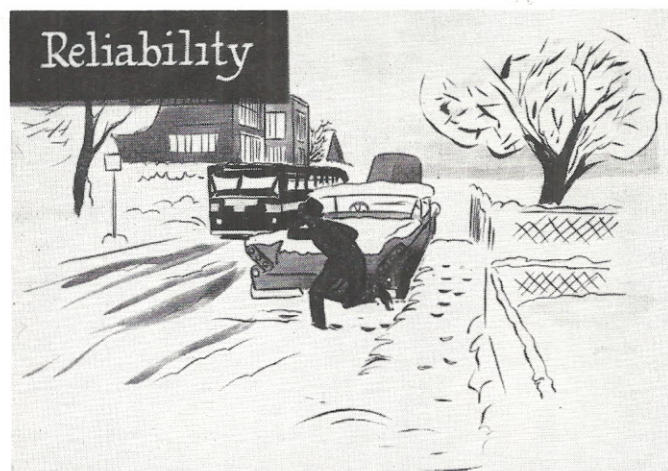
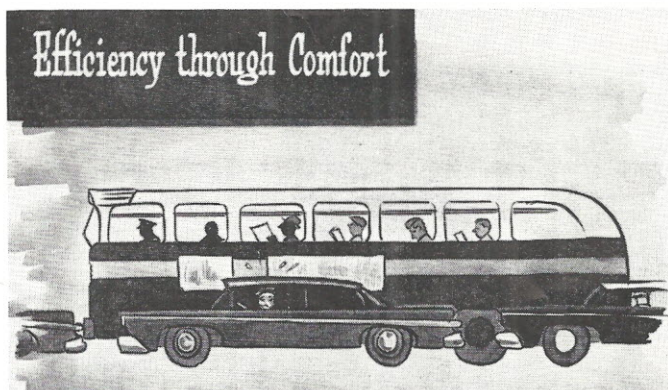
We are capable of providing good transportation, but why have we lost half our riders?

One reason is this: There is a large gap between our capacity to serve and our actual service. To find a way to close this gap, let's review the requirements of good transportation.

SERVE is the key to customer satisfaction.

How about our actions each day, do they add up to the best service we are able to give our passengers?

As a group, a fine job has been done in reducing traffic



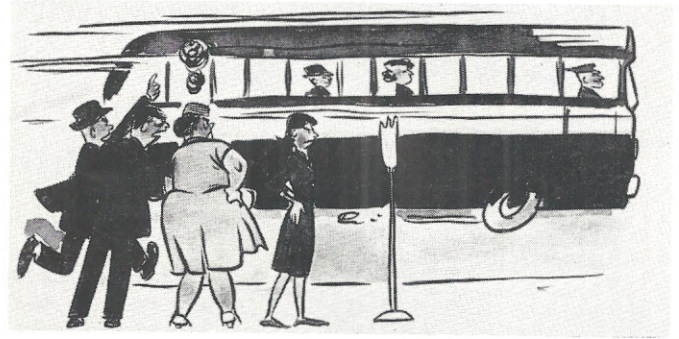


**ANY PLACE IN THE CITY
FOR ONE FARE**

accidents during the past few years. Unfortunately, there has not been a similar reduction in passenger accidents. When passengers pay their fares, they put their safety in CTA's hands. They rightly expect a safe ride every time. Do our passengers receive the same kind of care we would wish for our own families?

To prove efficiency, it is important to do the many things necessary to stay safely on time and to provide comfortable service. Little things like making announcements, good fare collection habits and consideration for passengers' comfort can help provide faster and more pleasant rides for our patrons.

Certainly we can all be polite and friendly regardless of difficulties beyond our control. To most people, the way they are treated is as important as any factor of customer satisfaction. A little friendliness goes a long way toward making passengers feel at home on CTA vehicles.



As for reliability, buses are scheduled for the convenience of our passengers. When we fail to make our terminals, when we indiscriminately pass up people waiting on the corners, customers lose confidence in our reliability and may turn to other means of transportation.

Although circumstances may sometimes result in falling behind schedules, there is never any excuse for running ahead of schedule merely to avoid work. Operators who steal time are not serving our customers, and they are certainly unfair to their fellow workers.

The last two requirements are versatility and economy.

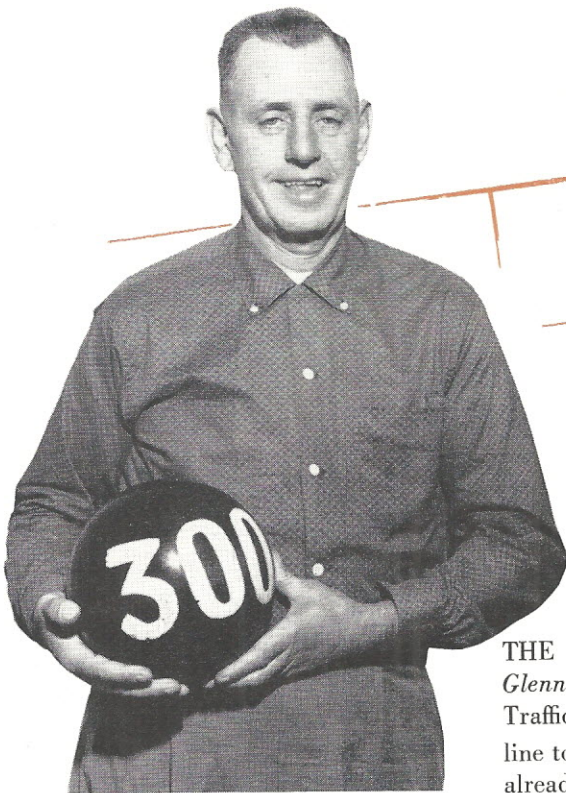
You do not control the number of runs nor the amount of fare we charge, but if our passengers are given the kind of ride they want and deserve, they will continue to give CTA their patronage, thus enabling CTA to keep service high and fares low.

Safe, efficient, reliable service benefits everyone. The people get good public transportation; there is a personal satisfaction in supplying this essential service and at the same time there is assured job security.

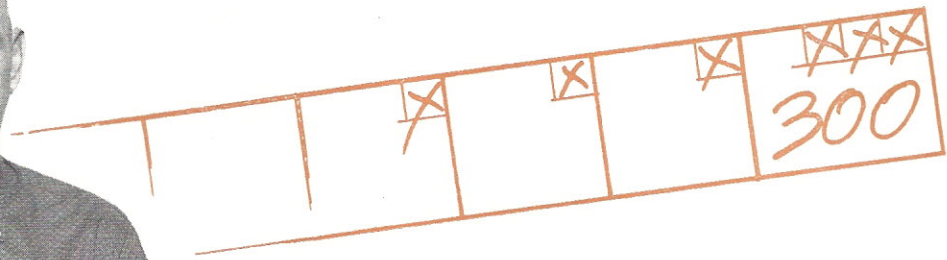
Every day, operate with this thought in mind:

"Their choice depends on me . . . my job depends on their choice."





A PRIZE possession of Glenn Crump, supervisor, Schedule-Traffic Department, is the bowling ball with which he rolled a perfect 300 game in a recent league match. Glenn is a consistently high bowler and recorded "the big one" after 30 years of kegling.



Maple Mauling Achievement

THE MAGIC number was 300 when Glenn Crump, supervisor, Schedule-Traffic Department, stepped up to the line to complete a game in which he had already rolled 11 straight strikes. This last one was the big one.

Another strike and he would realize the dream of all bowlers—a 300 score for a perfect game.

Glenn swung his arm and the ball went straight and true down the alley for a solid hit into the 1-3 pocket, toppling all 10 pins, and a maple mauling achievement had been accomplished.

The thrilling conclusion came after 30 years of bowling in which Glenn has flirted with the magic numeral several times. He closely approached it in open bowling competition some years ago when he registered a 290. His record includes a streak of 22 consecutive strikes over two games. After an open frame in the first game, he hit for 11 straight strikes, and then came back with 11 strikes in a row in the second game before losing a perfect game with an open frame on the 12th try.

He also has a flock of games in the 270s. Over the season he has been averaging 191, which any bowler will tell you isn't exactly throwing gutter balls.

Glenn's perfect game was rolled in Austin Major League competition on October 7 at the Austin Bowl. And in view of his consistent performance it's

easy to see why his team is tied for first place in the season play so far. It was the first 300 game bowled at the Austin lanes since 1948.

If it is true that practice makes perfect, Glenn can at least substantiate the theory. He engages in league play three nights a week regularly. He also is always ready to fill in when a team needs someone to replace an absent member. If you'll pardon the pun, bowling is "right down his alley."

His perfect game qualified him for a diamond ring presented by the American Bowling Congress to all bowlers who post a perfect 300—and there have been mighty few of them. The odds are 32,000 to one against it. He also won a \$500 U.S. savings bond plus a \$25 bond for each member of his team. This money will go into the team pool, for distribution at the end of the season.

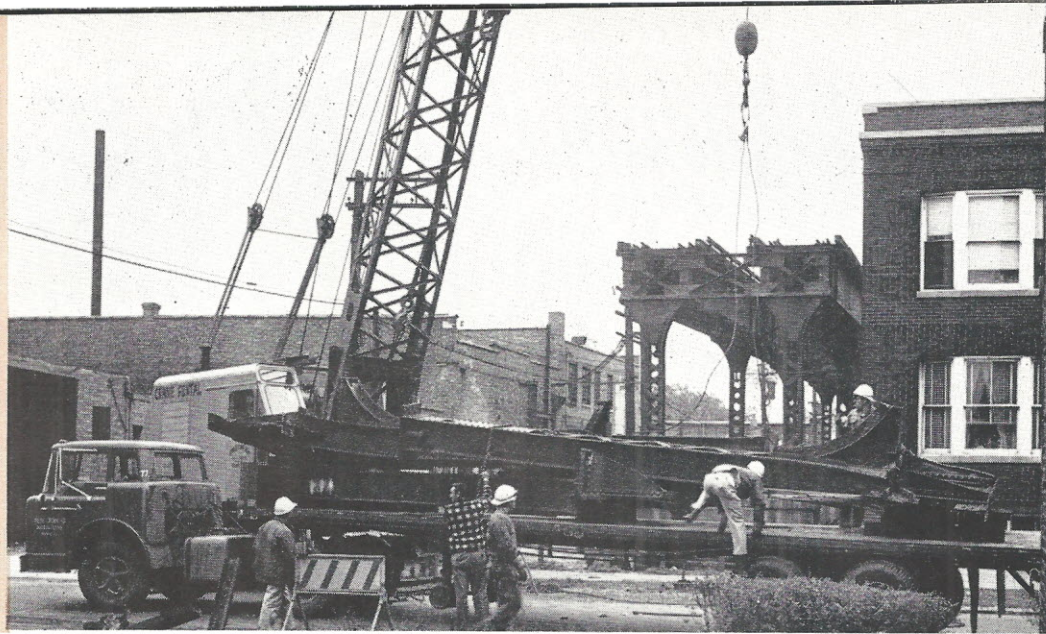
Crump has been a transit employe for 36 years. He started in the Claim Department of the former Chicago Surface Lines as an assignment clerk to statementmen. He later transferred to the Electrical Department as an electrolysis surveyor. In 1928, he became a traffic checker in the Schedule-Traffic Department and in 1946, just prior to the consolidation of local transit lines, he was appointed supervisor.

Glenn was ready to retire from league bowling after this season, but after that 300 game—well, what do you think?



GLENN, WHO is on the street most of the time, stops off at the North-Narragansett terminal to give instructions to Sandy Terman, traffic checker. He works a split shift, which gives him ample time to engage in his favorite pastime.

REMOVAL OF the old Garfield Park "L" structure between Sacramento boulevard and Lavergne avenue is nearly completed as work of track relocation required by the construction of the Congress expressway continues to progress. The structure is being dismantled by a steel wrecking concern under contract to CTA. This photo, looking east from the west side of Kilpatrick, shows heavy steel beams and columns being loaded for removal as another long-familiar west side installation disappears section by section to make way for a new era in transportation history—the age of superhighways.



Old Structure Goes; New Facilities Added

CTA TRAIN operations on the west end of the Congress subway branch of the north-northwest rapid transit route were transferred the week-end of October 16-19 to permanent tracks between Lotus avenue and a point west of Central avenue. Trains will continue to operate on temporary right-of-way west of Central until the permanent right-of-way is available.

The eastbound track was the first to be placed in service as permanent connections were made by CTA crews on October 16. On October 18, the changeover was made on the westbound track. The permanent tracks are located south of the location of the former temporary tracks, and

are south of the expressway roadways, just north of the B and OCT tracks in this area.

On the same week-end, service was temporarily interrupted on the Congress branch from Pulaski road to Cicero avenue while the old Garfield Park "L" structure over the Congress expressway at Kilbourn avenue was being dismantled. During the hours required for the removal of this section of the structure, westbound trains operated to Pulaski road and then were turned back.

Special shuttle train service was operated between Cicero and Desplaines avenues. In addition, a special bus was provided to carry passengers for the distance between Cicero and Pulaski.

CHICAGO TRANSIT BOARD VICE-CHAIRMAN HONORED

WERNER W. SCHROEDER, vice-chairman of Chicago Transit Board, was honored by his alma mater when an honorary Doctor of Laws degree was conferred upon him at special ceremonies held at the University of Michigan on October 24.

The ceremonies were held in connection with the Centennial Convocation of the University's Law School and were marked by the conferring of similar honorary degrees upon 11 others who have distinguished themselves in the profession of law and jurisprudence.

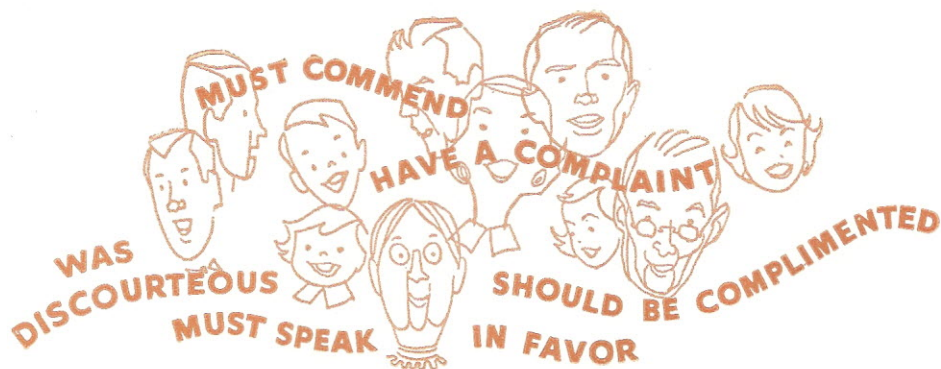
The citation of Mr. Schroeder, given at the time of his presentation to *President Harlan Hatcher* of the university, who conferred the degrees, was as follows:

"Werner William Schroeder, lawyer and political leader; distinguished alumnus of the College of Literature, Science, and the Arts (Class of 1914) and of the Law School in the Class of 1916. A first citizen of the city of Chicago and the state of Illinois, he has given a liberal portion of his superior legal and administrative talents to his municipality and his state. High in the councils of his party, he has been active in prior determinations of governmental policy. As a legislative advisor to governors of Illinois, he has himself written many of his state's laws. His profession acknowledges him as one of its leaders, an able advocate, a formidable opponent. His career in politics represents, finally, that leavening of personal and ethical commitment which has kept American government from becoming either a closed bureaucratic system on the one hand or a mere reflex of external pressures on the other. It is eminently fitting that his University should honor this lawyer and citizen."

Mr. Schroeder, who has been vice-chairman of the Chicago Transit Board since 1954, was president of the Chicago Bar Association in 1956-57, also has received honorary Doctor of Laws degrees from Valparaiso (Indiana) University in 1956, and Northwestern University in 1957, in recognition of his active and distinguished legal career.



*Werner W.
Schroeder*



OUR PUBLIC SPEAKS

HOWEVER SMALL acts of courtesy may be, they are appreciated. Little words such as "thank you," "please" or "watch your step" make a good impression on the people with whom we come in contact.

Any salesman who wins a customer's satisfaction is not only doing his job well, but is securing his own future. CTA employees who meet the public are salesmen, and many have performed simple acts of courtesy. Our employees have realized that patrons do play an important role in assuring them of their jobs and have gone out of their way in the performance of their duties to say "thank you" to their customers.

Reprinted below are a few recently received letters of commendation which patrons have written, expressing their gratitude for the kind of service they have received:

"Pleasant Operator"

"While boarding a 153 Sheridan road bus recently, I was pleasantly surprised when the driver smiled and said good morning. After I sat down, I looked and listened to him greet the other passengers in the same pleasant way. Twice, he waited for passengers he obviously knew wanted to board his bus. He called all the stops and when passengers got off he cautioned them to be careful. This driver's number is 455 (*Marvin W. Robertson, Limits*). I hope I shall have the pleasure of riding on his bus often as he made my whole day seem more pleasant and I am sure all the passengers who rode with him felt the same way."

"Good Service and Performance"

"I have been riding the "L" for some time and recently came across an exceptional conductor. His number is 21318 (*C. A. Mathews, Howard Street*), and the following is an account of how well he performed his duties: Upon leaving the Jackson station, he notified the passengers that the next stop would be Harrison and called out every stop thereafter. He answered everyone's questions thoroughly and clearly, and extended assistance in helping elderly and young people when they were boarding and alighting from the train. When I told him how impressed I was with his good service and performance, he merely said he had a good instructor. I claim he learned well."

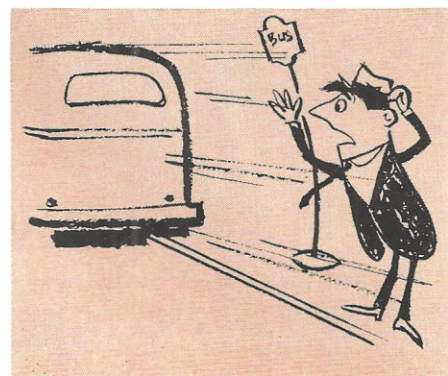
"Honesty and Courtesy"

"Recently I boarded a bus and handed the driver, what I thought were two folded one dollar bills and 25 cents in coin for tokens. I was on my way towards a seat when he called me back to return a dollar, saying I had given him too much money.

"I want to commend Driver Number 13438 (*David Spriggs, North Park*) for his honesty and also for his courteous responses to questions about directions asked him by various passengers, including myself."

ALSO, OUR patrons have written unfavorable letters, expressing their dissatisfaction about the service they have received. Reprinted below are examples of the kind of letters we do not like to receive:

"Within the past few weeks I have been passed-up too frequently. Although I have been waiting at the same corner



for many years, I must admit that the recent occurrences are unusual and this is the first time I've had reason to complain.

"When I questioned an operator about all these pass-ups, he merely looked at me and said he wished he had passed me up, too."

COMMENT: Pass-ups are not, and cannot, be condoned by CTA. Every time we "pass-up" a patron, we are slamming the door in the faces of steady or would-be steady customers whose fares pay our wages. Nor can insolence on the part of employees be countenanced.

"Recently, while riding a CTA bus, I observed a small boy on the corner waving to the bus operator to stop. The operator refused to stop the vehicle and left the boy standing. I believe this was very much uncalled for, especially since it was a Sunday afternoon and the bus was nearly empty."

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

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for October, 1959; September, 1959, and October, 1958:

	Oct. 1959	Sept. 1959	Oct. 1958
Complaints	1055	913	1186
Commendations	105	74	110

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



WAY BACK IN THE 1880'S

IN THE EARLY 1880's transportation on 22nd street was by horse car and floods were a menace, as is clearly shown in this picture. The horse car was passing the Peoples Gas Light and Coke Company's 22nd street station, which is clearly identified in the right and still stands. In those days, 22nd street station was in "open country" and the team of horses, heading west, was nearing the end of the line.

(Courtesy of Peoples Gas Light & Coke Company)

Vacation Fun Southern Style

ACCOUNTING — (General) — *John Ruberry* and his wife chose the sunny south for their vacation. They boarded a train for New Orleans, Louisiana, where they enjoyed the scenery, delicious food and customs of the people. Also, they visited Baton Rouge and Biloxi, Mississippi.

Kathleen Margaret, daughter of *William B. Folta*, assistant general accountant, was married to *James A. Hartman* on October 17. The ceremony was performed in St. Mary of Celle church in Berwyn.

(Revenue)—*Lois Jahnke* and her family took an extended vacation when they drove north to Canada, and all through the Canadian northwest to Vancouver Island. They traveled via boat down to Washington state, where they viewed the majesty of the mountains, redwoods and landscape. Then they traveled through Oregon and

California. Their trip covered 7600 miles. *Lois'* father, *Walter Jahnke*, works at North Avenue depot.

Chester Skora and his family traveled via rail to California during their recent vacation. They enjoyed touring Disneyland, Knotts Berry Farm and various other places of interest.

Frances Haddix, Revenue, and *Genevieve Bagger*, Employment, flew to Washington, D. C., where they joined a tour that covered the eastern states. They traveled to Williamsburg, Jamestown, Yorktown, Charlottesville, *Jefferson's* Monticello home, Luray Caverns and SkyLine drive. This was *Frances'* and *Jenny's* first time for flying and they loved it.

Rose Krown and her husband also chose the east for their vacation. They drove to *Harvey's* lake, Pennsylvania.

Herbert Heiden's wife, at this writing, is recuperating after surgery in Garfield Park hospital.

(I.B.M.)—*John E. Eckel*, who recently transferred from the Photographic department, announced his engagement to *Joan Warzynski*. A spring wedding has been planned.

Emil Rusinak's wife, *Beverly*, has returned home after a five-week sojourn in the hospital.

(Payroll)—*Rosemary* and *Patrick Kenny*, Treasury, recently drove to San Francisco, stopping en route at Salt Lake City, Reno and Lake Tahoe. In "Frisco" they rode the cable cars, visited China town, Fisherman's Wharf and joined *Rosemary's* sister and her husband to continue their trip along the Pacific Coast to Los Angeles. They stopped at Las Vegas on their return trip home.

(Voucher) — *James Georgeson*, father of *Joan Georgeson*, passed away on October 13 at the age of 86.

—HELEN A. LOWE and
MABLE I. POTTHAST

Operator's Son Avid Sportsman

BEVERLY—*Bob Wennerstrom*, son of Operator *Charles Wennerstrom*, is captain of the Edison Heights football team in Gary, Indiana. Young *Wennerstrom* also played baseball in the American Legion league.

Richard MacNeal and his wife, *Mae*, are the proud parents of a daughter, *Madonna*. The *MacNeals* now have two girls and one boy.

Mrs. Pearl Beck, wife of Operator *Emil Beck*, is recuperating from a recent operation.

Patricia Mathey, 13-year-old daughter of Operator *John Mathey*, received a James Nelson Raymond scholarship to the Art Institute through the Dixon grammar school.

Philip Weir, nephew of Operator *Bob Lavin*, saw all the World Series games at Comiskey Park, free of charge. He was one of the ushers there.

John Cassidy, brother of *Operator Walter Cassidy*, died recently.

Repairman Chester Buckley and his wife, *Stella*, vacationed in North Dakota, and went from there to Kansas City to visit his brother.

Operator John McCarthy and his wife, *Katherine*, spent a month in Monrovia, California. While there they made several trips to the State Fair in Sacramento.

Operator Charlie Berryhill and his wife, *Virginia*, vacationed in Minnesota and Wisconsin.

Repairman John Aurdema and his wife are the proud grandparents of *Dawn Marie Pearish*, who recently was born.

Operator Duey Hall and *Bessie White* recently were married.

Munster Wedding

Operator George Goerner and his wife, *Phyllis*, announced the marriage of their daughter, *Arlene*, to *Alan Lee Olson* of Munster, Indiana. They were married in the St. Thomas More church in Munster on October 3.

Charlie Glimes and his family vacationed in Harrisburg, Pennsylvania.

Operator Marinus Cooper and his family vacationed at Knox, Indiana.

Former Scribe Dante Brunod and his family vacationed at Beiring Springs, Michigan. While there they took a ride down the three mile lake to visit with *Former Superintendent Duffy* and his wife.

Operator Henry Wade and his family vacationed in Miami Beach, Florida, and points south.

Operator Ed Sebek vacationed in Hayward, Wisconsin.

Operator Lamar Arsenau and his wife, *Mildred*, enjoyed their vacation in Tomahawk, Wisconsin.

Repair Foreman Bill Magee and his wife spent their vacation in Kansas City, Missouri.

Couples celebrating wedding anniversaries this month are: the *Joe Griffins*, their 20th on November 8; *Charles* and *Virginia Berryhill*, their 31st on November 10; *Rudy* and *Lillian Koprowitz*, their 30th on November 17; the *Pat Mulaneys*, their 32nd on November 21; *Chester* and *Stella Buckley*, their 31st on November 26; *Henry* and *Madge Gottsch*, their 23rd on November 26 and the *Bill Moores*, their 37th on November 27.

—CLIFFORD L. HOWARD

Colorado Visitors Enjoy Scenery

ELECTRICAL—*George Nelson*, supervisor of personnel, and his wife, *Clara*, motored to Colorado. They did some sightseeing and drove to the foot of Mount Evans. They said that the weather and mountains were beautiful.

Operator Florian Czanstkowski, Grand substation, is at home recuperating from an operation on his eye . . . *Operator Paul Vachette*, Broadway, is confined in the hospital . . . *Frank Castre*, blowing and cleaning gang, also is hospitalized, at this writing.

LeRoy Drucker, lineman, died September 30. He entered service on April 3, 1934.

Operator Raymond J. Birk, Western substation, passed away October 19, a few days after undergoing surgery.

Line Foreman Raymond Brainard is back at work after a lengthy illness.

—GILBERT E. ANDREWS

Cupid's Arrow Hits Law Department

GENERAL OFFICE—(Law) — *Gladys Shusfitowski*, secretary to *E. F. Weingartner*, was married to *Chief Investigator Edward C. Somers* on November 7 at Ascension church, Oak Park. Gladys' brother, *Wilford*, and her niece, *Mary Agnes Shusfitowski*, sang during the Mass.

(Training and Accident Prevention)—*Jim* and *Mrs. Tretton* have just returned from their fourth vacation on the Gulf Coast, where they stopped at their favorite Holiday Inn, Long Beach, Mississippi. While hurricane 'Irene' kicked up her heels, Mrs. Tretton, who is a White Sox fan, took that opportunity to watch the World Series on TV. New Orleans, Louisiana, is almost within commuting distance, so they spent a delightful day there, visiting all the interesting spots.

(Employment) — *Geraldine Howe*, who was promoted to a steno, was replaced by *Patricia Ann Steinbeiss*, who transferred from the Stores department.

Ray Ruzich has returned to work after a lengthy illness.

Jim Walsh and *Ed Ahlbrand* have moved on to other working quarters.

Genevieve Bagger, test administrator, spent a week of her vacation seeing the sights in Virginia.

—MARY E. CLARKE

PRE-NUPTIAL LUNCHEON



THE GIRLS in the Public Information Department played hostesses to *Carol Fahey*, their office associate, at a luncheon held in the Merchants and Manufacturers club on October 14. Carol was married to *James Walsh* on October 17 in St. Francis of Rome church, Cicero. The couple honeymooned in Miami Beach, Florida. Seated, from left to right are: *Carol McMahan*, Job Classification, *Ellen Hasemann*, *Mary Stomner*, *Julia Tabbert*, *Carol*, *Marlene Wargin*, *Nancy Starks*, *Pat Freitag*, *Kay Killeen* and *Ellen Miller*.

Find the strength for your life...



RELIGION IN AMERICAN LIFE

WORSHIP TOGETHER THIS WEEK

CLERK RETIRES



AFTER MORE than 36 years of transit service, **C. T. Rattray**, combination clerk, North Section, (front row, left) and former "Inside News" reporter, retired on pension November 1. At present, Mr. Rattray has not made any future plans for leaving Chicago.

Reported by *Angelo Bianchini*

World Series Game Thrills Young Brian

GENERAL OFFICE—(*Transportation*)—**Bill Rooney's** eight-year-old pride and joy, **Brian**, experienced the thrill of a lifetime when he saw a World Series game at Comiskey Park.

Radio Dispatcher Jack Krause, his wife, **Wanda**, and **Operator Earl Tibbits**, Beverly, and his wife drove to Miami Beach, Florida, and took up residence in a hotel that was two doors away from the headquarters of the Amalgamated convention. They took part in a splash party, viewed a water show, and were a part of "Chicago Night," sponsored by Divisions 241 and 308. True to their reputation, the **Flying Krauses** returned to Chicago via the airways.

The duties of **Marie Krausman**, retired secretary, have been taken over by **Mickey Daly** . . . **Bernadette Kistor**, formerly of Engineering Equipment, has taken over the duties vacated by **Mrs. Daly**. In connection with Bernadette's continued studies at school for a degree, she is allowed to teach commercial subjects two nights a week at Moser Secretarial school.

Ray Jurgensen has transferred to the South Shops. His duties have been taken over by **Thomas Boyle**.

Joe Vodvarka spent his vacation in Chicago, doing odd jobs around his home in preparation for the cold weather.

Irving Ptashkin returned to work after a week's vacation, which also was spent beautifying his home.

Telephone Operator Menetta Connors' husband, **Patrick**, recently passed away after a brief illness . . . **John F. Higgins'** mother, **Mary M. Higgins**, recently passed away in Portsmouth, Ohio.

(*Insurance*)—**Eddie Donahue** reminded your *Scribe* that his name is not "Donovan" as erroneously appeared in the September issue of *Transit News*. Evidently mistaken for the "Senator."

Marilyn Ferraro, whose father, **Rocco**, is employed in the Building department, accompanied her family on a flying trip to Miami Beach for the Amalgamated convention, and took up residence in the Dilido hotel, headquarters of the Convention. During the many social events scheduled, they were entertained at a banquet by **Wee Bonnie Baker**, the "Boop, Boop De Doop" girl.

Close Call

JoAnn Wendel, her husband and another couple developed car trouble in Desplaines, Illinois. While trying to cross railroad tracks, the car stalled, the crossing gates dropped and a freight train loomed in the not-too-far distance. All alighted, raised the gates and pushed the car "like mad" until it cleared the crossing, just before the freight train whizzed by. The train stopped only after 50 cars had cleared the crossing.

Marquerite Kuper recently returned from her vacation which was spent with her husband, who recently returned from Korea after 13 months. He now is assigned to a base in Texas until February, after which he will return to civilian life.

(*Stenographic*) — **Kittie O'Shea**, formerly of the West Shops, was married November 14 at St. Peter Canisius church to one of her fellow workers at West Shops, **Steve Kudelka**. Kittie was given away in marriage by her father, **Thomas O'Shea**, a veteran "L" conductor.

—**JULIE PRINDERVILLE**

A Poem of Thanks For the Holiday

FOREST GLEN—In keeping with the Thanksgiving season, the men and officers of Forest Glen wish you and yours a joyous, festive day and submit this prayer which was sent in by an anonymous operator:

"God bless this food and help us to
Appreciate its worth,
And bless the friendly farmer who
Produced it from the earth.
Teach us to share unselfishly
The blessings we receive,
And show our gratitude for gifts
That kindly callers leave.
Please give Your sustenance to our
Good neighbors and our friends,
And all the peoples of the world
Unto its farthest ends.
And mostly, God, remember those
Who fight with courage true,
For lasting peace beneath the folds
Of red and white and blue.
God bless this food that it may keep
Our bodies strong and fit,
And let us never turn away
Or waste one bit of it."

—**AL BECK**

Superintendent Tours Southern State

KEDZIE — **Night Superintendent Myles Harrington** and his wife spent their vacation in and around Miami, Florida.

Instructor J. MacIntosh's wife, **Charlotte**, recently was killed in an auto accident during a trip to visit a new grandson in North Carolina.

Operator Joseph Nauset died suddenly.

Your *Scribe* and **Mrs. Starr** recently vacationed in various parts of Florida, including Tampa, St. Petersburg, Tarpon Springs and Miami. One of the highlights of the trip was a tour through the Anheuser-Busch brewery. Several hundred birds find sanctuary on the grounds and put on an amazing show, doing various tricks.

—**C. P. STARR**

Florida Vacation Enjoyed By Scribe

LIMITS—While on vacation, your *Scribe* and **Mrs. Metzger** paid a visit to **Jack Gold**, former bus operator, who now lives in Miami Beach, Florida, worked out of Forest Glen station. He now has a coffee shop in the Shorecrest hotel, 1535 Collins

Avenue, Miami Beach. If planning a trip to Florida, why not pay him a visit? He will be glad to see any of his former co-workers who come to Miami Beach.

Also, we went to Jacksonville, Marineland, St. Augustine, Ocala, and Silver Springs, Florida. In Silver Springs we took a trip on a glass bottom boat to see various formations of rock at the bottom of the water. The water was so clear that it looked like daylight underneath the glass. It is a trip no one should miss. It is also worth your time to go and see the Cypress Gardens, which features a water ski show. This is a wonderful sight to see.

Then we took a tour through the Parrot Jungle and saw some very beautiful birds. A South Bay cruise on the Ocean also was on the agenda.

The temperature was in the 80's, and we saw some beautiful scenery. One must see it, to appreciate it.

—**IRVING J. METZGER**

DISABILITY RETIREMENTS

Frank Esposito, bus repairman, Lawndale. Employed 10-25-41.

W. H. Hansen, supervisor, District "C." Employed 5-18-23.

G. F. Jenkins, conductor, North Section. Employed 10-11-43.

P. L. Waite, agent, West Section. Employed 7-3-47.

WATCH OUT!

Look for Suggestions That Increase Safety!

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, December 1, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above time and address.

THE DIVISION 308 Pensioners Social Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, December 18, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings, which are held the third Thursday of each month at the above time and address.

Supervisor's Family Tree Has Many Branches

NORTH AVENUE—Supervisor A. H. Vandermeir proudly announced the recent birth of his 15th grandchild, and reported that the 16th is on the way.

Operator Herb Lindemann was married in St. Stevens Lutheran church to Mildred Yerkes on October 2. Herb, who loves to fish, bought his bride a new set of fishing gear and they headed for his favorite fishing spot, Crivitz, Wisconsin.

Jerry Blake, Walter Straubing and Bill "Red" Moran reported that everything was under control in Miami Beach, Florida, where they attended the convention.

Bill Miedema reported fishing good at Crivitz, Wisconsin.

Eddie Anderson enjoyed his vacation in New York city. He took in a couple of shows and visited many places of interest.

Operator Joe Litterski was a patient at Billings hospital . . . Joe Strand of the repair department also was on the sick list.

My Neighbors



"Say, you're kinda cute... you married?"

Bill Echols is recuperating down in Missouri.

George Kuenstle, repairman, drove to Houston, Texas, to have Thanksgiving dinner with his brother . . . John Ruddles, also of repairs, spent part of his vacation in Iowa.

Repairman Tony Costa caught his share of walleyes at Crystal Falls, Michigan.

Tom Loftus was a patient at St. Ann's hospital.

Celebrating wedding anniversaries this month are: the Ralph M. Hartsells, their 34th on November 3; the Eddie Menths, their 26th on November 8; the Arthur Weinreichs, their 28th on November 10; the Douglas Halbergs, their 30th on November 11; the Joe Dillons, their 29th on November 16, the Owen Calts and Joe Hebdas, their 20th and 22nd, respectively, on November 26, and the John Jacobys, their 28th on November 27.

—JOE HIEBEL

Newest Addition Is Lucky "13"

NORTH SECTION—October 19 was another happy day for Chief Clerk Pat Hallahan and his wife when they were blessed with their 11th child, Elizabeth Joan.

Presently, Charles E. Isaacson, Superintendent of Agents and Porters, is at home recuperating from recent surgery.

Deepest sympathy is extended to the families of Conductor Joseph Parsygnat, who passed away suddenly on October 21; Conductor Charles Koch who died on October 2, and Conductor Michael McLaughlin, who died on September 28.

Porter George Minor is hospitalized, at this writing.

After 36 years of transit service, Receiver Charles T. Rattray retired on pension November 1. He and his family moved to Glendora, California.

—ANGELO BIANCHINI

Operators Await New Assignments

NORTH PARK—Six North Park operators were recently accepted for promotions as supervisors. Already assigned or waiting for assignments are Art Tabel, Bob Geiser, Pete Kourakos, Ed Weston, Harry Zanotti and John Zupko.

Operator and Mrs. Harold Harmer welcomed the arrival of their fifth child, a son, born September 30.

Instructor John MacIntosh recently suffered the loss of his wife, as did Operator Pat Sullivan . . . Operator John Barrett's father passed away recently and Operators James Connor and Morrie Steinberg recently lost their mothers.

—EDWIN F. STENZEL and EARL W. McLAUGHLIN

Rummaging Uproots Old CSL Transfer

SKOKIE SHOPS — Recently, while looking over his personal belongings, Air Brake Foreman William Michalik came across a Chicago Surface Lines transfer dated August 1, 1923.

Charles Krug watches television the easy way now-a-days. He just got a new TV with remote controls so he can watch it from his easy chair.

Shopman John Traynor, Painter Reginald Hendricks and Casimir Matecki, painter, are all in the hospital, at this writing.

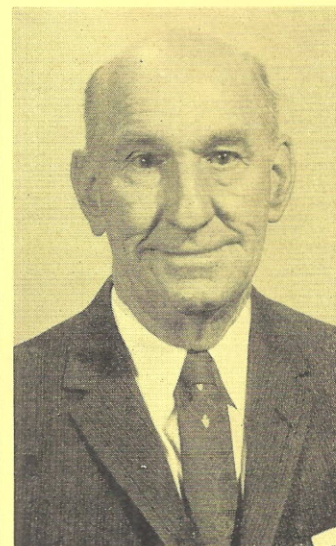
Foreman Oliver Lang recently underwent surgery and is recuperating at home.

Truckman Mike Murphy, who recently returned from a trip to Ireland, bought and moved into his new home on the northwest side of Chicago.

Shopman Walter Onysio and his wife spent a weeks vacation at the "Wagon Wheel" in Rockton, Illinois.

—DAVE GURWICH and EVERETT E. ENGLAND

39 YEARS



AFTER MORE than 39 years of transit service, Collector Robert W. Watt, 69th, retired on pension November 1. Robert began his transit career as a motorman with the Chicago Surface Lines. A World War I veteran, he spent 23 months with the Army, of which 16 months were spent overseas. He and wife, Mable, have not made any definite plans for the future at present.

Fourth Arrival In Daly's Abode

PURCHASING AND STORES—Richard Daly, stock clerk, Montrose, recently announced the arrival of his fourth child, Thomas Jude. This makes three boys and one girl in the Daly household.

A speedy recovery to Peter Duffy, stock clerk, south.

Michael Griffin and his wife recently enjoyed a Florida vacation. Mike is a stock clerk at the south division.

Fork Lift Operator Sam Canella and his wife, Lena, recently celebrated their 25th wedding anniversary. An Italian-type food buffet was served for more than 80 relatives and friends. Appropriate for the occasion, Sam presented Lena with a silver service for twelve.

—DACMAR McNAMARA

RECENT DEATHS AMONG EMPLOYEES

N. M. ALVER, 74, retired motorman, Elston. Died 10-6-59. Employed 9-16-25.

THOMAS BELL, 63, supervisor, Transportation. Died 10-9-59. Employed 3-2-23.

RAYMOND J. BIRK, 48, operator, Electrical. Died 10-19-59. Employed 4-20-34.

LOUIS BRAIDMAN, 61, operator, Limits. Died 10-2-59. Employed 5-17-23.

MICHAEL BRETT, 71, retired plumber foreman, Way and Structures. Died 9-25-59. Employed 3-26-07.

E. A. BUTTIMER, 81, retired agent, South Section. Died 9-20-59. Employed 10-28-07.

HERBERT CHRISTENSEN, 59, operator, North Avenue. Died 10-17-59. Employed 3-22-26.

L. S. DAVIES, 91, retired lineman, Electrical. Died 9-30-59. Employed 3-17-01.

LEROY DRUCKER, 53, lineman, Electrical. Died 9-30-59. Employed 4-3-34.

M. J. DURKIN, 67, retired janitor, North Avenue. Died 9-24-59. Employed 4-19-23.

E. C. ELTMAN, 68, retired motorman, North Avenue. Died 10-9-59. Employed 4-24-24.

ALBERT HARAZMUS, 65, retired motorman, Kedzie. Died 9-28-59. Employed 1-22-20.

PATRICK HENEGHAN, 69, retired watchman, Way and Structures. Died 8-12-59. Employed 4-21-22.

A. J. HEYDEN, 69, retired motorman, Devon Avenue. Died 9-27-59. Employed 5-4-12.

RAYMOND G. HOSMER, 55, supervisor, Transportation. Died 9-27-59. Employed 6-25-28.

O. R. JARR, 71, retired doorman, Devon Avenue. Died 9-25-59. Employed 5-15-23.

M. J. JEFFERS, 87, retired motorman, 77th. Died 9-18-59. Employed 2-12-07.

CHARLES M. KOCH, conductor, Howard Street. Died 10-2-59. Employed 11-16-16.

J. J. LANIGAN, 59, retired conductor, 77th. Died 9-12-59. Employed 7-24-23.

A. C. LOHRMANN, 82, retired motorman, Lincoln Avenue. Died 9-20-59. Employed 8-28-07.

HAROLD J. MATHEWS, 51, operator, Archer Avenue. Died 10-2-59. Employed 2-22-09.

M. E. McCARTHY, 72, retired telephone operator, Keeler. Died 9-28-59. Employed 6-16-24.

MICHAEL McLAUGHLIN, 59, guard, Howard Street. Died 9-28-59. Employed 2-14-27.

PETER MOCKELA, 76, retired car cleaner, 69th. Died 9-25-59. Employed 12-2-18.

JOSEPH NAUSET, 62, operator, Kedzie. Died 10-5-59. Employed 12-14-26.

J. J. O'NEIL, 64, retired motorman, 77th. Died 9-8-59. Employed 1-27-23.

S. V. PARISE, 82, retired conductor, Transportation. Died 9-11-59. Employed 3-18-05.

E. N. RIDLEY, 74, retired laborer, Way and Structures. Died 9-12-59. Employed 11-17-44.

MICHAEL D. RIMAC, 63, track laborer, Way and Structures. Died 9-22-59. Employed 8-23-29.

C. B. RUSSELL, 74, retired air brakeman, South Shops. Died 9-7-59. Employed 8-20-32.

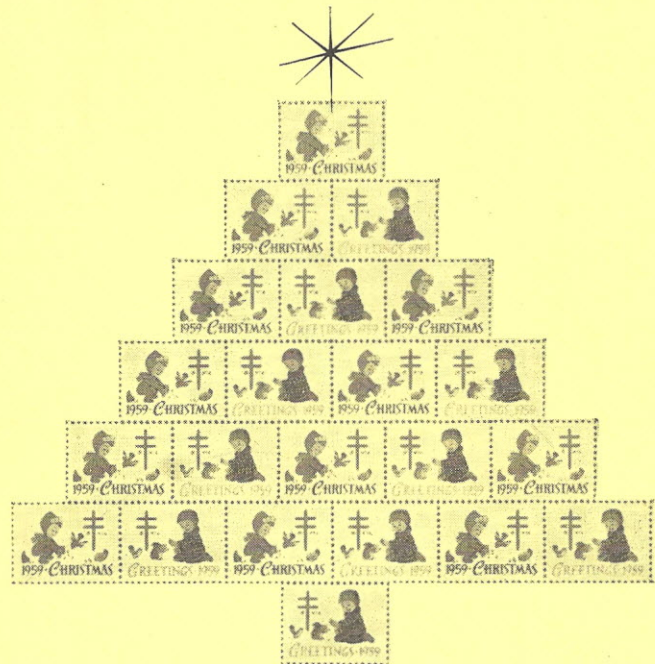
ANTON S. RYBACKI, 58, operator, Archer. Died 10-9-59. Employed 4-1-24.

W. J. SAUNDERS, 69, retired operator, Archer. Died 9-10-59. Employed 11-9-16.

PETER SMITH, 64, retired motorman, Devon Avenue. Died 9-21-59. Employed 5-23-23.

JOHN STRAUS, 99, retired motorman, Devon Avenue. Died 10-1-59. Employed 1-1-94.

JOHAN WELIN, 84, retired machinist, West Shops. Died 9-27-59. Employed 1-10-19.



THE GREATEST GIFT.....

The greatest gift to find under the Christmas tree is the gift of good health. You have helped bestow the gift of health with Christmas Seal contributions. Medical progress against TB has saved eight million lives since 1907. But TB still kills thousands every year. Send your Christmas Seal today.

FIGHT TB WITH CHRISTMAS SEALS

Anniversary Couple Surprised With Party

SOUTH SECTION — Instructor *Don Murphy* and his wife, *Genevieve*, recently celebrated their 25th wedding anniversary. A surprise party was planned by their daughter, *Donna*, and their sons, *Ed* and *Bill*.

Switchman Bob Johnston is progressing satisfactorily after his recent illness.

Station Superintendent Ralph Wenstrom and his wife recently took a pleasant trip to Green Bay, Wisconsin.

Clerk John Barry is back on the job after his recent illness.

Your reporter is happy to announce that he and "the Mrs." celebrated 25 years of wedded bliss on November 10.

Assistant Superintendent Arthur Anderson spent the final week of his vacation painting his house.

Agent Lorretau Potvin has returned to work after being on the sick list for some time.

—LEO J. BIEN

Famous Sportsman Is Pat's Partner

SOUTH SHOPS—*Pat Rochon*, Industrial Engineering, was asked to be a bridesmaid for her girl friend, *Mary Alice O'Toole*, who was married on October 17. Pat was doubly thrilled when she learned that her partner in the wedding was none other than *Jim O'Toole*, the Cincinnati pitcher. Jim, of course, is *Mary Alice's* brother.

Clerk Bob Kurtz visited his brother in Wazala, Minnesota, while on vacation; *Ed Wendt*, office, vacationed at Excelsior Springs, Arkansas, and *Minnie Stoffle* visited relatives in Michigan.

Vacationing in our own windy city were: *George Clark*, *George Zamzow*, *Joe Margetic* and *Joe Kiselus*, all of Technical Service department.

Aaron Austin, paint shop, and his wife drove to sunny California for their vacation.

John McGuire, bus overhaul, and his wife, *Rose*, celebrated their 25th wedding anniversary by entertaining relatives and friends at a party in their home.

John Degutis, machine shop, retired on pension October 1.

—EVELYN HOWE and
FRANCES LOUWARD

Amateur Kegler Scores "300"

SCHEDULE-TRAFFIC—*Glenn Crump*, an avid bowler, recently scored a perfect "300" game.

William Devereux became a grandfather for the third time on October 10, when his daughter, *Marilyn*, and her husband announced the arrival of *Melinda Kathryn*.

The following enjoyed fall vacations in and around Chicago: *George Johannes*, *Laura Schrecke*, *Clark Johnson*, *Jacob Sumner*, *Joe Sabol* and *Eli Freedman*.

—GERTRUDE F. ANDERSON

Agents' Vacations Include Ohio

WEST SECTION (*Agents*)—On vacation at this writing is *Agent Victor Brown* who plans to visit Ohio and Virginia.

Agent Blanche Thomas motored to Kansas and Baltimore, accompanied by her dog.

Inclement weather prevented *Agent Helen McMahon* from enjoying an out of town vacation so she had a delightful time seeing the sights in the city.

Agent Cecelia Devaney is back at work after a short absence due to illness.

Agent Molly Shields became a grandmother when her daughter, *Mrs. Eileen Stevens*, gave birth to a son, *Sean*.

Agent Ed Durkin suffered the sudden loss of his brother, *Michael*, who retired a few years ago after 36 years of service at North Avenue depot.

Agent Alice Rockett is recuperating at home after a brief session in the hospital. We hope for her a return to good health.

Extra Agent Charles Carden, who had worked out of Kedzie and North Avenue stations, recently joined our crew.

—GORDON KELLY

RECEIVER RETIRES



FORMER RECEIVER at Lawndale station, *Retiree Matt Deiters* (second from right), is surrounded by his co-workers just prior to his retirement. Matt retired on October 1 after more than 38 years of service.

Conductor Receives \$25 Reward

WEST SECTION — (*Lake Street*) — *Conductor E. P. Singleton* found a pair of hearing aid glasses and turned them into the lost and found department. A short time later, he received a \$25 reward and a letter of commendation from the owner.

(*Douglas Park*)—*Frank Yapelli*, conductor, and his wife recently celebrated their 25th wedding anniversary at St. Odilo church, Berwyn. Frank's brother-in-law and sister, *Mr. and Mrs. John Saraceno* of Longbeach, California, whom he hadn't seen in 13 years, were present at the festivities. Also, the "Met 'L'" Credit Union was well represented by *Mr. and Mrs. Olson*, *Mrs. Mildred Small*, *Mrs. Ellen McDarragh* and *Mr. and Mrs. John Carolan*.

Clerk Ray Gerke and his wife recently celebrated their 20th wedding anniversary.

(*Logan Square*) — Recent vacationers in St. Petersburg, Florida, were *Motorman L. Seneke* and his

son and daughter-in-law, *Mr. and Mrs. Leo Seneke*.

—JOHN M. HANNING

Good Thinking Pays Off

TERMINAL INSPECTION SHOPS — (*West-Northwest*) *Repairman Nick Fieramosca* was recently awarded \$100 for suggesting a tool which simplifies the method of removing pinion gears from the 6000 type cars.

We extend a hearty welcome to *Clerk Ray Brzecek*, a recent transfer from the surface division.

Cleaner Joe Balice retired on October 1 after 16 years of service.

Repairmen John Cannella and *Sheldon Rita* moved into new homes in Berwyn.

Repairman Bill Thornton and *Casey Wiechowski* have returned to work after a short illness.

Repairman Frank Rio moved recently and now resides in Skokie.

Repairman Al Long, it is reported, spent his vacation working on his (Palasz) house.

Repairman Cliff Burke was vacationing in Canada at this writing.

(*Wilson*)—*Cleaner Frank Miculic*, who had made many plans as to how he would spend his vacation, spent it trying to doctor a sore back. Although he is back at work, it is still troubling him.

Your reporter just returned from a California vacation, during the World Series. We caused a lot of horn blowing in Los Angeles because we had a White Sox pennant on our car.

A ride on the cable cars in San Francisco and the monorail in Disneyland provided highlights of the trip.

—JOE FEINENDEGEN

New Retirees Total 161 Years of Service

WAY AND STRUCTURES—*Mitar Sharovich*, trackman, track division, and *Carlo Maniglia*, laborer, retired on pension November 1, after 29 and 32 years of service, respectively.

Peter Popovich, laborer, track division, retired on pension October 1 after 30 years of service . . . *John Skulich*, compressor mixer operator, track division, retired on October 1, after 31 years of service. . . . Also retiring on October 1 was *Trackman Frank Erjavec*, rapid transit division, after 39 years of service.

SILVER WEDDING



OCTOBER 3 marked the 25th wedding anniversary of *Sam Canella*, fork lift operator, *Skokie*, and his wife, *Lena*. An Italian-style buffet was served for more than 80 relatives and friends.

Reported by *Dagmar McNamara*

NEWLYWEDS



A RECENT new bride is **Helen Lukas**, print shop, South Shops, who was married to **Wellington Larkin** on October 10 at St. Adrian's church. An intimate reception for 35 guests was held at Kielty's restaurant.

Reported by *Evelyn Howe* and *Frances Louward*

Lila Williams, wife of *Dave Williams*, blacksmith, rapid transit division, passed away on October 14.

Clerk *Roy Johnson's* brother, *Carl*, recently died in Fort Dodge, Iowa.

Tinner *Joe Matrisciano's* daughter, *Carol*, recently was married to *Robert Livingston* in St. Mel's church.

Ironworker Foreman *Ted Wade's* dog, *Leader*, recently won two more awards at two separate shows, two in Detroit, Michigan, and two in Gary, Indiana.

Trackman *Harry Reynolds's* son, *Robert*, 25, recently was killed when he lost his balance and fell from a roof he was working on.
—MARLENE NEHER



"Success doesn't come from lying awake at night, but from keeping awake in the daytime!"

For And About Our Pensioners

BEVERLY—Pensioner *Melvin Quick* of Chicago, who is 77 years old, reports that he is feeling fine. He goes for a bus ride almost every day.

Pensioner *George Swanson* spent two months in California, visiting his sister.

Former Motorman *Bill Carr* is in the Veterans hospital on Huron street. He would like some of his friends to visit him.

Former Superintendent *Rudy Miller* spent the summer in Watervalite, Michigan.

Former Supervisor *Thomas Bell* of 69th recently passed away.

Pensioner *Mathew Queenan* of Armond, California, was here in Chicago for two weeks. He formerly worked out of 69th and has been on pension for seven years.

Former Superintendent *Louis Bartelheim* recently was released from the St. George hospital. His son, Supervisor *Arthur Bartelheim* was in the same room with him.
—CLIFFORD L. HOWARD

ELECTRICAL DEPARTMENT — *Theodore Kawol*, retiree, paid us a surprise visit the first part of October.

Ted's been doing a lot of traveling and reported that he's been feeling fine and enjoying good health.

—GILBERT E. ANDREWS

KEDZIE—During your scribe's recent vacation in Florida, he attended a CTA Pensioners' Meeting in St. Petersburg where he met many old timers.

He paid a visit to *Joe and Florence Blass*, who sent their regards to all . . . *Tom Taylor* reported his forth-coming marriage to *Mrs. McManus*.

Les Ludlom, Steve Evaniff, Ed Huening, Joseph Miller, John Murphy and *George and Mrs. Wilson* wished to extend their "hello".

Henry and Mrs. Bethke are living in Miami.
—C. P. STARR

SKOKIE SHOPS—*August Feinendegen*, retired machine shop foreman, and his family visited *Henry Altschuler*, retired electrical foreman, who now resides in Los Angeles, California.

Amongst recent visitors at Skokie Shop was retired Chief Clerk, Electric Department, *Theodore Kawol*, and his wife who were visiting here from Phoenix, Arizona.

—DAVID GURWICH and EVERETT E. ENGLAND

WEST SECTION—Former CTA Supervisor *D. C. Gass*, now on pension, and *Mrs. Gass* have returned to Greenville, Tennessee, to make their home.

Former Conductor *F. H. Rutstrom*, now on pension, returned from a six month stay in the Northern part of Sweden. He has been on pension the last 10 years and plans to return to Sweden.
—JOHN HANNING

WALLEYES



SHOWING-OFF a catch of more than 40 pounds of walleyed pike is *Porter Ed Bentley*, West Section. Ed lured these "slippery fellows" during his recent vacation in Hayward, Wisconsin.

Reported by *Gordon Kelly*

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

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

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

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

New Pensioners

- | | |
|--|--|
| <p>Herbert Almond, operator, North Avenue. Employed 8-23-26.</p> <p>W. A. Buenger, operator, North Park. Employed 11-22-22.</p> <p>E. C. Burke, internal auditor, Internal Auditing. Employed 7-16-40.</p> <p>Theron Dykes, gateman, West Section. Employed 8-24-45.</p> <p>G. W. Edmondson, porter, North Section. Employed 9-6-28.</p> <p>A. E. Frey, conductor, 61st Street. Employed 12-20-21.</p> <p>F. G. Gercheck, bus repairman, Shops and Equipment. Employed 5-4-25.</p> <p>J. S. Givin, conductor, South Section. Employed 4-21-13.</p> <p>S. F. Hakenjos, agent, North Section. Employed 9-30-25.</p> <p>J. J. Hoey, plumber, Way and Structures. Employed 7-15-25.</p> <p>Roland Howard, operator, Forest Glen. Employed 1-15-29.</p> <p>C. D. Jackson, cable foreman, Electrical. Employed 9-15-19.</p> <p>H. W. Jackson, operator, North Avenue. Employed 3-7-28.</p> <p>C. E. Johnson, operator, Forest Glen. Employed 5-19-21.</p> <p>George Jurkovic, track gang foreman, Way and Structures. Employed 11-9-23.</p> | <p>John Kelam, laborer, Way and Structures. Employed 12-1-23.</p> <p>H. B. Kelley, supervisor, South Section. Employed 8-22-18.</p> <p>F. J. Kleich, conductor, North Section. Employed 5-21-24.</p> <p>C. C. Maddox, instructor, North Avenue. Employed 1-28-26.</p> <p>W. P. Muleahy, collector, North Avenue. Employed 9-2-16.</p> <p>K. N. Oestreich, operator, North Park. Employed 6-11-26.</p> <p>R. A. Pedersen, bus cleaner, Shops and Equipment. Employed 1-31-44.</p> <p>Almer Sayle, car repairman, Shops and Equipment. Employed 1-30-19.</p> <p>R. C. Schultz, operator, Lawndale. Employed 2-21-17.</p> <p>R. P. Sikes, operator, Forest Glen. Employed 2-25-27.</p> <p>Peter Speropulos, bus cleaner, 77th. Employed 1-25-44.</p> <p>Robert Stack, motorman, Kedzie. Employed 5-24-13.</p> <p>Robert Walker, craneman "A," Stores Department. Employed 11-6-29.</p> <p>R. G. Warford, conductor, South Section. Employed 1-7-24.</p> |
|--|--|

JIM AND HIS BEANSTALK



FORMER LABORER of the Ways and Structures department, Pensioner **James Favicchio, 72**, proudly gazes at his giant castor bean plant that he raised in his back yard. This variety of plant usually reaches 6 feet in height, but Jim's beanstalk is more than 11 feet high.

THE CUSTOMER WHO WAS LOST

I'm a nice customer. You all know me—I'm the one who never complains, no matter what kind of service I get.

I'll go into a restaurant and I'll sit down while the waitress gossips with her friends and never bothers to serve me. But I don't say a word—I just wait. If the soup is cold, or the cream sour, I try to be nice about it.

It's the same when I go to a store. I don't throw my weight around. I try to be thoughtful about the other person. If I get a sales girl who becomes "uppity" because I want to look at several things, I'm polite as I can be. I don't believe that rudeness is the answer—you see, I wasn't raised that way.

I seldom take anything back to a store because I find people so disagreeable about things, but one day I did take a pair of nylons. I'd bought three pairs in a box and one pair had a run in them. The girl crossly told me it was my fault. I guess it was, for I hadn't examined them before I bought them. But I didn't make a fuss about it. I just decided to take the loss myself.

A short time later I bought a toaster that burned out after I'd had it only two weeks. I certainly hated to take that back. But I thought maybe they would know where to send it and I could pay for having it repaired. I didn't get the chance to tell them this, they were so busy telling me I burned it out on purpose. I couldn't think of anything to do but leave. So I quietly walked out.

I never kick, I never nag. I never criticize, and I wouldn't dream of making a scene. No, I'm the "nice" customer.

But I'll tell you what else I am — I'M THE CUSTOMER WHO NEVER COMES BACK. That's all I do - - - I just never come back. But, unfortunately, a dissatisfied customer like myself, multiplied by others like me, CAN JUST ABOUT RUIN A BUSINESS.

I often wonder why they spend so much money on expensive advertising trying to get us back when they could have kept us in the first place by a few words and a smile.



Kimball Park-'N'-Ride Lot Expanded

PARKING FACILITIES at CTA's Kimball-Lawrence terminal of the Ravenswood rapid transit route were almost doubled recently when an additional area accommodating 95 more automobiles was opened for the convenience of Park-'N'-Ride patrons.

Originally placed in service on March 7, 1955, with parking capacity of 125 cars, the enlarged area will now accommodate 220 cars.

This is CTA's only self-service Park-'N'-Ride lot where a fee is charged. There is a 10-cent entrance fee and a 15-cent exit fee for CTA riders and a 10-cent entrance fee and a 25-cent exit fee for non-riders.

The cost of providing the additional parking area was about \$24,000, including the installation of a drainage system, lights, bumper ties and a chain link fence around the lot.

This is a view looking southwest showing that even with the expanded facilities the lot is filled to capacity.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF SEPTEMBER 1959 AND 1958, NINE MONTHS ENDED SEPTEMBER 30, 1959
AND 1958 AND TWELVE MONTHS ENDED SEPTEMBER 30, 1959
(Revenues applied in order of precedence required by Trust Agreement)

	Month of September		Nine Months Ended		Twelve
	1959	1958	September 30,		Months Ended
	1959	1958	1959	1958	Sept. 30, 1959
Revenues	\$10,540,818	\$10,522,988	\$96,451,034	\$93,876,703	\$128,693,060
Operation and Maintenance Expenses	8,991,660	8,788,044	82,649,902	80,593,984	110,660,124
Available for Debt Service	1,549,158	1,734,944	13,801,132	13,282,719	\$18,032,936
Debt Service Requirements:					
Interest Charges	368,498	379,208	3,365,875	3,460,569	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,500,000	1,500,000	
Deposit to Series of 1947 Sinking Fund(2)	115,006	105,213	976,300	890,240	
Revenue Bond Reserves (3)	—	—	—	43,398	
	650,171	651,088	5,842,175	5,894,207	
Balance Available for Depreciation	898,987	1,083,856	7,958,957	7,388,512	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	309,577	—	
Balance Available for Depreciation	898,987	1,083,856	8,268,534	7,388,512	
Provision for Depreciation	843,266	841,839	7,716,082	7,510,136	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	55,721	242,017	552,452	121,624 r	
Accumulated Deficit:					
To end of previous period	103,900 r	544,331 r	600,631 r	180,690 r	
At close of period	\$48,179 r	\$302,314 r	\$48,179 r	\$302,314 r	

r - denotes red figures

PASSENGER STATISTICS

Originating Revenue Passengers	44,202,959	43,894,660	406,612,370	396,519,557	543,386,856
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at September 30, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-1959 Orders:			
El-Subway Cars	94	6	100
Propane Buses	235	15	250
	329	21	350
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		100	3,364
			3,714

NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1960.
- Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase in the open market or after invitation for tenders.
- 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.
- Revenues for the month of January 1959 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.
- 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.

SAA Winners

IN A continuing drive for improved operating safety, three Transportation Department stations came through with winning performances to capture Station Achievement Awards for the third quarter of the year.

The traffic type award went to 77th surface station which recorded a 3.92 decrease in its accident rate in this classification.

Keeler station had the best record in competition among surface stations for the passenger type award, registering a 3.81 decline in its third quarter passenger accident rate.

The combined traffic and passenger award for the rapid transit system was claimed by Kimball station, which achieved a 1.94 decrease in its public accident rate.

All awards were based on improvement of safety records as compared with the average achieved during the third quarter period of the previous three years.

Presentation of the awards took place at the three stations during the latter part of October.



IN AUTUMN, Pilgrim buildings were filled with provisions. Nearby waters were abundant with fish. Woods were stocked with deer and wild turkey. It was time to celebrate and be thankful. Ninety of Massasoit's Indians were invited to the three-day round of amusements and feasts. Hardships of the white men's first year away from England were forgotten.

THE FIRST

THE WATER was too shallow to land the boat. But the harbor was well sheltered, and it looked like the kind of landing place they were seeking.

"Bring her alongside that rock!" said *Captain Miles Standish*.

The tiny boat, its mast split in three places, turned its side to the grey December sea and drifted up against the great boulder. The intrepid Standish stepped over the gun-whale and planted his foot on the New England granite.

The boulder was—Plymouth Rock.

For the Pilgrims, it was "the end of the beginning." Behind lay persecution, exile—and the momentous decision to seek religious freedom in the uncharted New World. Ahead lay hardship, death—and immortality.

It was four days before Christmas when Standish and his small group of men went ashore at Plymouth. They returned to the *Mayflower*, anchored off Provincetown, with the good news that a site for the new settlement had been found.

On December 26 the *Mayflower*, braving high wintry winds, made a successful passage into Plymouth Harbor.

The *Mayflower* had set out for America on September 16, 1620, with 102 passengers. On November 19, land was sighted. A few days later the Pilgrims met in the cabin of the ship and drew up the famous "Mayflower Compact," establishing themselves as a civic body under a government of law. It is one of the great documents in mankind's search for freedom.

The Pilgrims' first winter is a tragic — but precious — page in American history. In *The Story of the Pilgrims*, the group's sufferings are described: "Before the winter was



THE VOYAGE on the Mayflower was a long and perilous one. But for the Pilgrims it was a hopeful one. Behind lay persecution, exile. Ahead lay the promise of religious freedom in the uncharted New World. This was the spirit which buoyed the Pilgrim families as the tiny ship braved mountainous seas on their courageous quest.

Thanksgiving

over, half the entire band had perished of disease, hunger, and exposure.”

The dead were buried on nearby Cole’s Hill, and grain was sown over the burial plot to conceal from the Indians how many of the band had died. It was feared that this knowledge might embolden the Indians to make an attack.

Early in March the incredibly cold winter finally began to recede. On March 26 another hopeful event took place when *Samoset*, grand sachem of the Monhegan Indians, entered the village exclaiming “Welcome!” Through him the Puritans became acquainted with *Squanto*, and these two Indians played an important role in the history of the Colony.

They told the Pilgrims to plant Indian corn “when the oakleaves are as big as mouse-ears,” and to catch fish to fertilize the soil. Thus the seeds were sown for the first Thanksgiving harvest.

Twenty-one men and “six large boys”—the entire surviving able-bodied male working force of the colony—did the planting. They had no horses or other domestic animals. With heavy hoes they broke the earth and planted 20 acres of corn. Then they sowed six more acres with wheat, rye, barley and peas.

It was a warm and bright summer, and the crops grew and thrived.

When autumn arrived, the three log warehouses were filled with provisions. By this time Plymouth Colony also boasted seven dwellings and a combined church and town meeting hall.

Not only did the Pilgrims enjoy a bountiful harvest, but the waters abounded with fish and the woods were filled with deer and wild turkey.

Governor William Bradford and the Plymouth Council deliberated gravely. It was fitting, they thought, to celebrate and give thanks for their good fortune.

The Pilgrims issued a formal invitation to *Massasoit*, grand sachem of the Pokanoket Indians, to join them in a feast of Thanksgiving. *Massasoit* arrived with 90 of his followers and stayed for three days! There was a great round of entertainment and feasting.

As are all Thanksgiving Days since that first celebration at Plymouth, it was an occasion that combined gaiety with solemnity. The devout Pilgrims added prayers of thanks to their feasting.

(Source material: *John Hancock Mutual Life Insurance Co.*)

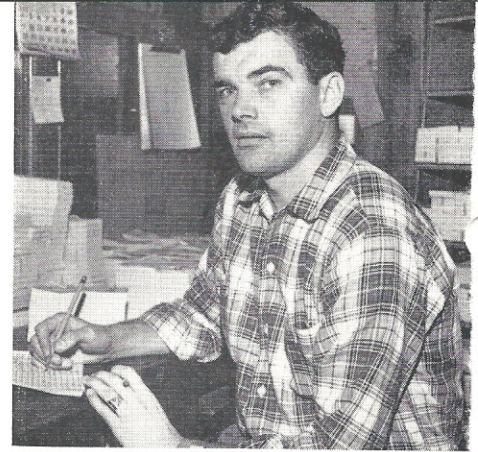
INQUIRING REPORTER: Joe Smith

LOCATION: 77th

Has your knowledge of places away from home been gained by traveling or reading?



ANDREW BIRNEY, Clerk (with *Inquiring Reporter Joe Smith* at right): "I've learned a lot about places away from home by traveling. I guess you might say I've become more familiar with Canada, Oregon, California, Florida, Pennsylvania and New York because I've made more than one trip to these places."



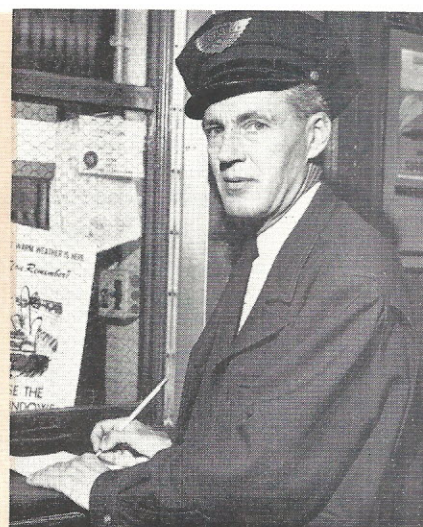
BILL MCCARTHY, Clerk: "From past experience, I would have to say that I've learned more about places away from home through traveling. In reading about foreign places, a man creates a mental picture of what these locales look like and then when he actually sees them, he's disappointed because he finds them different than what he imagined."



ADAM JACOBS, Operator: "I've gained most of my knowledge about places away from home by actually traveling to see them. I've been in the eastern and northern part of this country and made one big trip to California."



CLARENCE JUNKINS, Operator: "I read a lot about places to see away from home before I owned an automobile. Now, whenever the family decides that there is a particular place of interest that they want to see, we just get in the car and travel."



FRANK KNOR, Operator: "I've read about more places away from home than I have actually traveled to see. Because most of the trips I've made have been close to home, I enjoy reading about distant places and countries."

EPILEPSY

WHAT IS Epilepsy? What can be done about it?

Epilepsy means "seizure" in Greek. These seizures may be nothing more than slight muscle twitchings on certain persons. In the moderate and severe types, convulsions occur. There is always temporary loss or impairment of consciousness. Actually, what happens in a seizure is a temporary jangle or mix-up in the electrical activity of the brain cells.

Epilepsy is a very common disorder affecting millions of people throughout the world. In the United States alone it is estimated that there are about 750,000 victims. The economic aspect of this malady is illustrated by the fact there are about 60,000 epileptics in public institutions in this country. This amounts to a cost of about \$60,000,000. These seizures are sometimes referred to as spells, fits or blackouts.

The causes of this disorder are generally classified into a few main groups:

- (1) Head or brain injuries, at time of birth or afterwards.
- (2) Certain brain tumors.
- (3) Brain infections, like encephalitis or meningitis.
- (4) A miscellaneous group, in which the causes are not clear cut, but have to do with abnormal physiology or circulation of the brain.

Symptoms Described

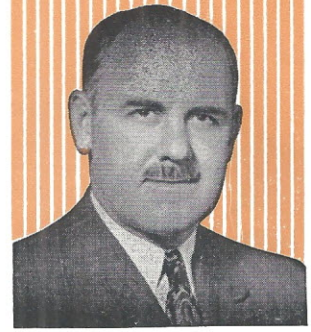
The symptoms of an epileptic seizure may be mild or severe. This is the typical picture in the average case. Let us say Mr. X is the patient and he is at work in a store. Suddenly, and apparently without cause or warning, his hands begin to twitch. The eyes become fixed and glary, and there may be a cry or shriek. The face usually gets bluish and he falls to the floor. Then jerking or convulsions of arms and legs usually occur and the extremities are rigid. The jaws are set and the mouth is hard to open. As a rule there is dribbling of saliva. In some cases there is involuntary loss of urine or feces. This condition lasts one to two minutes. As he comes out of it, sore tongue, headaches and generalized body stiffness are noted.

The diagnosis of this disorder is readily made by the symptoms given above plus the electroencephalogram study. The latter test really has been a great help in the differentiation of various seizures. It must be remembered that not all spells or blackouts are epilepsy. The electroencephalogram tells us what is epilepsy and also what isn't epilepsy.

The treatment of epilepsy will be discussed briefly under the following headings:

- (a) Preventative or medical treatment.
- (b) Actual measures at time of the spell.

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

(c) A rehabilitation and educational program, including the medical legal aspects.

(A) The medical or preventative phase of treatment has made great progress in the past decade. Several drugs are available. See your family doctor regarding the proper medicine and don't take any remedy unless prescribed by him. At this time 80 percent of all epileptics can enjoy freedom from seizures if they follow the proper medical program. It is most important that the patient cooperate with the doctor by taking the prescribed medicine regularly.

(B) The treatment of the attack usually has to be carried out by members of the family or by the people present at the time of the seizure. Most of these suggestions are first-aid measures. It is possible for a bystander to help break the fall if he is nearby and thereby prevent injuries from cement steps, hard corners of furniture, etc. Next, try to put a folded handkerchief or some other soft but firm object between the back teeth to prevent biting of the tongue. The clothing especially around the neck and belt should be loosened. It is also of great help for one who understands the problem to smooth over the situation by lessening the commotion and thereby decreasing the embarrassment of the patient.

Rehabilitation Important

The rehabilitation of the epileptic is very important. He should be given work whenever and wherever there is work available which is compatible with the safety and welfare of himself and others.

The question of marriage and driving a car are two important problems in all of these cases. Marriage and children are possible for these people providing they are otherwise normal. Laws regarding the driving of a car vary in different states. In many states licenses are issued to individuals who are under treatment and who have had no seizure for the past year. Many leaders and citizens of outstanding international reputations are epileptics. However, they have conquered these seizures by living up to the prescribed treatment. It is the duty of everyone to help in this program for epileptics in any way he can. This can be done by contributing to educational institutions and epilepsy societies and also encouraging the victim of this disorder to work and live a normal life whenever possible.



HAPPIER HOLIDAY COOKING

TO STUFF the holiday bird in distinctive fashion, the recipe for Brazil Nut Stuffing is a gal's best friend. Rich, moist, flavorful, this dressing will be as much a favorite as the turkey itself. If you're cooking one of the smaller turkeys for holiday meals this year, it's a problem to have enough dressing. Use this tip, and there'll be enough of this delicious dressing for everyone. Stuff the turkey, and put the dressing left over in aluminum foil. Tuck the corners in to make an envelope of the foil, and put it in a corner of the roasting pan with the turkey the last hour of roasting. Then you can serve the extra dressing in a separate dish, and there will be enough to serve all, and all will want this delicious Brazil nut treat.

Brazil Nut Raisin Stuffing

$\frac{3}{4}$ cup butter or margarine	2 cups raisins
$\frac{1}{2}$ cup finely chopped onion	$\frac{1}{2}$ cup chopped parsley
3 quarts soft bread crumbs	1 tablespoon salt
2 cups finely chopped Brazil nuts	$\frac{1}{4}$ teaspoon pepper
2 cups finely diced celery	$\frac{3}{4}$ cup water or stock
	1 8-10 pound turkey

MELT BUTTER, add onion and cook until onion is tender, but not brown. Add bread crumbs, Brazil nuts, celery, raisins, parsley and seasonings. Cook about 5 minutes over medium heat, stirring constantly. Add water or stock, toss lightly. Stuff turkey with part of the stuffing. Put remaining stuffing in center of square of aluminum foil. Fold and press sides tightly together. Roast turkey. Place aluminum-wrapped stuffing in oven during last hour of roasting. Yield: 10 cups.

LUCKY THE bird, and lucky the guests, who get Brazil nut raisin stuffing. It's just plain wonderful dressing for the holidays. The rich Brazil nuts and the raisins keep the dressing naturally moist while cooking.



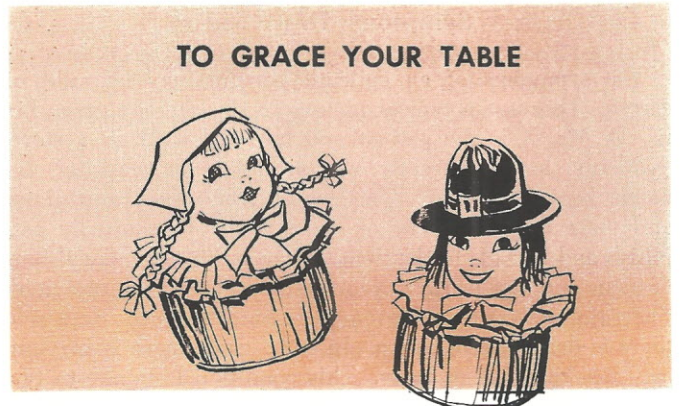
WOULD YOU believe that fancy-looking first courses are simple and easy to make? Using a plump half of grapefruit as a basis, highlight the center with a spoonful of cocktail sauce and a few shrimp, Bing cherries, or sliced stuffed olives.

NOW IS the time when working gals and wives wish they weren't working, so they could devote all their time to old-fashioned homemaking and holiday entertaining in the real tradition. Cheer up, with a little sense and skill, a working woman can give her entertaining just as much warmth as grandma did.

For first courses that look fancy but take little time, serve chilled halves of grapefruit decorated with delicious centers. Shrimp, Bing cherries, sliced stuffed olives make festive centers for this first course. The fruit is plump and beautiful and needs but little fixing to begin a holiday meal in fancy style.

TO PREPARE grapefruit halves, cut fruit in half; remove core if desired. Cut around each section, loosening fruit from membrane. Do not cut around entire outer edge of fruit.

TO GRACE YOUR TABLE



NEXT TO Christmas, Thanksgiving is the holiday that should be voted "Holiday Most Fun to Decorate For." We have obtained a booklet that illustrates how to make "quickie" centerpieces for your festive table. Plump Pilgrims, fluffy turkeys and colorful Indian feathers will not only be fun to make, but will add so much to the occasion!

Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for your free "Thanksgiving Decoration" booklet.

Garden Helps



AT THIS time the trees, shrubs, perennials and annuals are either asleep for the winter or in the case of annuals, they are dead. This is opportunity to accomplish some things most readily to make for a more successful garden next year.

Look over all shrubs to see whether some of them have not grown too thick, or have branches that tangle with each other and will rub and injure one another in a high wind. Notice also whether there is dead wood as indicated by the fact that there are no buds showing at the ends of the twigs. Use a sharp pruning shears and cut out dead material. Cut out one of the interfering branches in each case too. Always make the cuts in a vertical or slanting angle so water will drain off them and not cause rotting of the exposed inner wood.

You will benefit your shrubs greatly if you use some of the fallen leaves in your garden and spread them around the base of the shrubs. Spade them in gently or lightly with a spading fork so that they are mixed with a little of the top soil. But be careful not to injure the roots of the plant.

If you have any painting to do on the fences or garage walls or posts in the garden, this is the season to do it, provided that you choose a dry, fairly warm day. You will do the least injury to trees, shrubs or vines that have to be bent away from the posts or walls in order to get at the surface to paint.

This is a good time to improve the soil in the flower beds too, especially in the beds around your perennials. Stir in a few fallen leaves in the top of the surface soil here, as was suggested above for shrubs. If you have compost this is an

excellent time to spread it over the flower beds and mix it lightly into the top soil, again being careful not to disturb plant roots.

Why not force a few spring flowering bulbs to have in full bloom in your home before Valentine Day, or well before spring has come outdoors. The process is quite simple and easy if you follow a few necessary suggestions. Hyacinths, daffodils, tulips, and probably some of the smaller bulbs like crocus, can be forced into bloom and give beauty to the living room or dining room while snow is still flying outdoors. To force bulbs successfully, you must keep them in a cool, dark place (preferable temperature below 60 and above 40 degrees) until they have grown a thick mass of roots and by that time there will probably be a small shoot coming from the top of each bulb. Move them to a warmer location indoors but not in strong daylight, until the shoot has become reasonably tall and buds have formed. Then move to a warm place like a sunny window sill and water plentifully each day.

In order to get tall and strong stems on tulips, hyacinths and daffodils, it is a good plan to put a collar around the entire group in the pot. To do this take a piece of cardboard and bend it into a cylinder with the diameter just a trifle less than the diameter of the pot. Fasten it with paper clips or a stapler so it will not spread apart and then slip it over the top of the growing plant until it rests on the rim of the pot and permit light to reach the plant from above. This makes the leaves and the buds reach for the light. While it may slow up their progress into full bloom, you will be sure to get a better stem and a more desirable strong flower. During this whole process, however, be sure to lift the collar each day and apply plenty of water to the pot. The length of time to bring your plants into full bloom will depend upon how they are stored while roots are formed and how well you practice from year to year to get them to come into the most satisfactory flower. However, you will find this forcing process a very interesting and rewarding occupation for the winter, requiring very little time indeed.

INSTALLATION CEREMONIES for newly-elected officers of CTA Post No. 1216, American Legion, and CTA Unit No. 1216, American Legion Auxiliary, were held at St. Jude Hall, October 20. New officers pictured here are, left to right, Legion: *John A. Canella, Jr.*, junior vice-commander; *Joseph LaVerde*, chaplain; *George A. Kimmske*, commander; *Walter H. Jandt*, retiring commander, finance officer; *Nick Suero*, senior vice-

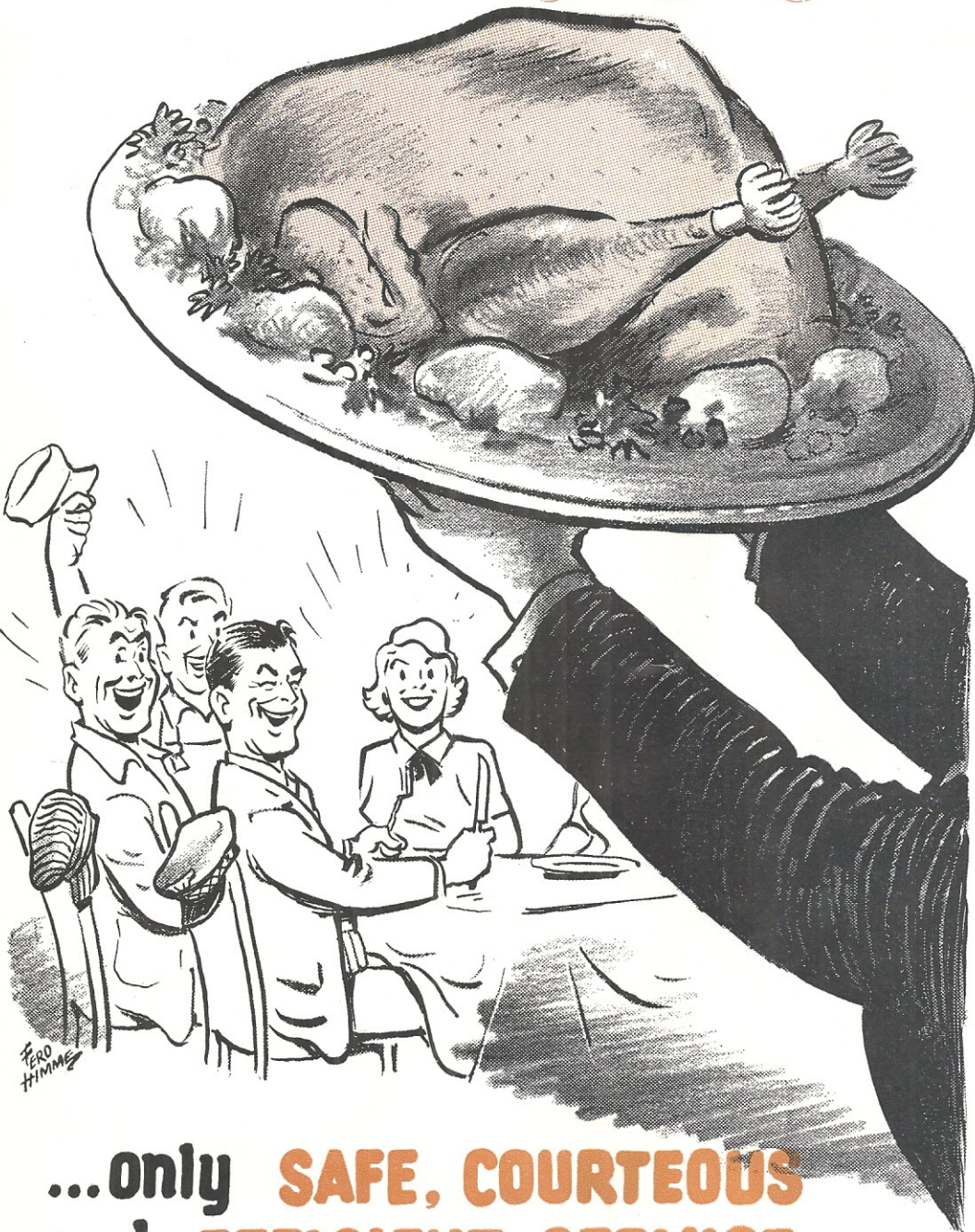
commander, and *Peter Sabadosa*, junior vice-commander. Auxiliary, left to right, front row: *Margaret Haseman*, 1st vice-president; *Catherine Nootens*, president; *Virginia Fredriksen*, 2nd vice-president. Second row: *Adeline Nootens*, color bearer; *Hattie Walter*, treasurer; *Clair Westergaard*, secretary, and *Evelyn Tyslan*, color bearer.



It's time to talk **TURKEY...**

THE CHICAGO TRANSIT AUTHORITY
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