

AUGUST, 1960

TRANSIT NEWS

METROPOLITAN



TRANSIT



A TRAINING course in the proper use of fire extinguishers is being given to all Shops and Equipment Department employees. These demonstration fires are set with liquids that are common to usage in the Shops and Equipment Department. In the picture at the right, taken at Kedzie station, dry powder extinguishers are being used. This was a simulated oil and gasoline fire. The demonstrations are being staged at all Shops and Equipment locations. They are conducted by *Thomas P. Lyons* and *Charles M. Smith*, safety coordinators, Insurance Department, and *John P. Burke*, safety coordinator, Shops and Equipment Department.



Contracts Let For Painting, Sign Projects

CONTRACTS TOTALING \$97,750 for cleaning and painting structural steel on CTA's rapid transit system and for passenger information signs on the surface system were awarded recently.

The expenditure of \$79,370 for painting and cleaning structural steel below platform level on the Ravenswood branch of the north side section and parts of the main line on the south side section was split among four low bidders.

Bobbe and Company was awarded the sections on the Ravenswood branch between Clark street and Southport avenue and between Lincoln avenue and Addison avenue.

Public Building Maintenance, Inc., was awarded the sections on the Ravenswood branch between Southport avenue and Marshfield boulevard; between Patterson street and Irving Park road; between Cuyler avenue and Montrose avenue and between Damen avenue and Lincoln avenue.

Federal Painting Company was awarded two sections on the Ravenswood branch between Montrose avenue and Sunnyside street and between Wilson avenue and Damen avenue.

J. W. Ryan Company was awarded three sections on the South Side main line, between 43rd street and 47th street; between 48th street and 51st street and between 51st street and 55th street.

The passenger information signs contract for \$18,380.70 was awarded to Porcelain Enamel Finishers and covers 4,713 pieces, 18" x 24" in size. These are baked enamel signs, combined with Scotchlite banners stripped across the tops. They are weather-proofed, metal signs in CTA colors giving complete information on service provided by surface routes at the particular locations where the signs are erected. The information includes the listing of routes, terminal destination and principal streets over which the lines operate. Also shown are the periods of day during which bus service is provided.

The new signs are to be installed on the following streets: South Chicago, Cermak, Clybourn, Elston, Franklin, Orleans, Grand, Ashland, 16th, 18th, 63rd, South California, Kimball, South Cicero, 71st, 74th, 75th, 83rd, 103rd, 106th, 115th and Fullerton.

Informational signs of a similar type already have been installed at about 2,900 bus stop locations throughout the city.

RECENT ADDITION TO THE ARMED FORCES

Joe L. Rayburn—Transportation (South Section)

RECENTLY RETURNED

James W. Gladney—Transportation (Limits)
Andrew Johnson—Transportation (77th)
Andrew J. Rhodes—Transportation (Archer)
James D. Richardson—Transportation (North Park)
Otis P. Smith—Transportation (77th)
Clinton E. Sparkman—Transportation (69th)
Donald Willingham—Transportation (Kedzie)

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Special Buses for GOP Conventioneers

CTA PLAYED an important part in the transportation of delegates and visitors to the Republican National Convention held at the International Amphitheatre July 25-28.

To accommodate convention groups staying at hotels in the Loop area, special express bus service was operated directly to and from 12 of the large downtown hotels and the Amphitheatre. A total of 10,051 riders used these special buses which charged an adult fare of 50c each way and 30c for children.

In addition, a total of 245 buses were chartered to trans-

port delegate groups from 30 states from their Loop hotels to the scene of the major activities at the large south side auditorium. This also included buses chartered by special groups for trips to and from airports, railroad stations and for special convention events.

In the picture at the left, convention-goers are unloading from the special buses at the door of the Amphitheatre. Shown above is a group of chartered buses used by delegates in trips to and from their loop hotels.

START FINAL PHASE OF WILSON STATION PROJECT

ANOTHER PHASE of the \$1,800,000 program to provide a four-track right-of-way through the Wilson avenue station area got underway on August 4 when all northbound trains were routed over the easternmost track to allow further track work to continue.

This temporary change will enable the realignment of through track No. 3, the present northbound track, to take place. While this work is in progress, northbound passengers will board trains from the east platform. Access to the east platform will be from the regular station platform where two connecting pedestrian ramps will be built over the present northbound track.

Other work in progress at the Wilson avenue station area

is the erection of steel structures across Broadway required to support the new southbound track No. 2.

A new southbound track (No. 1) and platform facilities, the first stage of CTA's program to improve train operations through the Wilson avenue station area was completed in November, 1959.

The final stage of construction will be the realignment of the north end of through track No. 4. When this is completed, there will be four through tracks in the station area. Evanston Express and North Shore trains will operate only on through tracks Nos. 1 and 4, and all "L"-subway trains will operate only on tracks 2 and 3.

The entire project is scheduled for completion by the end of the year, or shortly thereafter.

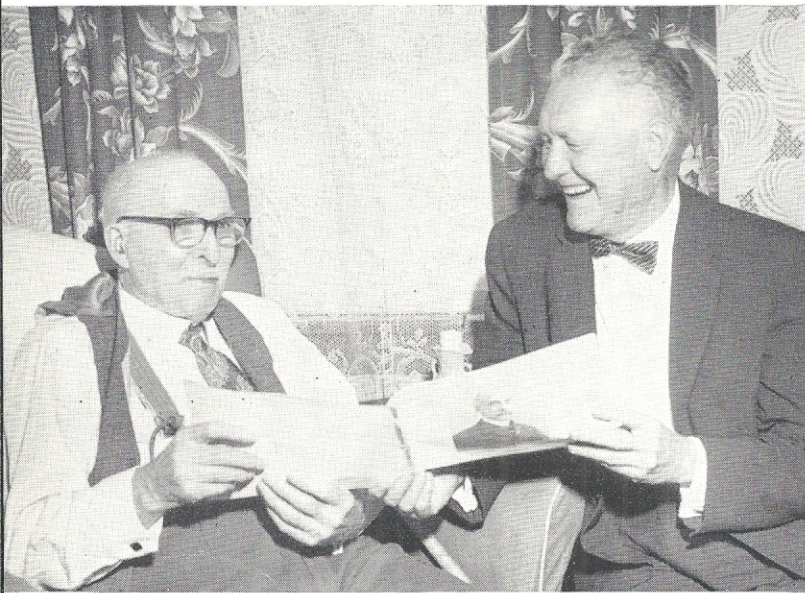
THE PICTURE shows the complete four-car unit of the new high-speed, high-performance equipment now being tested by CTA. The cars have a speed potential of 72 miles an hour, and reached this speed in a demonstration run on May 20 over the outer northbound rapid transit track between Lawrence and Jarvis avenues.

OUR COVER: It's always summer at Chicago Park District conservatories, where visitors can discover a world bright with living colors and the serene beauty of growing things. In Lincoln Park, at Fullerton and Stockton drive, is one of two conservatories maintained for the enjoyment of the public. The other is in Garfield Park and both are easily reached by CTA transportation. The cover picture shows a scene at Lincoln Park conservatory.

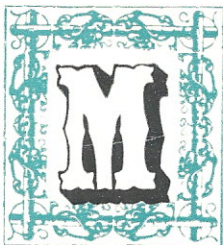


This is how it was....

IN THE OLD DAYS



A TRANSIT pioneer who can recall 60 active years as an employe of Chicago traction properties discusses the old days with General Manager Walter J. McCarter. Thomas J. Blakely (left), former superintendent of CTA's Utility and Emergency Division, who retired in 1949, started as a tow boy in the horse car days in 1890. His career encompassed four eras of Chicago transportation.



MEMORIES OF a long gone era in local transportation, the days of horse cars and cable cars and the complications of their operations, still remain alive in the alert mind of a 91-year-old CTA pensioner who retired in 1949, after 60 active years as a transit employe.

He is *Thomas J. Blakely*, former superintendent of the Utility and Emergency Division, who started in 1890 as a tow boy with the former Chicago City Railway Company, one of the properties which subsequently became part of the Chicago Surface Lines system. He was appointed superintendent of Archer Barn, then at Pitney court, in 1893, and general superintendent of transportation of the company in 1904. In 1908 he became superintendent of stables, wreck wagons and supply cars for the Chicago Surface Lines. This led later to his appointment to the post he held until his retirement.

Blakely's transit experience is unusual in that his active work life spanned the days of the horse car, the cable car, the electric car and conversion to motor buses. He is almost alone among CTA pensioners who can recall the times and events of the changing pattern of Chicago transportation over six decades.

For those who are not hep to the terminology, tow boys in the old days served in a stand-by capacity. Each was assigned a horse and a location along a regular route. Quite often, when pulling a heavy load, a single horse needed help to surmount a steep, uphill grade. That's where the tow boy got into the act. He would hook his horse on to the car and with the two horses pulling together, away they'd go.

Blakely broke in as a tow boy at 14th and Clark streets, where he helped with getting northbound Clark-Wentworth cars up to the Roosevelt road intersection which then, as now, was at an elevated level. It is built across the concentration of railway tracks and yards in the area between Canal street and Wabash avenue.

To background the facts, it should be noted that transit history was in the making when Blakely started his long career. Horse car lines, pioneers on the local scene, were being changed over to cable operation in many sections of the city. In the late 70's the Chicago City Railways Company was serving the south side of Chicago with a considerable network of horse car lines.

The first cable train had been placed in service on State street from Madison to 39th street on January 28, 1882, and later in the same year the Wabash-Cottage Grove cable line began operating between Lake street and 39th street, and a joint loop for the two lines established running counterclockwise on Madison, Wabash, Lake and State. In 1887, further extensions were made to these two routes. The State street line pushed its cable operation south to 63rd street, and the Cottage Grove-Wabash line to 55th street and then to 71st street.

With the conversion program picking up speed, and the traffic density on main streets of the growing city steadily increasing, it was plain that the days of the horse car lines were numbered and that cable lines, capable of giving faster service, would replace them.

Thus in the early 90's, Blakely first came in contact with the cable cars when he began working at the car barn at 20th and Dearborn. At this location a stable of some 250 horses was maintained. They were used on the remaining horse car lines and as an emergency reserve available when a cable failure or mechanical breakdown occurred.

He was assigned to a crew which was on 24-hour emergency duty call. Sometimes it might be a broken cable which had stopped all service and stalled cars on a whole section of a line. If it were a minor breakdown, the trouble generally could be corrected in a few hours. But if it were a major problem, it might be a period of two or three days, perhaps longer, before the grip cars, pulling up to three trailer coaches, could be moved under their own power. It was during such emergencies that the horse car crews filled in.

When the crews at the barn were alerted of a tie-up, it was the signal for immediate action. Out they would go with their two-horse teams and race for the trouble scene. And, according to Blakely, race was the proper description. Each man seemed to be intent on being the first to arrive and get his team properly hooked up, ready to pull the stalled cars over the rails and get service moving again.

"The men were all good horsemen and it was a matter of personal pride to them to be the first on the scene," said Blakely. "They would ride one horse and lead the other. Often as many as 10 or 12 of us would go out together on a call. The first team to arrive would hook on to the nearest stranded cable car. The others would ride on to pick up the other trains along the line. It was a horse race all the way."

Blakely recalls that the men were prepared and able to get away from the barn quickly because they always had several teams of horses waiting in the stall with collars and traces already on, ready to go whenever an emergency call was received.

HORSE CARS, similar to those used on the south side Chicago City Railway Lines, also were used on the West Chicago Street Railroad. This ancient vehicle served on Van Buren street. The mustachioed crew members are not identified. This was a closed car, heated by a small coal stove.

In order to hook up the horses to the cable cars, the emergency crews had to attach whipple trees. When an emergency call was received, a wagon would rush ahead of the horse teams and drop off whipple trees, one or two at a time, adjacent to the stalled cars. The emergency crewmen made short work of getting them attached and the hitch completed.

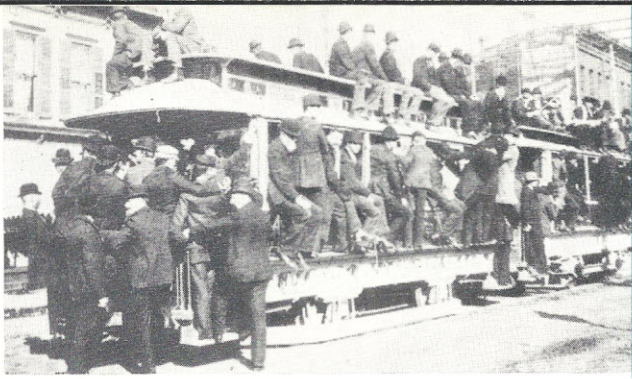
It was a rule of the company at that time that any employe working at the barn was not allowed to live more than a block away when he was hired, Blakely recalls. The alternative was to take quarters at *Mrs. Schaefer's* boarding house nearby so that they could be instantly available when anything happened to the cables.

Were the cable cars crowded in those days?

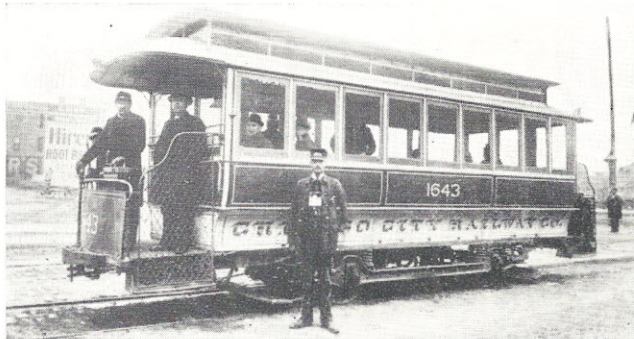
"Well," said the old-timer, "I've seen it on the Cottage Grove and State street lines when the coaches were so jam-packed that riders would stand on the running board hanging on to posts, even sitting on the roof of the cars. The biggest crowds I can remember were on Chicago Day at the World's Columbian Exposition, October 9, 1893. People came from all over that day, many from out of town who had never been on a cable car before. I believe we carried something like 700,000 passengers that day."

Life moved at a more leisurely pace in those days, so speed of operation was not too much of a factor. People were glad to have the convenience of cable car transportation for it was the best available up until that time.





CHICAGO DAY at the World's Columbian Exposition in 1893 was a record-breaker for the State street cable line. Some 700,000 passengers were carried that day to the World's Fair grounds in Jackson Park. The SRO sign was out on all trains. They rode the step boards and sat on the roofs. The picture shows how the trains looked that day.



THIS OLD car of the Chicago City Railway Company saw plenty of service. First it was a horse-drawn car, then it was converted for cable operation. When the lines were electrified it was equipped as a trolley car.

There were restrictions, too, on how fast they could go. On the two pioneer lines—State and Wabash-Cottage Grove—cars operated at 12 miles per hour between Madison and 21st streets; at 15 m.p.h. between 22nd and 39th streets. Between 39th and the south end of the routes, a greater speed was permissible providing street traffic conditions allowed the cars to go faster. Even in those days the vehicular traffic was heavy on State and Wabash north of 39th street, particularly team, trucking and pedestrian traffic. There were quite a few improved streets, like Prairie avenue, on which trucks and heavy vehicles were banned.

Blakely recalls that at first there was considerable opposition to the cable lines. The people distrusted them and feared the new power would be destructive of life and limb

BY 1915, when this photo was made, a few of the passenger cars of the 1890-1900 period had already been demoted to work car service as shown here.

CROSS SECTION drawing of a State street grip car shows the cable in grip as when drawing a train. Note the grip man's control lever in the center of the car. The other seats could be occupied by passengers.

and not as satisfactory as horse power. To add to the difficulties of the situation, the weather during the most active period of construction was very unfavorable. Most of the work was done during the fall and early winter, when the rains and snows, combined with wretched soil conditions, presented almost insurmountable difficulties. Natural defects in the streets, which had never been brought to grades, had to be remedied. On State street, north of 12th street filling to the depth of three feet was necessary; while south of that point a foot and a half had to be removed.

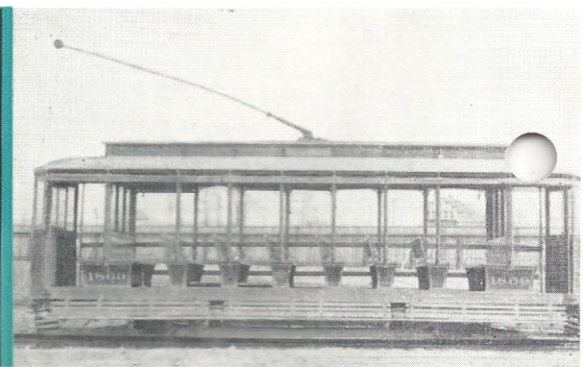
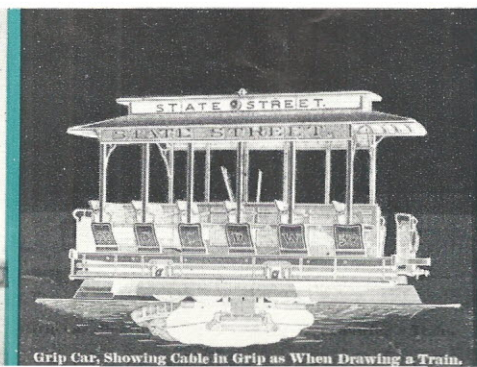
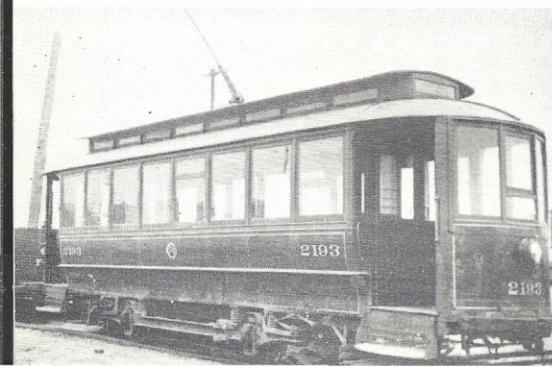
Another difficulty was encountered in trying to "find bottom." The original site of the city was a swamp, and accordingly it was not strange that in the course of excavating for the cable line the workmen quickly reached the top of some of the bogs, which were found to be deeper than they supposed. Load after load of stone could be thrown into a soft spot of this kind, seemingly without filling it up in the least, and it required patience and skill to find a firm foothold in such soil.

Keeping the cable lines open in stormy, winter months was a problem then, even as now with buses, Blakely recollects. If it rained or snowed and became sloppy and the temperatures dropped to freezing, the slot housing the cable would close up. The grip car could not get through. Rough weather always meant working many hours with sledge hammers and wedges spreading the slot so the grip mechanism could move freely along the line.

The earliest Chicago City Railway trailers were former horse cars, 29 feet 3 inches long, large enough for 30 seats. During the late eighties and early nineties, the company built some similar trailers and later purchased some others. All were of about the same size and capacity. The open trailers were built in the early nineties in expectation of the Columbian Exposition. They were 26 feet long and seated 50. At the close of the cable era in 1906, the company owned 259 closed trailers, 149 built in its own shops. All 284 open trailers were company-built.

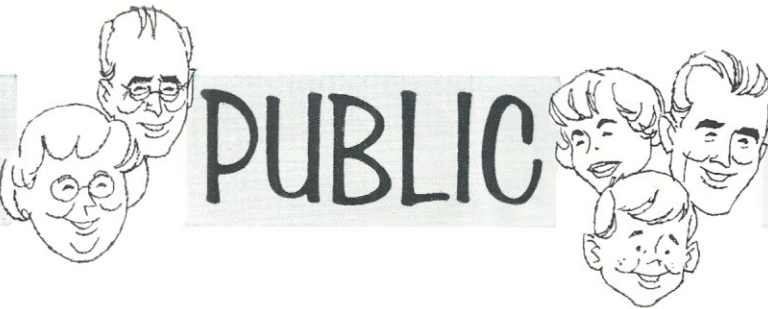
Blakely was a 20-year-old immigrant, fresh from County Down, Ireland, when he started with Chicago City Railway Company. It was his first and only job in this country, and he says that in his entire 60 years of service he never lost an hour's pay. Incidentally, the job paid him 15c an hour, for nine hours a day and seven days a week.

IN THE good old summertime a pleasant Sunday afternoon ride on this open air trolley was a treat in the old days. Many a gay 90's romance was started on a blissful course to the clanging overtones of the trolley gong. The car was in service on the South Side lines in the early 1900's and had to be stored during the winter.



Grip Car, Showing Cable in Grip as When Drawing a Train.

OUR PUBLIC SPEAKS



Operator Casey Lusk Archer

"Recently, I was fortunate to ride with Operator No. 1521. He is one of the most courteous and efficient drivers that I have ever had a chance to ride with. It was a rainy day and traffic conditions were deplorable. However, the operator performed his duties beyond what could be expected of him and handled his bus with the utmost caution. Also, he gave many motorists 'a break.'"



Operator David Priest Archer

"Today I had the pleasure of riding with Operator No. 13208, who is one of the most happy-go-lucky drivers that I have ever ridden with. He was most pleasant, saying good morning to all his passengers, and helped to direct several persons who were in doubt as to how they could reach their destinations easily and quickly. He certainly puts a good light on CTA service."

A NEW Yorker, who recently spent some time in Chicago, wrote the following letter to the Chicago Sun-Times:

"As a visitor I wish to express my appreciation of the kindness and consideration your bus drivers have shown me on every occasion."

This recognition from a New Yorker, whose city has the same transit problems as Chicago, is a compliment to our operating personnel.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for July, 1960; June, 1960, and July, 1959:

	July 1960	June 1960	July 1959
Complaints	707	900	963
Commendations ..	84	90	78

Every metropolitan transit company is faced with the everyday responsibility of providing adequate service for the public. It is vital to the life of the community that this service be operated at the highest possible level of efficiency. The riding public has a right to expect nothing less.

That an out-of-towner, accustomed to big city transportation problems caused by street traffic jams and other causes which contribute to the difficulties of maintaining normal operations, should register such a sweeping approval speaks well for the calibre of CTA personnel and proves again that good job performance is indeed an important factor in our overall effort to provide improved service to the public.

Printed herewith are two letters of commendation, which were recently received in the Service Section of the Public Information department, citing operators for their good job performance.

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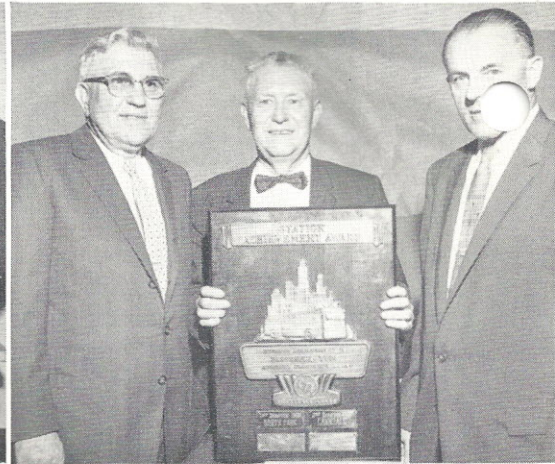
OF COURSE, we also are confronted with misunderstandings or neglect in the performance of duties, and letters like these are written by our patrons:

"While I was standing next in line to pay my fare to an agent at an elevated station, she recalled a student to challenge the fare he had paid. The signal for an oncoming train rang, so I asked if I could pay my fare and catch the train because I had an appointment. The agent looked at me and said that it was too bad, but I would have to wait my turn. I think, in view of the fact that I had explained that I had a quarter and did not want a transfer, the agent could have allowed me to go through."

COMMENT: The agent may very well have had cause to question the student's fare; however, to avoid any delay, the agent should have told the student to step aside, collect the fares from the waiting patrons, and then discuss the dispute. Regardless of any situation, discourteous comments or actions are not condoned.

"I boarded a bus, handed the driver three nickels and ten pennies and he in turn gave me a quarter to put in the fare box. Then the operator told me to take back the pennies and give him a dime. I told him that I didn't have any more change, and he became very abusive, telling me that he could put me off the bus."

COMMENTS: As long as a fare is paid in U.S. coins in the amount of 25c within Chicago, an operator has no reason to refuse such monies. For illustrative purposes, would it be better to receive a salary in small coins, or no salary at all? No patron should be subjected to abuse by any CTA employe.



PRESENTATION OF Station Achievement Awards for the second quarter of the year was made recently to the winners at three stations. Kimball ran true to form and again repeated its performance to take the combined traffic-passenger plaque for the rapid transit division. Surrounding the trophy in the picture at the left are: (1 to r) *Richard W. Meisner*, night superintendent; *C. E. Keiser*, superintendent of transportation; *K. L. Manaugh*, station superintendent, north section, and *R. W. Sanford*, assistant day superintendent. Limits sta-

tion was the winner of the traffic award for the surface system. In the center picture, holding the plaque, are, from left: *Ward H. Chamberlain*, instructor; *Earl K. Peterson*, night station superintendent, and *Herman Erickson*, day superintendent. Lawndale was the second surface division winner, scoring with the passenger award. Gathered around the plaque in the picture at the right are: *Clint Sonders*, day superintendent; *General Manager W. J. McCarter*, and *S. J. Bitel*, night superintendent.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JUNE 1960 AND 1959, SIX MONTHS ENDED JUNE 30, 1960 AND 1959 AND
TWELVE MONTHS ENDED JUNE 30, 1960

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

	Month of June		Six Months Ended		Twelve
	1960	1959	June 30, 1960	June 30, 1959	Months Ended June 30, 1960
Revenues	\$11,187,367	\$10,955,810	\$66,993,612	\$64,838,890	\$132,035,596
Operation and Maintenance Expenses	9,583,689	8,898,931	57,491,921	55,954,943	112,681,966
Available for Debt Service	1,603,678	2,056,879	9,501,691	8,883,947	\$19,353,630
Debt Service Requirements:					
Interest Charges	362,698	375,434	2,186,014	2,259,080	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,000,000	1,000,000	
Deposits to Sinking Funds -					
Series of 1947 (2)	115,007	105,213	690,040	631,280	
Series of 1952 (2)	28,750	-	172,500	-	
Series of 1953 (3)	8,750	-	52,500	-	
	681,872	647,314	4,101,054	3,890,360	
Balance Available for Depreciation	921,806	1,409,565	5,400,637	4,993,587	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	921,806	1,409,565	5,400,637	5,303,164	
Provision for Depreciation	894,989	876,465	5,359,489	5,187,111	
Balance Available for Other Charges (5)	26,817	533,100	41,148	116,053	
Accumulated Balance Available for Other Charges or					
Deficit in Depreciation Provision	14,331	1,017,678 ^r	-	600,631 ^r	
Balance Available for Other Charges or					
Deficit in Depreciation Provision	\$41,148	\$484,578 ^r	\$41,148	\$484,578 ^r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	44,783,373	46,325,666	272,361,616	274,873,919	543,503,020
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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 currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- Equal monthly installments to currently retire Series of 1953 Revenue Bonds by purchase in the open market or after invitation for tenders. Deposits to Series of 1953 Sinking Fund prior to July 1, 1961 shall be deferrable, if and so long as during said period prior to July 1, 1961 a deficiency exists, or as a result of making any of said prescribed payments would exist in the amount available to meet the required deposit in the Depreciation Reserve Fund. Such payments into said Series of 1953 Sinking Fund so deferred shall be cumulative, and shall thereafter be made at the earliest date or dates when the prescribed payments into the Depreciation Reserve Fund are current.
- 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 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 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.

Tuition-Free College Courses Offered

A UNIQUE opportunity is being offered CTA employes to enroll in a wide variety of college credit courses tuition free at Crane Junior College, 2250 W. Van Buren street.

Courses in the fields of business, engineering, mathematics, sciences, art, social sciences and music are available on a full-time or part-time basis. These fully accredited courses may be taken either during the day or in evening sessions.

Whether interested in courses for self improvement, job advancement, or a college degree, Crane Junior College is prepared to meet your needs. Anyone who is a high school graduate or 21 years of age may enroll.

Registration will be held from 9:00 a.m. to 2:00 p.m. from September 9 through September 14. Evening registration will be from 6 p.m. to 8 p.m. on September 7, 8, 12, 13, and 14. Call HArrison 7-6994 for further information.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Next Year She Will Be A Bride

ACCOUNTING—(Payroll)—*Judy Kasman* became engaged to *Don Remke* on July 4. The wedding is planned for next April.

Olive Battersby and her husband recently drove to the west coast. Enroute, they stopped at Independence, Missouri, and visited the new auditorium of the Church of Latter Day Saints. Then they drove cross-country to San Francisco, California, and down the Pacific coast to San Diego, where they visited with Olive's nephew and his family.

Judy Parillo, daughter of *William Parillo*, assistant payroll accountant, recently underwent eye surgery at South Shore hospital.

Agnes Coman is happy to be back on the job after recovering from an extended illness.

(IBM)—*Kay McAlister* traveled by train to Memphis, Tennessee, where she visited with friends and relatives. Kay also enjoyed the scenery of the Smoky and Blue Ridge Mountains.

(Payroll-Rapid)—*Christine Cameron* drove to Lubbert, Texas, with her niece and nephew. They also made a trip to Dallas, where Chris drove the motor boat for water skiers. She returned to Chicago via jet.

Tours Florida

(Payroll Distribution)—*Art E. Johnson*, supervisor, sent a card from Melbourne, Florida, where he and his family were vacationing. He said the temperature was hot, but pleasant. Art also drove to Miami, Cypress Gardens, Silver Springs, St. Petersburg, Treasure Island and Clear Water.

Erna Karge and her brother and sister-in-law vacationed in Miami Beach, Florida. They enjoyed the



CREW ON FIRST TRIP IN SUBWAY

THIS PHOTO was taken on April 2, 1943, to commemorate the first inspection trip of the State Street Subway by city, federal and transit officials and other prominent civic leaders. The crew which operated the Chicago Rapid Transit Company's 8-car train are standing: (from left to right) *Michael Joyce*, *Alfred Bloom*, *Robert N. Griffin*, superintendent, Loop division, *John P. Mannion*, superintendent, North Side division, *Carl Krueger* and *Adolph Florenzak*. Kneeling are (left to right): *Fred Sirr*, *Fred Beck*, *Edward Treskett*, *James Snart*, *Charles Blade* and *James Frawley*.

many points of interest enroute and appreciated the relaxation in the land of sunshine.

(Revenue) — *Barbara Kubisak*, formerly a balance clerk, gave birth to a son on July 4. The little man has been named *Dennis*.

Judy Lopacki resigned from service to assume full-time household chores.

Janet Negri and *Jeanen Baker* spent a week of their vacation at Lake Geneva, Wisconsin. They enjoyed water skiing, swimming and boating.

Beverly Wolf vacationed in Detroit, Michigan. She also enjoyed a side trip to the northland of Canada.

Frances Haddix drove to southeastern Missouri, during part of her vacation. She stopped at Webster Groves and visited relatives and friends in Bloomfield and Puxico.

(Budget)—*Franklin*, a suburb of Milwaukee, Wisconsin, thrilled to the shrill sounds of bagpipes and rocked to the Highland Fling when *W. S. Comstock's* son held a housewarming party. The entire Comstock clan joined in the celebration.

(Material and Supplies)—*Margaret Timmons* visited her son, *William*, and his family in San Pedro, California.

—HELEN A. LOWE and MABLE I. POTTHAST

Bowlers End Season In First Place

CLAIMS—Many of our bowlers ended their seasons at the top of the lists. *Marge Lynch* bowled in St. Basil's league and took first place in team standings . . . *Jeanne Ludmann* and *Eleanor Garro*, who bowled in the Westminster Presbyterian league at the Oakton Bowl, also took first place in team standings. Jeanne was awarded first place honors as the high-girl bowler in her league.

Rita Winnis, who bowled for the Merchandise Mart league at the Bowlium took first place honors as far as team standings go, and also for bowling a high game.

Joe Zukowski, adjuster, who also bowled in the MM league, walked away with first honors among the men's teams.

John Williams, captain of his team, walked off with first place.

Rita Winnis is motoring down the Fox River in McHenry, Illinois, in her new Starcraft, 16-foot boat.

Bea Condon, accident clerk, presently is hospitalized.

Silver Year

Court Assistant *John DuPere* and his wife recently celebrated their silver wedding anniversary.

Statementman *Lovance Ashley* and his wife recently announced the birth of their fourth child.

Harry Boness, adjuster, and *John Davis*, legal investigator, are both practicing the wedding march for their daughter's wedding in September.

Vern Thornton, blind case clerk, moved into his modern, mobile home.

Fred Martin, legal investigator, received a ball point pen for sending in an acceptable suggestion to the Employee's Suggestion Committee.

Elmer A. Schieble's sister, *Mrs. Ethel Anderson*, recently died.

—FRANK SEPANSKI

HONOR STUDENT



NUMBER ONE student at Morton high school in a class of 1,344 was Bert Misek, son of Frank Misek, assistant to the operations planning engineer, Staff Engineering. Bert received honors for outstanding scholarship and journalism work, was editor-in-chief of the yearbook, and received awards from the Kiwanis and Elks lodge for outstanding leadership in the community. Also, he was awarded a four-year scholarship to Northwestern university, where he plans to major in science.

Reported by Mary E. Clarke

Young Slugger Becomes Minor Leaguer

GENERAL OFFICE—(Transportation)—Bob Quetschke's young hopeful, Bobby, was accepted as a minor leaguer by the Norridge Youth Activities league. Bobby plays center field on his team, The Blues.

Incidentally, Bob spent a week of his vacation at home, instructing the young Babe Ruth aspirant, and reeling in some fish from nearby lakes.

Bernadette Kizior's sister, Eugenia Geen, who formerly worked in Stenographic, now is teaching English during the summer term at Lindblom high school. In her spare time, she is a part-time ticket agent.

Joe Vodvarka dropped into our office while on vacation and introduced his five and one-half-year-old daughter, Gail, and his two and one-half-year old son, Joe, to the staff. Joe also bought a home recently.

Arthur Johnson, supervisor, South Section, is, at present, assigned to the Line Supervisor's office, as a vacation relief.

Charles Batterson has been assigned the duties of district superintendent. Fred Limmel is filling in for Charles.

Jack and Wanda Krause motored to South Dakota for a reunion with Wanda's family—the first in seven years. The group included her mother, father, four sisters and two brothers. One sister traveled from Texas for the occasion.

Travel Information Operator Andrew Stoltman really had a busy two months . . . May and June. First, his daughter, Marilyn, was married to Marty Konwinski. His son, Andrew, was graduated from Cathedral high school, and then Andrew, Sr., was married to Josephine D'Incognito.

Stranded At Airport

(Stenographic)—Joan Fitzgerald, her mother and a girl friend, recently drove to the west coast on a three-week vacation. Their first stop was Phoenix, Arizona, and then on to Las Vegas, Nevada, and Los Angeles, Disneyland and San Francisco, California, where they visited with relatives. Also on the agenda was a stay at the famous Lake Tahoe. As planned, they left the car in San Francisco and went to the airport for transportation home. But, due to mechanical difficulties, the plane was detained and Joan arrived in Chicago exactly eight hours before she had to report back to work.

Jim Hickey, who was transferred from Claims, is now a multilith operator. Jim is the son of Cornelius Hickey, a supervisor at Archer.

(Insurance)—Patricia O'Connell recently joined our staff. Pat was graduated from Mercy high school, where she made the varsity in volley ball.

—JULIE PRINDERVILLE

NEW APPOINTMENT

ANNOUNCEMENT WAS made on July 29, of the appointment of Harold C. Coyne as superintendent of substation maintenance, by C. W. Wolf, electrical engineer. Mr. Coyne replaces George A. Becker, who retired August 1.

One Year Past The Silver Mark

GENERAL OFFICE—(Staff Engineering)—Chester Pawlak and his wife, Estelle, celebrated their 26th wedding anniversary on July 14.

(Training and Accident Prevention)—Ruth Hawlik, her sister, Marie, of Revenue Accounting, and other members of the family recently drove to Youngstown, Ohio, to present a collie puppy to another sister, who drove up from Washington, D. C. They spent a day visiting Youngstown and Youngstown's Mill Creek park, which is considered Ohio's most beautiful natural park.

Carmella Cecala, typist, her husband, Joseph, of Claims, and her aunt and uncle had an enjoyable jet flight to Miami Beach, Florida, where they recently vacationed.

Walter Garbutt and his wife, Blanche, celebrated their 25th wedding anniversary recently with a party given for them by their daughter, Kathie, stenographer, Staff Engineering. More than 75 guests gathered at the Garbutt home and showered the happy couple with many gifts.

Among the CTA employees attending the affair were: Mr. and Mrs. Eliot Hirsch, Mr. and Mrs. Joseph O'Sullivan, Marie and Ruth Hawlik and Mr. and Mrs. Arthur Krickow.

—MARY E. CLARKE

The Sail Came In On This Trip

ELECTRICAL — Chief Operator Thomas Johnson, 44th St. substation, and his wife, Mary, flew to Florida, rented a car and did a considerable amount of sightseeing. Their greatest thrill, however, was catching a six-foot, six-inch sail fish during a fishing excursion.

Joseph Connelly, assistant electrolysis tester, returned from a trip to Shannon, Ireland. Traveling, via plane, Joseph rented a car when he arrived there and covered some 3,000 miles. He has a certificate that verifies his kissing the Blarney Stone in an upside down position.

Joseph Nagrodski, chief operator, East 63rd substation, vacationed in California. Also, he stopped at Las Vegas, Nevada, and Salt Lake City, Utah.

Bernard Toal, operator, State substation, and his father, Patrick, flew, via plane, to Ireland for a vacation. While there, his father

The Old Timer



"Do not resent growing old. Many are denied the privilege."

died and was buried in the Auld Sod.

Ignatius O'Shaughnessy, chief operator, 63rd substation, suffered the loss of his sister on June 26.

—GILBERT E. ANDREWS

Greetings From Sunny Italy

KEDZIE—Operator Vito Riscossa is presently visiting relatives in Bari, Italy, and sent a card saying he is having a wonderful time.

Also a card was received from Operator Al Heath, who was visiting relatives in London, England. Al was surprised that everyone recognized him after 35 years.

Operator Pete Barrett enjoyed fishing for trout at Pikes Peak, Colorado.

—C. P. STARR

BRIDE AND GROOM



SMILES AND cameras were flashing at the recent wedding of Jeri Falcone, of the Insurance department, and Melvin Kamm at Our Lady of Vilma church. Following a reception in the church auditorium, Mr. and Mrs. Mel Kamm embarked on a honeymoon in the Bahamas.

Reported by Julie Prinderville

Operator Welcomes First Grandchild

FOREST GLEN—Operator and Mrs. Roman Pritt were presented with their first grandchild, Stephen Wayne, who was born to their daughter, Mrs. Charles Wilkinson, on June 29.

Operator and Mrs. Chester J. Bachera celebrated their 27th wedding anniversary recently.

Former Operators Charlie Andrews and Mike Lynn have returned to new jobs after recovering from extended illnesses. Charlie is a janitor at this station and Mike is a watchman in the Way and Structures department.

Late June and early July vacationers were: Operator Tom Roan and his family, who visited Mrs. Roan's family in West Virginia; Operator John Bukowski, who traveled to Philadelphia, Pennsylvania; Big Jim Henderson, who went fishing around Menomonie, Wisconsin, and Receiver Fred Murbarger, who did some relaxing in Las Vegas, Nevada.

Operator John Kachlik's father died on June 15.

—EARL W. McLAUGHLIN

RECEIVES AWARDS



RECIPIENT OF an American Legion school award, Marian medal and a Catholic Girl Scout award, Lorraine Audrey Lubawy, daughter of Adjuster Joseph Lubawy, Claims department, was graduated from St. James grade school with the highest honors in her class. Lorraine also was a finalist in the Serra Club of Oak Park essay contest.

Reported by Frank Sepanski

ELECTRICIAN RETIRES



AFTER MORE than 36 years of transit service (center) Electrician Charles Hall, Electrical, retired on pension July 1. Presenting Charlie with a billfold and cash gift from his friends are Senior Foreman Ted Wahlberg (left) and Foreman Harvey Harders (right).

Reported by

Gilbert E. Andrews

Birthday Girl Feted With Gay Luncheon

LAW—Law Clerk Mary Welsh was feted with a luncheon and flowers on her birthday. Also, she received many cards.

James Haase, formerly of Claims, and Typist-Clerk Cecelia Pennino, formerly of Stores, recently joined our staff.

Cecelia assumed the duties of Geraldine Sansone.

Recent vacationers were: Audrey Kalkowski, legal stenographer, vacationed in and around Chicago; Val Nessinger and his wife spent their annual vacation at Beaver Dam, Wisconsin; and Attorney Edward Kirchen and his family enjoyed a motor trip to California, where they visited San Francisco, Disneyland and attended the Democratic convention in Los Angeles.

—CEILE E. BAGGS

Student Agent Gets Diploma And Husband

LOOP (Agents)—Student Agent Ina Kanisaukas, who was graduated from DePaul university recently, was married to Edward Werner at Nativity church on August 13. Following a reception at Rakstas hall, the honeymooners traveled to Florida. They also went to visit Edward's uncle and aunt, who live in Denver, Colorado.

Mary Olinesorge, Kathleen McKenny and her friend, Bernice, and Former Agent Dolores Burns Bero vacationed at Round Lake and Lake Villa, Illinois.

Viola Bordegan spent her vacation at home, relaxing in her garden.

Supervisor Overman divided his time between Fox Lake, and catching up on odd jobs around his home.

Assignment Agent Nancy McInerney and her husband, Tom, flew to Derreen Liscannar, County Clare, Ireland, to visit with Tom's mother. They also toured other parts of Ireland.

—EDITH EDBROOKE

New Grandson Has Agent Beaming

NORTH SECTION (Agents)—Helen Barton's daughter recently gave birth to a son. After this happy event had quieted down, Helen traveled to Alabama to visit with another daughter.

L. J. Bloniarz and his mother vacationed in Columbia, North Carolina, with his brother.

Anthony Abbinanti's mother-in-law recently passed away.

All north side agents were shocked to hear of the sudden death of Catherine Doherty.

Amanda Narrance presently is in Illinois Masonic hospital.

Fannie Binnie and her mother are spending some time with her grandmother in Oblong, Illinois.

William Reddick's son and daughter-in-law presented him with a grandson. In the meantime, Mrs. Reddick bought Bill a new car.

—ELIZABETH HAWKINS

Vacationers Choose Fishing Areas

NORTH AVENUE—Pleasant vacations were enjoyed by: Ed Riley, who toured Wisconsin and Minnesota; Gene Peterson, who also vacationed in Minnesota; Harold Forster, who visited his uncle in Dallas, Texas; Phil Smith, who visited Harold Rennhack at Eau Claire, Wisconsin; Bob Kelley, who enjoyed his trip to Covington, Kentucky; Henry Umlauf, who went all the way up into Canada to do his fishing, and Ralph Hartsell, who did some fishing around Baltimore, Maryland.

Sam Tamburino found fishing very poor at Rhinelander, Wisconsin.

Harold Lemoix toured through Wisconsin and Minnesota.

Joe Till and K. Hojnicky did nothing but bask in the sunshine in Wisconsin.

Clerk Art Olson traveled to Los Angeles, California, for his vacation.

Switchboard Operator Ray Stratton enjoyed the scenery along the coast when he traveled to Los Angeles, California.

Superintendent George May vacationed in Treasure Island, Florida.

Operator Ted Mix was in Los Angeles, California, for the convention.

George Baehr went to Detroit, Michigan, and up into Canada.

Operator Rudolph Priegnitz boarded a Lufthansa German jet liner at O'Hare Field and flew directly to Hamburg, Germany, to visit his mother, who is very ill.

Word comes from the repair department that George Steller enjoyed his trip through Canada.

Jim Wilson reported good fishing at Dore County, Wisconsin.

Len Carlin traveled to Michigan.

Tony Costa went on a fishing trip to Michigan, his favorite spot.

RECENT DEATHS AMONG EMPLOYEES

C. W. ARCHIBALD, 73, retired conductor, North Section. Died 6-13-60. Employed 3-30-20.

L. C. BARTELHEIM, 74, retired relief station superintendent, Transportation. Died 6-28-60. Employed 7-25-08.

JOHN BONFIELD, 82, retired motorman, 69th. Died 7-10-60. Employed 12-28-06.

JOHN BUSHKA, 66, retired student gateman, West Section. Died 6-22-60. Employed 12-31-19.

B. A. CASSIDY, 64, retired gateman, West Section. Died 6-13-60. Employed 10-7-29.

MICHAEL COUGHLIN, 72, retired conductor, 69th. Died 6-30-60. Employed 9-5-23.

DENIS CREMIN, 75, retired assistant foreman, Limits. Died 6-29-60. Employed 12-20-21.

JOHN DALEY, 76, retired motorman, 77th. Died 6-14-60. Employed 11-24-20.

CATHERINE DOHERTY, 75, retired agent, North Section. Died 6-20-60. Employed 4-17-24.

ADOLPH HUFF, 65, retired yard foreman, South Section. Died 6-27-60. Employed 12-4-26.

T. G. HUGHES, 69, retired trackman, West Section. Died 6-19-60. Employed 6-18-36.

PAUL LEA, 52, supervisor, District "C." Died 6-21-60. Employed 4-22-37.

CHARLES LIKO, 67, retired painter, South Shops. Died 6-8-60. Employed 5-11-29.

JOSEPH V. LITTERSKI, 57, operator, North Avenue. Died 6-28-60. Employed 9-8-27.

CARLO MANIGLIA, 65, retired laborer, Dual Purpose Division. Died 6-29-60. Employed 7-16-27.

PETER MIREK, 73, retired trackman, West Section. Died 6-21-60. Employed 7-31-28.

ALICE J. MURPHY, 62, agent, West Section. Died 7-17-60. Employed 12-8-44.

LAWRENCE NAWARA, 73, retired iron worker and watchman, West Section. Died 5-17-60. Employed 1-9-22.

WILLIAM O'DONNELL, 84, retired trainman, South Section. Died 6-14-60. Employed 1-30-05.

THOMAS ONORATO, 57, retired operator, North Avenue. Died 6-11-60. Employed 12-21-26.

HOWARD G. PAULSON, 51, chauffeur, Utility Department. Died 6-26-60. Employed 10-1-35.

CLAYTON PECK, 76, retired motorman, Kedzie. Died 7-9-60. Employed 9-29-13.

J. J. POWICKI, 63, retired conductor, 77th. Died 6-23-60. Employed 10-9-24.

MICHAEL PROKOPEAK, 48, operator, 77th. Died 7-11-60. Employed 9-30-47.

F. J. PTACEK, 91, retired motorman, Lawndale. Died 6-30-60. Employed 11-16-95.

E. G. QUAINANCE, 61, retired agent, North Section. Died 7-5-60. Employed 2-25-27.

J. M. RUDD, 51, retired agent, West Section. Died 6-24-60. Employed 9-15-47.

JOHN SAKMAN, 77, retired watchman, West Section. Died 6-7-60. Employed 10-27-36.

JOSEPH SIS, 70, retired seat mender, Throop Street. Died 7-9-60. Employed 10-20-23.

VINCENT SZYMKOWIAK, 67, retired motorman, Devon. Died 6-24-60. Employed 9-28-23.

SAMUEL WICKS, 46, conductor, South Section. Died 7-9-60. Employed 2-21-44.

E. A. ZEH, 80, retired conductor, Kedzie. Died 6-19-60. Employed 8-24-08.

NORTH AVENUE cont.

Pat Tulley, John McGill and Joe Paintowski are back at work.

Jim Mader is presently on the sick list.

Eddie Winters recently was a patient at St. Anthony hospital and presently is at home recuperating.

Instructor Bill Kennedy became a grandpappy recently.

Sam Kelly joined the Grandpappys' Club recently when Thomas Sam was born.

Clerk Joe Lazzara, Jr., was presented with a son. This, of course, makes Operator Joe Lazzara, Sr., a grandpappy for the fifth time.

Wedding anniversaries being celebrated this month were: Clerk Jim Kienan and his wife, their 21st on August 5; the Joe Hiebels, their 31st on August 6; the Henry Richters, their 31st on August 7; the George Baehrs, their 37th on August 8; the Eddie Wehmeyers, their 36th on August 9; the Bill Mediemas, their 23rd on August 14, and the Herb Schmutzlers, their 30th on August 16.

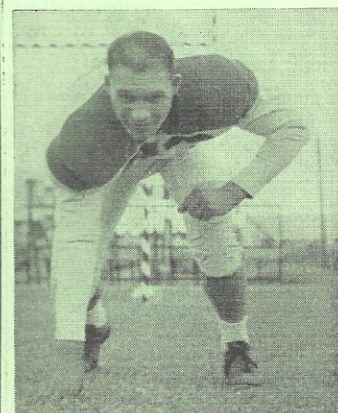
—JOE HIEBEL

NEW BRIDE AND FRIENDS



AFTER BEING presented with an electric frying pan, a wedding gift from the gals in the Insurance department, Reggie (Kuzius) Daren (fourth from left) posed with her co-workers. They are (left to right): Marilyn Ferraro, Patricia Farnham, Adrienne Traskus, Reggie, Ann Golding, Noreen Byrne, Patricia O'Connell, Joanne Innocentini, Carrol Behrens and Marguerite Kuper. The new Mrs. Daren was married on July 16.

ATHLETE



A MEMBER of the U. S. Air Force football and track teams, Wayne Anders, son of Traffic Analyst Herman Anders, Staff Engineer, was invited by worldwide coaches to compete in the Air Force track meet held at Dyess Air Base near Abilene, Texas. Wayne's team placed second in the 440 yard relay and he was awarded a medal. Wayne also plays full back on the first string football team.

Reported by Mary E. Clarke

Now The Family Is A Quartet

NORTH PARK—Clerk *Joseph Barrett* and his wife became parents for the second time when a son was born on June 20.

Operator *Bob Walters* and his family spent their vacation touring the New England states.

Chief Clerk *Elmer Riedel* and his wife became grandparents for the tenth time on June 27.

Relief Receiver *Edward F. Stenzel's* father recently died.

Operators *Paul Butcher* and *William Heize* presently are on the sick list.

Former Operator *Peter Lagoona-off*, who now is an agent, recently underwent major lung surgery at Swedish Covenant hospital.

—ELMER RIEDEL

RECEIVES HONORS



RANKING FIFTH, scholastically, in a class of 281 graduates from Fenwick high school, *Thomas James Maychak*, son of *Motorman Walter Maychak*, Douglas Park, will enter *Loras college*, Dubuque, Iowa, where he will prepare for the priesthood in the Dominican Order. Thomas ranked in the top three per cent in the National Merit scholarship qualifying test, and turned down scholarships to *Loyola university*, Saint Mary's college, Winona, Minnesota, St. Joseph's college, Rensselaer, Indiana, and Officer's Training school in the U.S. Marine Corps.

Reported by *John Hanning*

European Tours Highlight Vacations

PURCHASING AND STORES—We were well represented by recent visitors to Europe . . . *Judy Heidemann*, accompanied by a girl friend, flew, via jet, to visit her sister and brother-in-law in Karlsruhe, Germany, where he is stationed with the U.S. Army. After visiting many beautiful spots in Germany, they managed a quick trip to Paris, to complete their vacation.

J. Y. Guinter, Stores, returned from traveling by air, boat, train and bus along the coast of France and England. He visited the site of ancient Roman settlements at St. Albans, Bath and York, including the Railway museum at York, and then on to Oxford and Cambridge. Finally he traveled to Edinburgh and Glasgow, Scotland.

Gordon LaCrosse, Stores, spent a two-week vacation in northern Michigan.

Tom Madigan spent one week in Wisconsin.

Ben Cutrera returned to work after his recent stay in the hospital.

Margaret Conway, Stores, transferred to the Electrical department. *Jo Ann Schultz*, Stores, now is working in Steno-Duplicating.

Cecilia Pennino, Stores, transferred to the Law department.

New faces in Stores are: *Jerry Sansone*, *Marion Shelton* and *Elaine Ziebarth*.

D. Jane Bell, who transferred from Electrical, replaced *Dagmar McNamara*, who transferred to Purchasing.

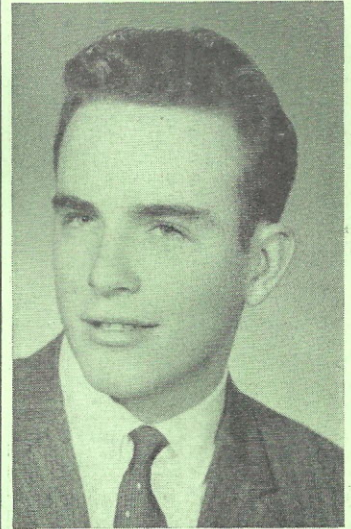
Jane also will be the new reporter for our departments. Please submit any news items to her. Your cooperation will help to make her job easier and this column longer.

—DAGMAR McNAMARA

Ireland Welcomes Shops Employees

SOUTH SHOPS—Two of our men are spending some time in the Auld Sod, Ireland, of course. *Engineer Jim Kiely* is visiting his brothers and sisters in County Waterford,

NO HITTER



A RECENT Brother Rice high school graduate, *Joe O'Sullivan*, son of *Training Assistant Joe O'Sullivan*, Training and Accident Prevention, pitched a no hit game against the defending Catholic league champions, Mendel high school. Joe's name certainly will be placed in the school's hall of fame.

Reported by *Mary E. Clarke*

New Pensioners

G. A. Becker, superintendent of substation maintenance, Electrical. Employed 10-3-08.

G. W. Christie, car cleaner, North Section. Employed 4-11-29.

W. R. Clay, operator, Limits. Employed 10-31-27.

J. R. Cusack, conductor, Loomis. Employed 2-13-24.

B. J. Devenny, collector, North Section. Employed 7-28-48.

Paul Downey, conductor, South Section. Employed 1-28-27.

Edward Gallagher, operator, 77th. Employed 3-3-24.

E. J. Hampton, agent, 61st Street. Employed 11-19-28.

H. F. Hoger, assistant superintendent, Stores Department. Employed 12-11-16.

Ostap Karpek, bus cleaner, North Park. Employed 9-17-43.

G. H. Kaufman, operator, Forest Glen. Employed 2-7-24.

S. P. Kerr, conductor, 61st Street. Employed 11-24-25.

H. J. Miller, repairman "A," West Section. Employed 8-31-42.

N. C. Murray, agent, West Section. Employed 1-10-41.

Joseph Neboska, machinist, Skokie Shops. Employed 3-12-20.

Albert Seeger, laborer, South Shops. Employed 5-18-17.

R. R. Stapp, investigator, CTA

Department of Police. Employed 8-1-28.

C. J. Winzenholler, garage instructor, Shops and Equipment. Employed 2-4-20.

A. E. Woelfle, operator 69th. Employed 1-14-21.

F. G. Zack, conductor, North Section. Employed 10-20-43.

M. P. Zirbes, agent, South Section. Employed 2-20-43.

DISABILITY RETIREMENTS

B. A. Heinemann, operator, Forest Glen. Employed 12-12-23.

L. L. Keely, agent, West Section. Employed 1-11-45.

D. A. Kendall, motorman, 61st Street. Employed 3-2-40.

J. V. Kula, laborer, Stores Department. Employed 3-12-23.

P. A. Marren, assistant craft foreman, Building. Employed 3-26-29.

James Moran, conductor, North Section. Employed 6-12-41.

Denis O'Shea, machinist, South Shops. Employed 6-7-46.

C. A. Spruill, porter, West Section. Employed 12-2-36.

H. P. Williams, operator, North Avenue. Employed 7-17-23.

and *Machinist Tom Brandon* is visiting his folks in County Limerick. Both men traveled via jet, and reported that they would never travel any other way.

Now that our champion grandfather *John Golden* has retired, *Engineer Arleigh Gruetzmacher* is trying to hold the record—his 14th grandchild, *Ronald Kerry*, was born on June 16.

Typist Maureen Griffin vacationed in and around Chicago, spending most of her time at the beach.

Machinist Harold Thomas, of unit rebuilt, and his wife, *Emily*, celebrated their 25th wedding anniversary on June 28. Their children held a surprise party for them and also presented them with round-trip airplane tickets to Detroit, Michigan.

Joe Bumblauskas, auto mechanic, and his wife, *Alberta*, celebrated their 22nd wedding anniversary with a dinner at a famous Chinese restaurant.

DAD AND DAUGHTER



THERE WASN'T too much serenity on Wildcat Lake, near Boulder Junction, Wisconsin, when *Willis W. Helfrich*, assistant secretary, Transit Board, and his daughter, *Susan*, landed these muskies. The big 'uns weighed 13 and 14 pounds, respectively.

Senior Foreman *Ted Wahlberg* and his wife had a reunion with their son, *Richard*, and his family during their vacation. Although they had seen their son at intervals, since he joined the Air Force in 1952, this was the first year that they could get away together to do some fishing in northern Minnesota. *Richard*, who now is discharged from the Air Force, is working for the government and has an assignment in Minnesota.

Clerk *Frank Brady* and his wife, *Catherine*, announced the birth of *Rosemary*, on July 12.

Electrician *Charles Hall* retired on July 1, after 36 years of service; and Painter *Ed Buza* retired on disability pension after 30 years of service.

A good time was had by all who attended the barbeque at Clerk *Eddie Evans'* home. With *Eddie* as chef on deck and *Charlie Buza*, his able assistant, the food, naturally, was excellent.

—EVELYN HOWE and
FRANCES LOUWARD

For And About Our Pensioners

ACCOUNTING—*Lucy Winkler*, of Oshkosh, Wisconsin, recently dropped by to say hello to her former Payroll associates. *Lucy* proudly announced that she has a great-grandson.

Doris Stahl, formerly of Voucher, came by to see her many friends, after returning from a six-week tour of Europe. *Doris* said she is enjoying her retirement to the fullest.

Arthur Bresin, formerly of Payroll Distribution, called to send his best wishes to all his friends. *Art* just returned from a several-months stay in California, and said the days aren't long enough to do all the things he'd like to do. While in California, he visited with *Ben Ratner* and *Leon Salisbury*, formerly of Voucher, who reported that they are happy in their new homes. They also sent regards to their friends.

—HELEN A. LOWE and
MABLE I. POTTHAST

ELECTRICAL—Retired Chief Operator *Leo Behrendt*, 20th substation, recently suffered the loss of his only son, who died June 19.

—GILBERT E. ANDREWS

KEDZIE—Pensioners *Steve Evenoff* and *Ed Huening*, of St. Petersburg, Florida, recently stopped in to say hello, while they were visiting in Chicago.

—C. P. STARR

LOOP (Agents) — *Irene Cullen* visited with *Nellie Keating* in Delta, Colorado. They both made trips to Ouray and Durango and other points of interest in the Rockies.

—EDITH EDBROOKE

NORTH SECTION (Agents) — *Mathilda Lindquist's* brother recently died. She was very grateful to the many friends who extended their sympathy.

—ELIZABETH HAWKINS

SOUTH SECTION—Conductors *Warren Hill* and *Daniel O'Donnell* retired on pension July 1.

Charles Burns and *Joseph Mascolino* dropped in at 61st street to say hello.

—LEO J. BIEN

SCHEDULE TRAFFIC—*Herbert Vahl* recently visited our office and celebrated the first anniversary of his retirement.

—GERTRUDE F. ANDERSON

69TH—Retired Assistant Superintendent *Louis Bartelheim* recently died.

Retired Operator *Joseph J. Powicki* died on June 24.

—THOMAS S. ELPHICK

WEST SECTION (Agents)—*Marcella White*, who retired about 15 years ago, now resides in Arizona. She recently paid us a visit and renewed old acquaintances.

Mary Everding recently took a trip to New York.

Agent *Richard Benes* called to say hello to his old friends and co-workers.

—GORDON KELLY

WEST SECTION—Retired Clerk *Ladzie Kiery* and his wife recently returned from a seven-week stay in Covina, California. Then, after the birth of their second grandchild, they were off to Spooner, Wisconsin.

Retired Clerk *Walter Reich* and his wife recently celebrated their 48th wedding anniversary.

—JOHN M. HANNING

Mercy Order Sister Visits Brother

SCHEDULE-TRAFFIC—*LeRoy Dutton* was recently visited by his sister, *Sister Mary Joachim*, of the Mercy Order, who is a nurse at Mercy hospital, Valley City, North Dakota. Also, *Mr. and Mrs. Dutton* motored through the Eastern states during their vacation.

The *Walter Thomas* family vacationed in Portland, Oregon.

Phil Leahy drove west and visited the Grand Canyon.

Andy DeGrazia decided to do a little fishing in Wisconsin.

The *Robert Loughran* family drove to Michigan.

Art Langohr, *Pete Donahue*, *Edward Hill*, *Jacob Sumner*, *Mike Dore*, *Ed Reilly* and *Laura Schrecke* vacationed in and around Chicago.

Mr. and Mrs. Patrick O'Malley announced the birth of a son, who was born July 4. The *O'Malleys* now have four boys and two girls.

—GERTRUDE F. ANDERSON

Racing Pigeons Lose Their Way

TERMINAL INSPECTION SHOPS (*Wilson*)—Clerk *Walter Nowosielski* who makes a hobby of breeding racing pigeons, was letting his newly-hatched birds get some flying experience, when they happened to meet a swarm of strange pigeons. So much confusion was caused that about 15 of the young pigeons never returned home. *Walter* had planned to enter some of these birds in the races later in the year.

Recent vacationers were *Repairmen Warren Yenni*, who took a trip to Ohio, and *Tony Drapp*, who spent his time at home.

Cleaner *Frank Mikulinic* and his wife took a motor trip around Lake Michigan.

Other vacationers were: *Repairmen Al Schnell*, *Guy Colombo*, *Neal McGill*, *Pat O'Connor*, and *Neal Benson*. Some went out of town and others stayed in Chicago.

At this writing, *Repairman Joe Bagdzius* is on the sick list.

FOURTH YEAR



A SCHOLARSHIP has been awarded to *Sheila Sepanski*, daughter of *Frank Sepanski*, Claims department, who has maintained a high scholastic average at Mundelein college. This is the fourth renewal of the scholarship. *Sheila*, who is a senior, recently was initiated as an active member of the Alpha Mu Gamma, a national honorary foreign language fraternity.

(Kimball)—Cleaner *Andy Philbin*, who had been off sick for some time, returned to work.

Repairman *Anton Citro* and Cleaner *Ed Stamborski* spent their vacations with their families in Wisconsin.

(Lake) — Repairman *Robert Flowers* recently moved into a new home in Roselle. Bob and his wife are expecting an addition to their family. This will make Cleaner *John Forrestal*, *Wilson Shop*, a grandpa for the ninth time. Mrs. Flowers is John's daughter.

(West-Northwest) — Clerk *Ray Brzezck* spent his vacation touring the southern part of Illinois with his family.

Repairman *Herb Miller* and his wife spent their vacation in Florida. Herb retired on pension August 1, after 18 years of service.

Other vacationers were: Repairmen *John Capaccio*, *Jim Perillo*, *Walter Hovald*, *Pete Sabadosa*, *Frank Rio*, *Mike Kristman*, *Nick Suero*, *Mike Fahey*, *Herman Izzo*, *Joe Labellarte* and *Quintus Bond* and Cleaners *Mario Lena*, *Andy Passero*, and *Willie Bridges*.

Cleaner *G. W. Christie*, *Wilson Shops*, retired on pension on July 1, after 30 years of service.

Repairman *Walter Witkowski*, *61st St. Shops*, retired on August 1, after 15 years of service.

—JOE FEINENDEGEN

GOLDEN JUBILEE



RECEPTIONIST - TYPIST *Marge Hanson*, *Employment*, proudly poses with her cousin, *Sister Mary Camilla*, *Order of Sisters of Loretto*, who recently celebrated her golden anniversary in the order. Marge and her husband, *George*, formerly of *Limits*, hosted a party in their home to celebrate the happy occasion.

Reported by *Mary E. Clarke*

WORKMEN ON EVANSTON BRANCH



ENGINE NO. 105 was operating 30 years ago, as it is now. The above crew includes Pensioner *Charlie Blade*, engineer, Pensioner *D. Blane*, trolley man, Conductor *Edgar Ferguson*, who now is a line supervisor, Trainmaster *Robert Binnie*, deceased, and Switchman *J. Dill*, who resigned from service. The engine and crew were, at that time, working on the elevation of the Evanston branch at *Noyes street*.

Reported by *Julie Prinderville*

Brother and Sister Meet After 37 Years

SOUTH SECTION—Motorman *Michael Dowd* welcomed his sister, *Mrs. Ellen Dunn*, who recently arrived from Ireland. It has been 37 years since they last saw one another.

Clerk *Alvin Lipke* and his wife celebrated their 43rd wedding anniversary on June 20.

Porter *John Wilson* spent his vacation on the *Wabash river*, angling for catfish.

Clerk *Ronald Hartney* and his wife, *Stenographer Verna Hartney*, spent their vacation touring through *Kentucky* and *Tennessee*.

Agent *Henry Gallois*, who had been on the sick list for some time, has returned to work.

Motorman *Walter Jogerst* hopped into his car and headed for *South Haven, Michigan*.

Supervisor *Walter Hill* spent his vacation at *Lake Geneva, Wisconsin*.

Porter *Harold Stedman* and his family spent their vacation fishing in *Lake Michigan*, and visiting points of interest in and around *Chicago*.

Agent *Leo Dillon* spent his vacation fishing, and reported the catfish were biting in the *Kankakee river*.

—LEO J. BIEN

Two Anniversaries Next Year

69TH—A double celebration was held on June 25 for Operator *Daniel McCauley*. He and his wife celebrated their 33rd wedding anniversary and their daughter, *Mary Louise*, was married to *Robert J. Seery*.

Sheldon H. Klietz was ordained a minister in the *Redeemer Lutheran church*. He is the son of Operator *George Klietz*.

Operator *Alfred Woelfle* retired on pension August 1, after more than 39 years of service.

Operator *Ray Hammerschmidt* and his wife will celebrate their 23rd wedding anniversary on August 23.

Operator *Herman James* and his family reported an enjoyable fishing trip at *Kentucky Lake, Murray, Kentucky*.

Operator *John Tiffy* and his family enjoyed a trip to *Flora, Illinois*, where John had a reunion with some of his old buddies from the service.

Operator *John Lane* and his wife celebrated their 34th wedding anniversary on July 3.

Operator *Leonard Dake* and his family enjoyed a 3,000-mile motor

trip through *Wisconsin, South Dakota* and *Minnesota*.

Night Superintendent *Carl Gibes* and his family enjoyed their vacation at *Lake of the Ozarks, Missouri*.

Operator *Harold Eriksen* and his family enjoyed their vacation at *Delavan, Wisconsin*.

Operator *Fred Hahn's* son, *Fred, Jr.*, who was graduated from *Luther high school*, was awarded a four-year scholarship to the *University of Illinois*.

Operator *Roy McGrath* and *Mary Schieh* were married August 20 at *Our Lady Help of Christians church*.

Operator *Edward Young* and his wife celebrated their 20th wedding anniversary on August 10.

Assistant Foreman *John Killy* died suddenly on June 17.

Clerk *Art Freese's* father died on June 29.

John Bonfield recently died.

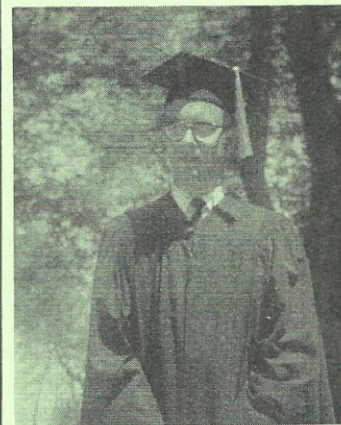
Operator *Martin Rybacki* died recently.

Loader *George Wagner's* son, *George, Jr.*, recently returned to *Camp Pendleton, California*, after enjoying a furlough with his folks.

Operator *Wallace Lind* presently is on the sick list.

—THOMAS S. ELPHICK

MEDICAL STUDENT



MAGNA CUM LAUDE graduate of *Loyola university* is *Robert T. Kessler*, son of Operator *Robert Kessler*, *North Park*, who received a B.S. degree. Bob was president of the *Wasmann Biological society* and secretary of the *Phi Sigma Tau* honorary fraternity. He will enter medical school in the fall.

Reported by *Elmer Riedel*

Flight to Killarney Sets New Jet Record

WEST SECTION (Agents) — *Agent Mary Fleming* sent a card from Killarney, Ireland, and said that the jet she was on beat the previous record on the crossing.

Porter William Rejewski, who worked in the Loop for the last two years, transferred to the Lake street branch. Bill's daughter, *Rita*, is a student agent and attends National Teachers college.

Porter Leon Hegwood is back from a vacation in Hartford, Michigan, where he visited with friends.

Agent Blanche Thomas reported a delightful, though brief, visit with her son and grandchildren, who live in Baltimore, Maryland.

Agent Thomas O'Shaughnessy spent most of his vacation breaking in his new car.

Agent Louis Goldberg enjoyed part of his vacation cleaning and painting his home.

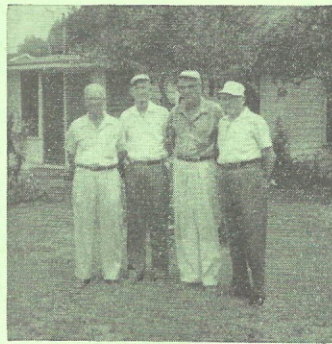
Agent John Filipek spent his vacation enjoying his new home.

Agent Joe Ryan is spending his vacation in the vicinity of Lake Geneva, Wisconsin.

Agent Charles Vlasèk enjoyed his vacation seeing the sights around his home.

Agent Frank Zitek is utilizing most of his vacation by doing some touch-up work around the house.

165 YEARS



THREE PENSIONERS and an active motorman from Lake Street, representing 165 years of service, recently had a get-together in Chicago to talk over old times. They are (left to right): Pensioner Earl Johnson, Motorman Edward Kain, Pensioner H. H. Gauer and Pensioner Emil Evenson.

Agent Hugh Naughton's wife, Margaret, recently underwent surgery and is recuperating at home.

Agent Ruth Hanson was hospitalized and now is at home recuperating.

Agent Ed Bensen returned from his vacation in Little Falls, Minnesota. As proof of how good the fishing was, Ed brought a two-foot-long fish back to your reporter, and said it was one of the smaller ones.

—GORDON KELLY

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, September 6, 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, September 15, 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.

H. E. TANNHAUSER, retired revenue accountant, has arranged monthly luncheon meetings for all retired employes of Revenue Accounting. All retired members of that department are welcome. Please contact R. L. Hill, revenue accountant, extension 2331, for information concerning the next luncheon meeting.

Accordionist Rates High In Contest

WAY AND STRUCTURES — *Leonard Galle, Jr.*, 14-year-old son of *Leonard Galle*, utility truck chauffeur, was one of nine finalists in the Class C division of the Chicago area accordion contest in the Chicago and Tinner Music Festival, which was held in the *Dr. Edgar A. Nelson* memorial hall in the Chicago Conservatory College. Leonard was rated superior.

Carpenter Foreman Bob Heidenblut, Track Foreman Bill Heffernan and Tinner Bill Dean, of rapid transit, spent their vacations together at Lake Louise, Canada.

Carpenter Stanley Majka's son, Stanley, Jr., was married on June 25.

John Uitz, assistant engineer, Building, and his brother took a trip to the Pacific-Northwest, which included a tour of Glacier National Park.

Peter Marren, assistant craft foreman, Building, retired on pension August 1, after 31 years of service.

Giuseppe Belmonte, watchman, Building, retired May 1, after 37 years of service.

Karl Buchfeller, watchman, Building, has been on the sick list for quite some time.

Carl Desimone, laborer, Building, recently visited his mother in Italy.

Thomas Clements, plumber, apprentice, Building, recently visited his parents in Ireland.

Dave McCauley, assistant to the superintendent of construction, made an enjoyable trip around Lake Michigan.

Big Mike Doljanin, labor foreman, Building, spent his vacation visiting his in-laws, who are in the shrimp boat business in Biloxi, Mississippi.

—MARLENE NEHER

Irishman's Dream Comes True

WEST SECTION — (*Douglas Park*) — *Motorman James Brady* was a happy, but speechless Irishman, when

he greeted his mother, *Mrs. Bridgett Brady*, and his brother, *Thomas*, who arrived in Chicago from Swenford County, Ireland. James had not seen them in more than 35 years. They plan to make Chicago their permanent home.

Executive Board Member John Neligan, Division 308, announced the arrival of a granddaughter, *Theresa May Byrne*. His daughter *Mae*, was a former part-time ticket agent, and his son-in-law, *Lawrence Byrne*, is a West Section ticket agent.

(*Logan Square*) — *Switchman Ludwig Scheuerle* and his wife recently announced the birth of a daughter, *Rose Marie*.

(*Desplaines*) — *Conductor William Conley* and his wife recently celebrated their 33rd wedding anniversary. Bill has been a West Section conductor for the past 34 years.

(*Lake Street*) — *Conductor Robert Cano* recently became engaged to *Frances Angelino*.

—JOHN M. HANNING

PENSIONER'S CATCH



SHOWING OFF what retirement life in St. Petersburg, Florida, can be is *Retired Conductor Fred Christie*, who pulled these big ones in during his leisure hours. Fred retired on pension August 1, 1955.

Reported by *Leo J. Bien*



INQUIRING REPORTER: D. Jane Bell

LOCATION: Purchasing and Stores

What was the most unusual vacation you've ever had?



HELEN TOTH, Material Claims Clerk, Purchasing (with Inquiring Reporter D. Jane Bell): "The most unusual vacation I ever had was the one I had on my honeymoon—fishing for the first time in Nestor Falls, Ontario, Canada. Never before had I ever seen a big muskie come right up to the boat, which was quite a thrill, but he got away."



ANN GUSICH, Contract Clerk, Purchasing: "My most unusual vacation will be this year. In the past, I visited with friends, but, on the spur of the moment, I decided to travel alone to Quebec, Canada. Traveling by myself will be very unusual for me."



FRANK TAMBURRINO, Order Clerk, Stores: "The most unusual vacation I ever had was the summer I spent up in Spooner, Wisconsin, fishing. It was wonderful. The unusual part being that I had waited for so long before my dream of it actually came true."

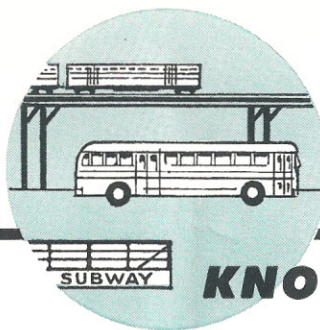


MARGARET ALLEN, Requisition Clerk, Stores: "My trip by boat, from New Orleans to Panama city and Guatemala was my most unusual vacation. I watched the entire procedure—from picking to shipping—of how bananas are readied for export."



J. Y. GUINTER, Addressograph Clerk, Stores: "The most unusual vacation I ever had was the year I booked passage for England, and to return on the Cunard line. On the return trip I embarked in the evening, had supper and retired for the night. When I awoke the next morning, I found that we were still tied to the dock. The crew went on strike during the night, so I returned to London and spent two extra days seeing the sights."

to serve our riders better...



KNOW YOUR CTA ROUTES



SUMMERTIME IS for children. The long school vacation frees them from classroom studies and permits them to explore the park attractions. A favorite spot is the Zoo Rookery in Lincoln Park, at Fullerton and Stockton drive. The ducks and swans seem to intrigue the two youngsters who are tossing them food in this picture.

RIIS PARK, at Fullerton and Narragansett, affords many of the recreational advantages provided by larger city parks. The outdoor swimming pool is always a scene of lively activity during the summer months. The group of girls seated at the pool's edge in the center of the picture is a swimming class, one of many conducted regularly at this northwest side play area.



MANY OF Chicago's street names commemorate the lives and careers of the founding fathers of the city who rose to local prominence through their civic-minded contributions to the advancement of the growing community in the early days.

Such is the tradition behind Fullerton avenue, named after *Alexander N. Fullerton*, an easterner who settled here in 1833, the year Chicago was chartered, and who became one of the leading figures in its commercial and public life.

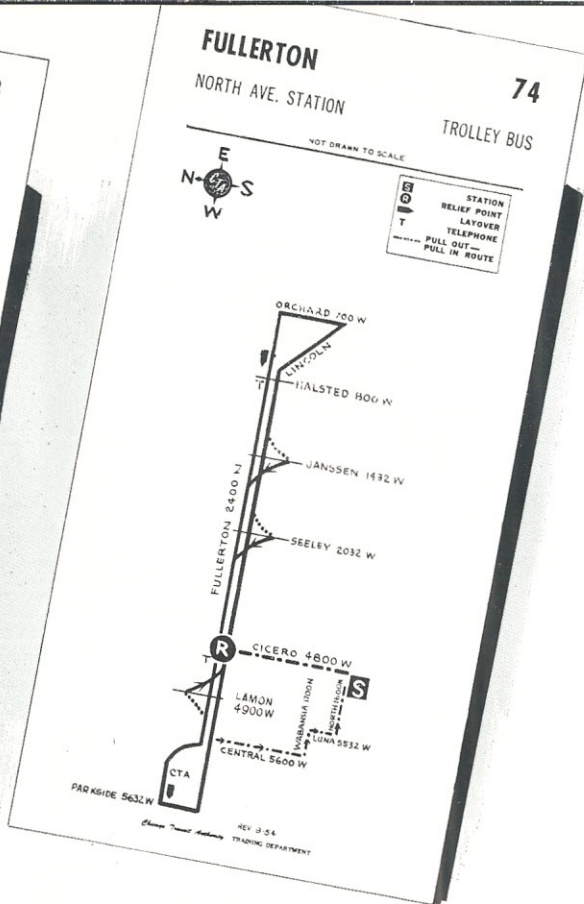
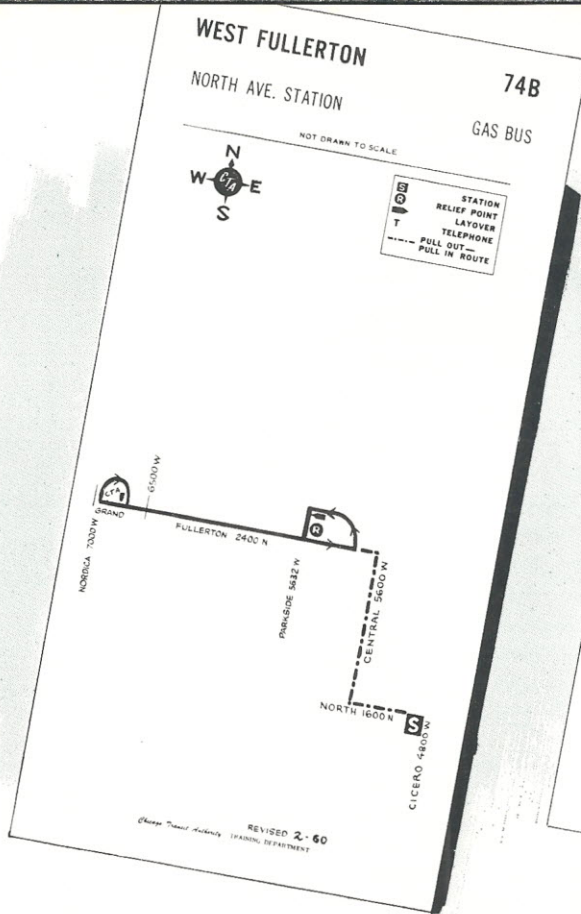
Today, Fullerton avenue (2400 N) is one of our town's leading mid-north arteries, running from the Lincoln Park district on the east to the city limits on the west. It is served by two CTA bus routes. No. 74, a trolley bus line, operates between terminals at Halsted street (800 W) and Central avenue. No. 47B, a motor bus line, operates between Central-Nordica and Grand avenues (7000 W.)

The first transit service to move over Fullerton avenue was in 1884 when horse cars began operating between Halsted street and Racine avenue. This service was extended to Milwaukee avenue in 1894. Streetcars took over from Milwaukee to Pulaski road (then Crawford avenue) in 1909, from Pulaski to Cicero avenue in 1914, from Cicero to Long avenue in 1917, from Long to Lotus avenue in 1918, and from Lotus to Central avenue in 1928. The present trolley bus service between Halsted and Central avenue went into operation on December 4, 1949, when the Lincoln-Orchard loop also was placed in service.

Gas buses began operating on the Fullerton West extension route from Parkside to Grand avenue on June 24, 1942, and from Grand to the present Nordica terminal on December 12, 1955.

A **CONSIDERABLE** shopping and residential area has developed around the Fullerton extension route terminal at Grand and Nordica avenues. This location also serves as the west terminal of the Grand avenue route and the south terminal of the Harlem avenue route.





On the Fullerton route, schedules are set up to provide service on weekdays at four-minute intervals during the morning and evening rush periods and at 10-minute headways during the midday and evenings. On Saturdays, the buses operate on eight-minute intervals throughout the day and every 10 minutes in the evening. The Saturday and holiday operations call for 10-minute intervals during the day. These are spaced out to every 12 minutes during the evening. "Owl" service is operated seven nights each week from 12:45 a.m. to 4:45 a.m. every 30-minutes.

Service is maintained on the extension route weekdays

only until 12:30 a.m. on 24-minute headways.

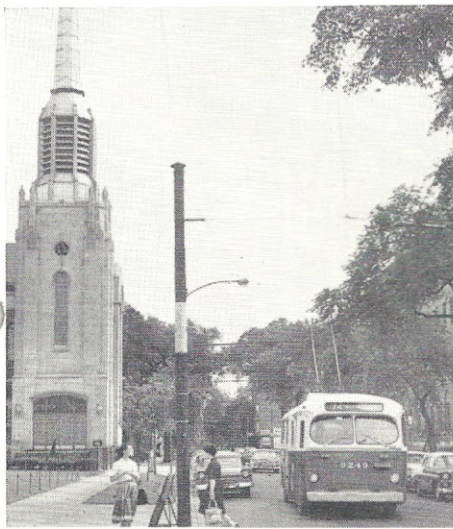
Twenty trolley buses are assigned to the Fullerton route, while the Fullerton extension operates a shuttle service with only one gas bus. This is due to the fact that between Naragansett and Nordica avenues the area also is served by Grand avenue buses operating on frequent schedules.

Much of the traffic carried on the Fullerton route originates on 12 intersecting surface routes and transfer privileges are permitted at three rapid transit stations—the Logan Square terminal of the West-Northwest route, and the Fullerton avenue station, served by both the Ravenswood route and the North-South "L"-subway route.

THE TALL spire of St. Paul's Church, 655 Fullerton avenue, is a long familiar north side landmark. The church was established many years ago to serve a population predominately of German ancestry which settled this neighborhood. This view looks south on Orchard street from Fullerton.

RECOGNIZED AS one of the nation's foremost centers for medical care of children, the Children's Memorial Hospital, at 707 W. Fullerton avenue, has been a haven of hope for thousands of young patients whom it has restored to health and happiness. Symbolic of the service it renders to the community are this mother and son climbing the stairs to enter the door of its clinics.

ONE OF the city's oldest hospitals in length of service to the community is Alexian Brothers Hospital at 1200 Belden avenue. Many physicians and surgeons who went on to fame in their profession received their early training here.





Pick-A-Favorite

PERSONAL PREFERENCES often present the homemaker with a menu-planning problem. Pick-a-sandwich loaf beats this problem by allowing you to serve four different sandwiches in one.

When you pull back the foil wrapper you'll find four varieties of hearty sandwiches—chicken, ham, tuna and nippy cheese. To serve pick-a-sandwich loaf, cut the loaf in half and let everyone sample each kind of sandwich, or choose his favorite.

Prepare these sandwich fillings first:
Chicken Filling: 1 cup chopped cooked chicken (6 ounce can); 2 tablespoons finely chopped celery; 1 tablespoon chopped toasted almonds; 1 tablespoon minced green pepper; dash salt and 2 tablespoons mayonnaise or salad dressing. Combine all ingredients and mix well. Makes about 1 cup filling.
Tuna Filling: 1 cup flaked tuna (7-ounce can); 2 tablespoons finely chopped celery; 1 hard-cooked egg, chopped; dash salt, dash pepper; 1 teaspoon lemon juice and 2 tablespoons mayonnaise or salad dressing. Combine all ingredients and mix well. Makes 1¼ cups filling.
Ham Filling: 1 cup ground cooked ham; 2 tablespoons pickle relish; 1 tablespoon finely chopped onion; 2 tablespoons mayonnaise or salad dressing and 1 teaspoon

prepared mustard. Combine all ingredients and mix well. Makes ¾ cup filling.
Cheese Filling: 1 cup shredded Cheddar cheese; 2 teaspoons minced pimiento; 1½ tablespoons mayonnaise or salad dressing and dash of garlic salt. Combine all ingredients and mix well. Makes about ¾ cup filling.

To prepare loaf: 1-pound loaf sliced enriched bread and butter or margarine, softened. Arrange bread slices in stacks of two and spread with butter or margarine as for regular sandwiches. Prepare one-fourth of loaf using chicken filling, one-fourth with tuna filling, one-fourth with ham filling and remaining fourth with cheese filling. Put sandwiches back together to form loaf. Replace in bread paper.* Wrap loaf in aluminum foil and seal with double fold. Tie with string to hold loaf in shape. Heat in hot oven (425 F.) 20 to 25 minutes. To serve, remove outer wrappers and cut loaf into halves vertically. Serve immediately. Makes 8 servings.

*If bread was purchased in a waxed paper wrapper, cut the wrapper down the center of the top and spread it to sides in order to remove bread slices. When sandwiches are made, replace them in this wrapper before wrapping in aluminum foil.

FRESH AS tomorrow, soft and feminine, is this new "Natural Grace" coiffure, designed by the official hair fashion committee of the National Hairdressers to complement fall and winter clothing fashions.



HAIR FASHION FORECAST

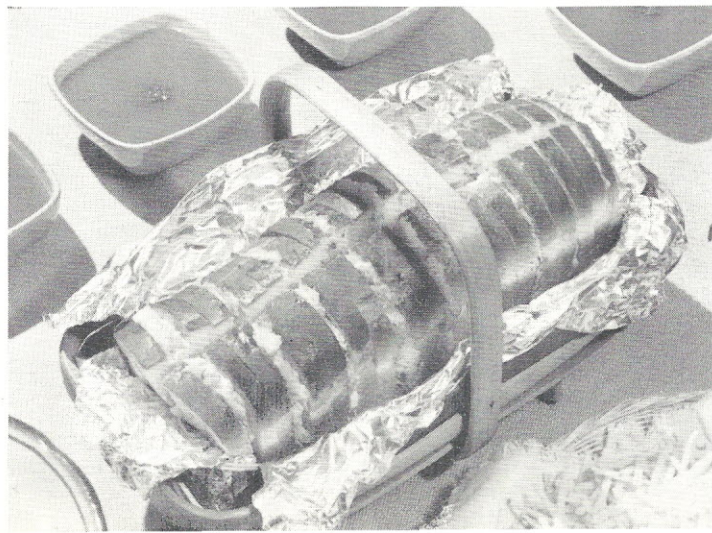
IT'S WHAT'S up front that counts in the new "fluid bang" coiffures, designed for fall and winter. And, right up front, is a lifted, animated bang that flows across the forehead to emphasize the soft, supple, fluid rhythm of the season's new trend-setting hair styles.

Sometimes the bangs appear to be dropped elegantly on a bias, sometimes they bounce in a founce. Or, they bend lightly like the stem of a flower with a lazy lift. Always, they are definite, but not transparent. Seldom do they have any wisps or fringe treatment.

The silhouette of the new styles shows a decided trend towards a smaller head look.

The new fluid bang coiffures are definitely narrower at the ears, a complement to the long torso look of new clothing fashions. The ears are completely covered with closeness increasing gradually from the temple area to a closely fitted swing or coquette curls extending below the ears, and moving upwards and forward to brush the cheeks. This frames the face with special emphasis on the eyes.

Hair length at the bangs will vary from two to three inches. At the crown, the hair will range from three to four and a half inches, tapering into the softly fitted neckline where the hair may be from a half inch to an inch and a half, depending upon the requirements of the individual. Hair length at the sides must be sufficient to cover the ears in the finished coiffure.



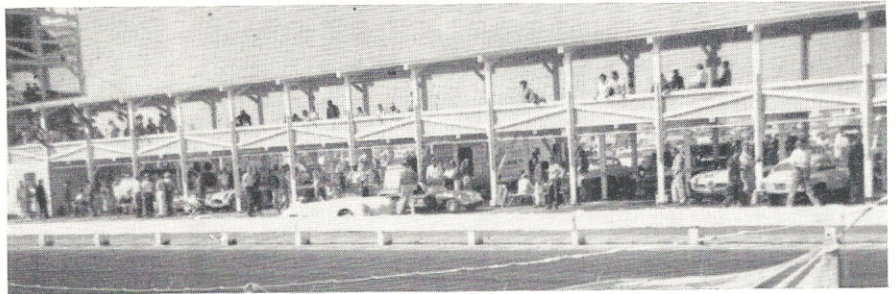
PICK-A-sandwich loaf — a hearty, whole meal sandwich idea—boasts four taste-tempting fillings. Each person in your family can choose his or her favorite sandwich from this package.

Rally Round

THE RACE TRACK



THESE TROPHIES, which Ronald Mancal, clerk, Claims Department, recently won at local dragways, were awarded for both Gymkhanas and Rallies races. The trophy in Ron's left arm was won at the Oswego track, and the one in his right arm was won at U.S. 30 Dragway.



DID YOU ever think about what it would be like to be behind the wheel of a racing car in actual competition?

Ronnie Mancal, file clerk, Claims Department, not only wondered, but did something about it. He bought himself a TR-3 (an English-type sports car) and became a member of the Sportscar Club of Chicago.

Ronnie's hobby and preferred type of driving is drag racing. He usually competes with club members and friends at the Oswego and U.S. 30 drag strips.

In two particular kinds of races, Ronnie has won two first place and a few second and third place trophies.

In the Gymkhanas races — maneuvering contests with pylons (obstacles) — Ronnie took two first place trophies. These races involved five sets, each. He has placed second and third in the Rallies—a maize-type contest in which a driver must get from point A to point B within a given time at a set speed. It's up to the driver to determine the easiest and fastest way to get from point to point.

"Some fellows get lost or miscalculate and it takes them all day to get to the second point," Ronnie says, "I guess I was just lucky. It isn't as easy as it may look."

In one race, Ronnie drove at an elapsed time that was

Urge Patrons' Cooperation In Preventing Fires

PERMANENT, BAKED enamel fire prevention warning signs are being installed by CTA to remind patrons about the hazards caused by throwing lighted matches and cigarettes on elevated tracks and platforms.

Fires caused by throwing lighted matches and cigarettes on the wooden structures mean financial loss to CTA and time delays for passengers. The 20" by 14" signs with red lettering on a white background will remind patrons of the dangers incurred by this carelessness. Track fires are especially prevalent in hot, dry weather.

About 550 signs are being installed on CTA elevated platforms and structures. The signs are located just below platform level, on windbreaks or at any location where they are clearly visible to all patrons. About four signs are being installed on each "L" platform.

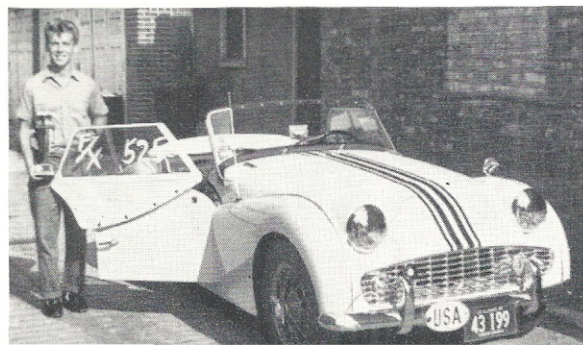
Posting began immediately at stations where riders have been the most negligent and will continue throughout the system until the work is completed.

SPECTATORS are getting a clear, full view of the Oswego track, where Ronnie won two first place Gymkhanas races. There's excitement galore when the young racers set out to prove they've got what it takes.

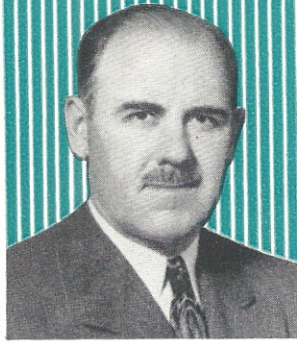
three classes above his own TR-3 group.

When asked if this hobby was expensive, Ronnie said, "It can be an awful expense if you have to have an outside mechanic do whatever work is necessary on your car, but a few of the fellows and myself get together and work on each others cars. We have a lot of fun and all of us realize that there's more to racing than just going around in circles."

PROUDLY DISPLAYING his TR-3 and trophies, Ronnie admitted that there's more to racing than going around a track. Drag racing calls for speed, but also common sense and ingenuity helped to win the statues.



MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

CHEST PAINS are a common and worrisome problem to many people. Because of the severity of pain and serious outcome of certain types of pain in the chest, we have chosen to make it the subject of this month's discussion.

Physicians are seeing more and more patients nowadays whose complaint is chest pain. This may be partly explained by the anxiety of people who live in a world of tension and stress. The fact that certain types of severe chest pains have terminated fatally creates more than average concern in this subject.

Too many people have the idea that almost every chest pain is a forerunner of fatal heart disease. This is far from the truth. Therefore a brief description of all causes of chest pain may be enlightening and help dispell some of the fears often expressed to a physician.

The magnitude of this subject is so great that it will be impossible to go into too much detail. For brevity and clarity the following classification or groups of chest pain will be considered.

(1) Chest pain due to disorders of the thoracic cage, chest wall and the spine. In this group, perhaps the most common cause of pain in the chest wall is muscle fatigue and strain. It may be brought about by unaccustomed exercise, poor posture or prolonged occupational movements. Also in this group we find such causes as nerve irritations or infections which are manifested by shingles, intercostal neuritis or neuralgia, bursitis and arthritis. The latter may

produce deposits which exert pressure on the posterior nerve roots as they emerge from the spine.

(2) Diseases of the heart and blood vessels in the chest are among the frequent causes of chest pain. Simple enlargement of the heart from whatever cause may produce pain by pressure on the surrounding tissues. By far, the most common cause of heart pain is coronary heart disease. This is sometimes referred to as Angina pectoris. It results from impaired blood supply of the coronaries. In mild types it is termed coronary thrombosis, occlusion or infarction.

It is in the latter group of cases that fatal results sometimes occur. The pain in this type of the disease is most typically beneath the breast bone and may be, but not always, referred to the neck, the left shoulder, left arm and occasionally both arms. The pain is described as "vice-like" or crushing which may be relieved by a nitroglycerin tablet under the tongue or by adequate rest. In the majority of cases heart pains are brought on by physical exertion, excitement or eating a heavy meal. On the other hand we hear of cases in this group who die in their sleep but they are in the minority.

(3) Diseases of the lungs, such as pneumonia, pleurisy and tuberculosis produce chest pains. In addition to these inflammations of the lungs we find tumors, benign or malignant, either in lung tissue itself or in the mediastinum, the space between the lungs and the heart.

(4) This group must include the simple contusions or bruises and crushing injuries of the chest. Also fractures of the ribs and the spine should not be overlooked as causes.

(5) In this group we find causes outside of the chest really producing chest pains. Examples are gall bladder disorders, liver abscesses, diaphragmatic hernia and certain ulcers which are located high up on the stomach wall.

The accurate diagnosis or cause of chest pain calls for a very careful history, physical examination by your doctor and certain laboratory tests including EKG or X-Ray. The character of and the location of the pain must be established. All of this is very important because successful treatment can only be rendered after the correct diagnosis is made.



ONE OF traffic mishaps that result in service delays and disrupted schedules on CTA surface routes is graphically illustrated in this picture taken recently at the Halsted street bridge over the Chicago river. Two big, heavy trucks, one headed east, the other, west, are jammed together on the west end of the bridge after a collision. The truck at the left is caught in the bridge structure and it required considerable maneuvering to free the damaged vehicles. In the meantime, eastbound trolley buses had to be switched back from east of Halsted, while westbound buses were completely tied-up. As a result riders waiting to board the buses had a longer wait than usual and loading and unloading time at regular stopping points was slowed up.

Garden Helps



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

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

This is peony planting time. If you have peonies to be moved, do it at this time. Iris, daylilies, primroses and other spring flowering perennials could be planted in September, too.

Within the next few weeks, consider pruning your shrubs. By the end of September you can expect a frost in a week or two and the leaves will fall, so the pruning might start in advance.

You can extend your gardening interest and dividends through the winter from some of the plants in your garden if you take the proper steps in fall. If some of your house plants were placed in the garden last spring to keep them outdoors during the summertime, you should begin to plan to bring them indoors well before frost can injure them.

Here are some things to do so that your plants will be better for their summer airing during the coming winter: Give the leaves a thorough washing with a moist or wet cloth. Take up the pot and give the outer surface a thorough scrubbing, preferably with soap and water. After the pot and leaves have dried give the plant a thorough spraying with a complete insecticide and fungicide. If you take these precautions before bringing in your house plants they will be healthy and sturdy all winter, especially if given a good feeding of a complete fertilizer dissolved in water as soon as they are inside.

The hardy chrysanthemums are now soon ready to bring bright color to your garden. They are shallow rooted and in dry weather need plenty of water. When the lower leaves wilt it means the plant needs water. If you have extra plants, or window boxes that have no more flowers in them, put some hardy chrysanthemums in the box. They will withstand frost and sometimes give you blossoms outdoors as late as Thanksgiving.

"That Tired Feeling"

THE HIGH button shoes of Grandmother's day gave support to her tired feet and ankles, but they also had a built-in fatigue problem of their own—they were hot and heavy. They didn't exactly show off a pretty ankle or leg to advantage, either.

"That old tired feeling" has been a problem for both sexes from time immemorial. Mankind has devoted a lot of thought and ingenuity to solving it—but almost all solutions, like the high button shoes, had their disadvantages, too.

Recent studies show that the problem of leg fatigue for women deserves even greater attention than for men. A survey of "who walks the most" conducted among a broad cross-section of men and women showed the little woman outwalks the average man by about two to one.

In Biblical days, generous hosts provided a free foot bath to tired travelers. Women of the household made a ritual of washing guests' legs and feet and rubbing them with sweet-smelling balm.

In the Middle Ages, wealthy people spent the whole day in the bath, as a refuge from leg and back fatigue. Wooden planks were laid across pool-shaped tubs, and elaborate banquets were served to the bathers. This saved on table linen, too, since the diner could splash his hands in the bath rather than dirty a napkin.

In the 18th century, wealthy lovelies relaxed in cushioned luxury while a maid administered tepid water from a beautiful basin to their tired feet and legs.

In the Gay '90s, people increasingly sought outdoor relaxation. Beach-bathing became more popular—and some benefactor of mankind popularized the hammock, still in use in modern suburbia.

And though we moderns have available all kinds of panaceas and appliances designed to correct the condition, we still (yawn) get that tired feeling.

SWEET SMELLING
foot baths have been used since Biblical times by weary travelers to help ease "that tired feeling." Although still in use, the remedy is often awkward and time consuming.



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