

SEPTEMBER, 1960

TRANSIT NEWS

METROPOLITAN



TRANSIT



Temporary Bus Loop At Desplaines Opened

CTA's TEMPORARY off-street bus loop south of the rapid transit tracks at the terminal of the West Side subway at Desplaines avenue, Forest Park, was opened September 1.

The temporary bus loop enables CTA buses to load and unload passengers in front of the fare collection facilities west of Desplaines avenue.

Formerly buses were compelled to stop in Desplaines avenue for the interchange of passengers with the Congress "A" trains. Street traffic congestion caused by the stopping of buses in Desplaines avenue will be greatly reduced.

The land for the bus loop was excavated to the grade of the approach to the permanent bus terminal. When the permanent bus turn-around is completed to the west of this temporary arrangement, the temporary bus loop will be used as the roadway for the permanent bus terminal and the auto parking lot.

A temporary stairway leading from the bus terminal to the fare collection facilities has been installed.

Another recent development in the terminal area was the opening of CTA's permanent Harlem avenue station and the abandonment of the temporary station just east of Harlem avenue. The permanent station is located just west of Harlem avenue.

With the opening of the permanent station, the west half of Harlem avenue was paved and the sidewalk on the west side of the street was installed. Patrons now enter and leave the permanent station directly from Harlem avenue.

At the same time, the temporary Harlem avenue by-pass road and bridge was taken out of service.

The permanent Harlem avenue station will have an auxiliary entrance-exit at Circle avenue.

SEEK MORE LAND FOR HOWARD TERMINAL SITE

NEGOTIATIONS FOR the purchase of an additional tract of 10,150 square feet to complete CTA's accumulation of land for the development of rail-bus passenger interchange and Park-'N'-Ride facilities at the Howard street terminal of the North-South rapid transit route was authorized recently by Chicago Transit Board.

The tract to be acquired is triangular in shape. It adjoins on the east the first of four parcels previously acquired by CTA which are immediately south of Howard street and front on N. Hermitage avenue. On the east, this triangular tract abuts the embankment supporting the tracks of CTA's North-South rapid transit route.

Initially CTA proposes to develop an off-street, bus-rail passenger transfer interchange facility with direct connections to the Howard street rapid transit station. It is being designed to accommodate at least three CTA bus routes, and perhaps six suburban bus routes that now serve the terminal.

Land already acquired by CTA and not needed for the transfer interchange facility will be used for parking the automobiles of CTA's Park-'N'-Ride patrons who drive to and from the terminal. Later this land will be available for the site of a multi-story Park-'N'-Ride garage if public funds from sources other than CTA are allocated to the project.

The triangular tract CTA is now seeking to purchase would be used for a passengers' waiting room, and for a supervisors' and porters' office.

Property adjoining CTA's holdings on the north, which fronts on Howard street and on Hermitage avenue, is owned by the Roger Investment Corporation, and now is being developed as a commercial plaza.

CTA's present holdings in the area extend south along Hermitage avenue from a point about 150 feet south of Howard street to Rogers avenue. The four parcels are approximately 203 feet deep, and comprise 139,025 square feet for which CTA paid a total of \$266,000.

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Charles F. Jones—Transportation (Archer)

John H. Smith—Transportation (North Avenue)

Kenneth E. Smith—Transportation (South Section)

RECENTLY RETURNED

James A. Sernek—Transportation (Archer)

Cost-of-Living Allowance Increased

A COST-OF-LIVING allowance of an additional one and a half cents per hour for approximately 12,000 CTA employees, become effective with the first payroll periods in September.

Wage costs of CTA will be increased approximately \$42,000 per month for the months of September, October and November. A cost-of-living allowance of one half cent has been paid since June, 1960, because of an increase in the cost-of-living index for Chicago in April, 1960.

The forthcoming additional cost-of-living allowance results from a rise in the cost-of-living index for Chicago for July,

1960, announced by the Bureau of Labor Statistics of the U. S. Department of Labor.

The cost-of-living allowance for CTA employees is adjusted quarterly. An adjustment, either up or down, but not below the basic wage rate, is determined by the per cent of change in the latest cost-of-living index for Chicago compared with the index for October, 1959. The per cent of change, if any, is then applied to the basic wage rate of one-man operators, which currently is \$2.60 per hour, to establish the amount per hour to be paid as a cost-of-living allowance.

Student Half-Fare Cards Distributed

WITH THE opening of schools for the fall term, two types of half-fare student identification cards—limited and unlimited—are again being made available to elementary and high school pupils by CTA.

It is anticipated that about 165,000 limited and unlimited half-fare identification cards will be distributed to students of public, parochial and private elementary and high schools in Chicago and adjacent suburbs served by CTA. The cards were valid as of September 6.

The limited type card can be used only between the hours of 6:30 a.m. and 5:00 p.m. in traveling to and from school on school days only. The card is valid only if the student is traveling toward the school shown on the face of the card in the morning and away from the school in the afternoon. In the afternoon the student must board a bus not more than one block from the stop closest to the school or at the nearest rapid transit station. No charge is made for the original limited type card. A fee of \$1.00 is paid to replace a limited card that has been lost, stolen, defaced or destroyed.

The other type of card, the unlimited, can be used in traveling to or from school or extra-curricular activities, during the semester. This special card is available only to students who are engaged in, or intend to engage in during the school year, properly sponsored extra-curricular activities requiring the use of CTA transportation not permissible through the limited identification card. The application for the unlimited card must be approved by the moderator or representative of the specified activity before it is honored by CTA. The cost of this card is \$2.00. Replacement cards cost \$3.00.



Unlimited cards were sold by CTA representatives at designated times at high schools in Chicago and suburbs served by CTA lines, beginning September 8. Elementary school students who qualify for the unlimited cards can purchase them by showing proper authorization at CTA offices in the Merchandise Mart on Saturdays only beginning September 10, from 9:00 a.m. to 1:00 p.m. This arrangement for elementary pupils is made because of the small number of pupils who will qualify for the unlimited cards.

Students eligible to receive either of the identification cards must be between the ages of 12 and 20, inclusive, and must be full-time, day students at an accredited public, parochial or private elementary or high school. These students have the privilege of using CTA service at half fare (12½¢ token or 15¢ cash) during the school semester. The card must be shown at time fare is paid.

Limited type cards were delivered to 18 district offices of the Chicago Board of Education for transmittal to the individual schools. School personnel made the distribution to students. Cards for students in private, parochial and suburban schools were delivered directly to the schools by CTA representatives.

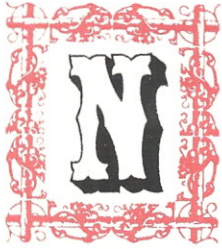
Last year, CTA issued about 145,000 limited cards and 17,000 unlimited cards each semester.

OUR COVER: Set amidst the skyscrapers of Michigan avenue at the north end of the Art Institute is a pleasantly-restful area which invites passers-by to pause for a brief respite on a busy day. Green box hedges, colorful, neatly-arranged flower beds, white marble benches and three miniature fountains all contribute to a scene that seems to be entirely detached from the noisy bustle and clamor of the busy boulevard on which it fronts. Its official name is McCormick Court and it has already attracted the interest of students from the Art Institute who can be seen there on sunny afternoons with sketch pads and pencils trying to delineate their impressions of this little corner of the big city.

This is how it was....

IN THE OLD DAYS

(Second and concluding article of a series)



NOT THE least vivid among the memories of early transit facilities in Chicago which are called up by *Thomas J. (Tom) Blakely*, retired superintendent of CTA's Utility and Emergency Division, is the operational changeover from under-street cables to overhead trolley wires.

The 91-year pensioner, who retired in 1949, after 60 years in transit service, clearly recalls when the first electric cars changed their way over Chicago streets. He was later to see the replacement of the streetcars by motor and trolley buses on the network of city lines which form the greatly expanded present CTA system.

Tom, who started as a tow boy with the Chicago City Railways Company in 1890, and who had a special liking for working with horses, still looks back to the nostalgic days when they were an important factor in transit operations. He recounts that in mid-year 1893, the City Railways had some 3,100 of the four-footed equines "on the payroll." But with the beginning of the switch-over from cable to electric trolley lines the horses were expendable and were soon put on the auction block.

"We advertised them for sale starting in 1894," he recalls. "We had inquiries from all over the midwest. It was several years before we disposed of them all. The price was \$10 to \$50 a head. Some were sold to farmers; others to operators of horse-drawn commercial vehicles."

As to the developing trend of events, the inferiority of the cable car to the electric car became quite apparent by the mid-nineties. However, financial difficulties of the company and the city's reluctance to permit overhead wires in the Loop slowed down the progress of conversion plans and it was not until 1906 that all cable and horsecar lines were replaced by the faster trolleys.

Perhaps an incident reported in the press on the demise of the cable lines will serve to illustrate:

Dateline, July 22, 1906—"The last State street cable car left State and Madison at 1:08 a.m. and shortly passed the first 'owl' electric car inbound. At 12:45 a.m. the crowd at Madison and Sheldon mobbed the penultimate grip, thinking it the last, overturned it, and stripped it of souvenirs. The last train finally reached State and Madison about 1:45 a.m. and was back at the 40th avenue barn at 2:30 a.m. under police protection."

The first trolley line to operate within the then city limits of Chicago, according to Blakely, was on 35th street be-

tween State street and Archer avenue in 1893. Previous to its opening, the Chicago City Railways had strung trolley wires from State street to Wallace street and used this stretch along 35th street to test the first electric cars.

The South Chicago Street Railways had an electric line in service along Stony Island avenue before that time, but it did not operate into the city boundaries. Its northern terminal was at 64th street—one block south of the city limits—where it turned back south again. Similarly, as early as 1890, a trolley line was operated by the Calumet Electric Railway between 95th and Stony Island avenue and the South Chicago community.

By 1893, the conversion of horsecar lines had been stepped up in preparation for the World's Columbian Exposition. The first lines to be equipped were the two miles on 61st street from State street to Jackson Park, with a branch on Cottage Grove avenue to 63rd street, and east to Jackson Park where there was a double loop extending north and south at the park entrance. Another line was on 47th street, extending from Western avenue east to Cottage Grove avenue, a distance of four miles. These four crosstown lines—35th, 47th, 61st and 63rd—all connected with the Cottage Grove and State street cable lines which provided the most direct service to the downtown Loop area.

The World's Fair traffic demanded that all these lines be equipped for electric operation before the opening of the great exposition, and this was accomplished. Thus, the first phase of what was to become a city-wide conversion program was successfully completed.

As may be expected, such a large scale conversion of equipment and operating facilities brought a number of problems. There was not enough money available to purchase all new equipment. So the resourceful managers of City Railways properties decided to do the job in their own shops, where the necessary changes could be made at the cost of a few hundred dollars per car.

We quote Blakely on this undertaking.

"We had possibly 2,000 cars on the system," he said, "and more than half of them had to be rebuilt for trolley operation. This work was done for the most part in our stations at 20th and Dearborn and at 39th and Wallace. To save money and to expedite the conversion job, we ran on cable car tracks on both State and Cottage Grove for some time. The first double-truck cars were much smaller and lighter than the types bought later, but they served the purpose and enabled us to handle the World's Fair crowds."

To get a true perspective of conditions existing during the conversion period of 1893 to 1906, it should be noted that there were three different types of surface operations in service—horsecar lines, cable lines and trolley lines. Some lines were being extended to meet the needs of the growing city and that brought complications in obtaining right-of-way. One example cited by Blakely had to do with the 63rd street line.

"The City Railways owned the right-of-way on 63rd street from State to Ashland," he recalls. "The rights west from Ashland to Chicago Lawn were controlled by a nearby resident. There were farms only in that western area. However, he bought a horsecar and four horses and operated a service to protect his interests and hold the right-of-way. He held on stubbornly for several years until the City Railways bought him out.

"The company authorized me to take over the horses and the one car he owned, and as part of the deal they paid him for the privilege of using the right-of-way from Ashland to Chicago Lawn. This is what he had been angling for anyway," said Blakely, "so I guess you can say he gained his objective."

However, as Blakely points out, the resistance of the recalcitrant gentleman had stalled that phase of the conversion program affecting the 63rd street line. But once that one-man obstacle had been removed, the ends of progress once again were served and the line was electrified west as far as Central Park avenue. Subsequent extensions over a period of years brought the line to a western terminal at Harlem.

In the meantime, of course, the two other companies serving the city also were extending their cable lines. These were the North Chicago Street Railroad Company and the West Chicago Street Railroad Company.

The North Chicago line began service in 1888, the West Chicago line in 1890. Actually the west side line had experimented with cable traction as early as 1886. The two lines were merged in 1899 under the name of the Chicago Union Traction Company.

GONE NOW are the streetcars that for years were part of the Loop scene. But when this picture was snapped in the early 1920's the tracks and trolley wires were much in evidence. So were the model "T" automobiles which line the curb. This view is looking south on State street from Lake street.

By 1906, the north side was served by five cable routes—Clark, Clark-Lincoln, Lincoln-Wells, Clybourn-Wells and Clark-Wells. The west side had four routes—Milwaukee, Madison, Blue Island and on Halsted from 23rd to Van Buren, and Blue Island. This was the year that marked the end of the cable era in Chicago, as noted previously.

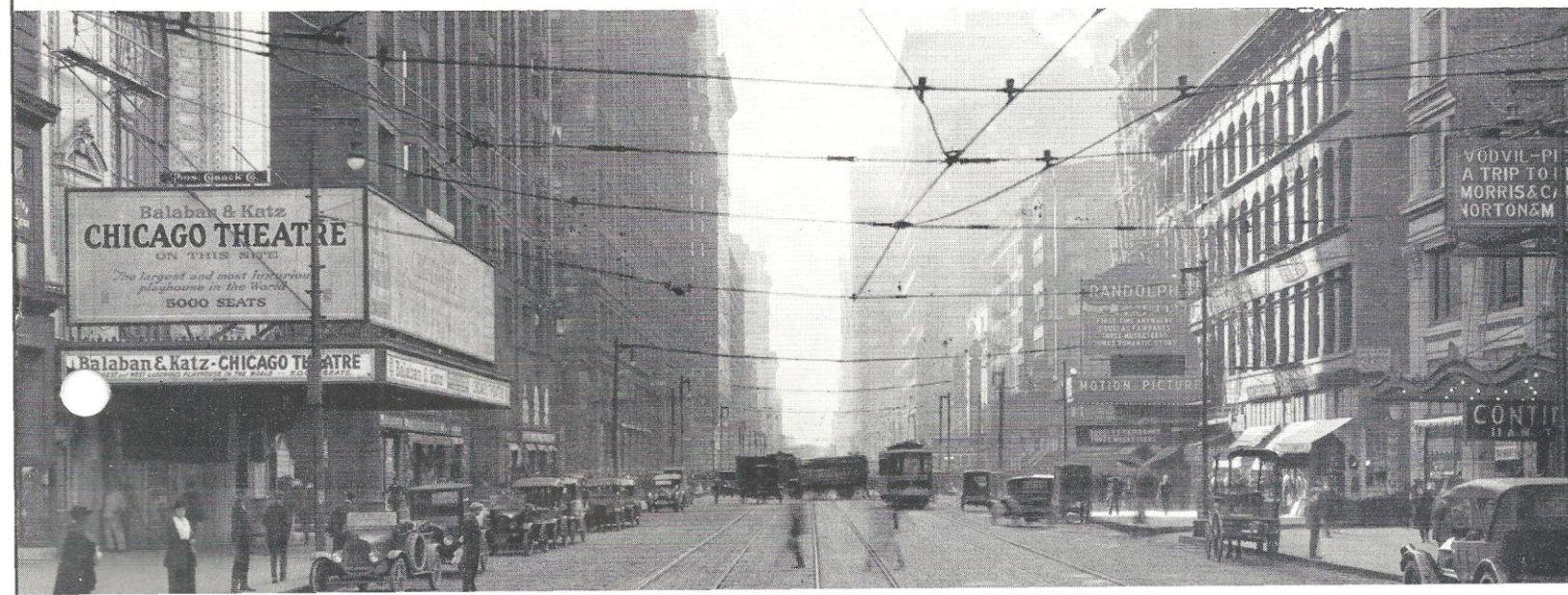
All lines in the city had been completely electrified by that time. By late October of 1906, the trolleys had taken over the streets. The cables were removed as they had been laid, with horse-drawn grip cars. The trailers, by and large, survived to be pulled by the first electrics.

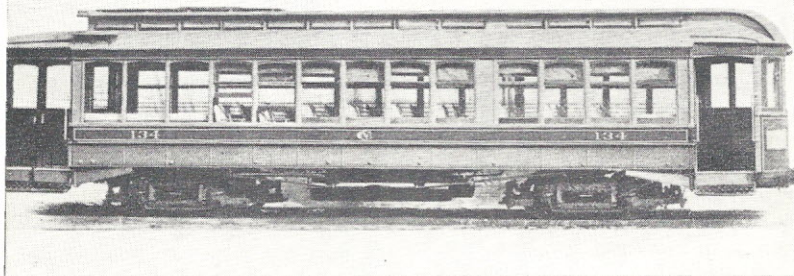
How did the riding public take to the new mode of transportation after the "electrics" had become established? Here's what a report issued in the nineties by the Chicago City Railways Company had to say:

"The improvement in the physical condition of the railway has been marvelous. Instead of a light, rough-running track, a girder rail is used, heavier than the steam railroads, which insures smoothness of running. The small cars, cold, with floors covered with straw, lighted by oil lamps, and slow-going, have been supplanted by large, roomy cars, well cleaned and heated, and lighted with gas or electricity, and propelled at much greater speed. The improvement has been so great that thousands ride on cars in good weather for the pleasure and recreation afforded."

It's a far cry today from the time when grip-car drivers wore Buffalo coats to protect themselves from the winter weather, while their passengers shivered in their seats in the unheated cars. Not to disparage the old days which Blakely remembers so well and so fondly, he admits riding the cars in below freezing temperatures was no pleasure. "But in the summer," he declares, "the open cars were wonderful and about the only recreation many people could afford."

"The fare was only a nickel and you could get transfers and ride 20 miles on five cents," he recalls. "People didn't have automobiles in those days and it was a great thing for families on week-ends to climb aboard the cars and see the sights of the town." (See Pictures Next Page)





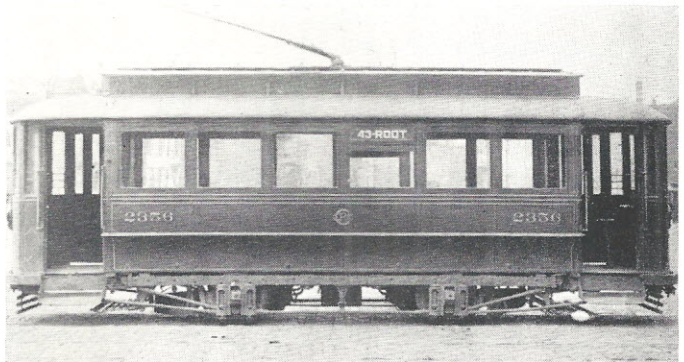
THIS INTERURBAN-TYPE car was built in 1907 for use by the Chicago & Southern Traction Company which operated from the southern limits of the city to Kankakee. Fifteen cars of this type were acquired and rebuilt by the Chicago City Railways Company in 1912. The car was 49 feet, two inches in length and seated 46.



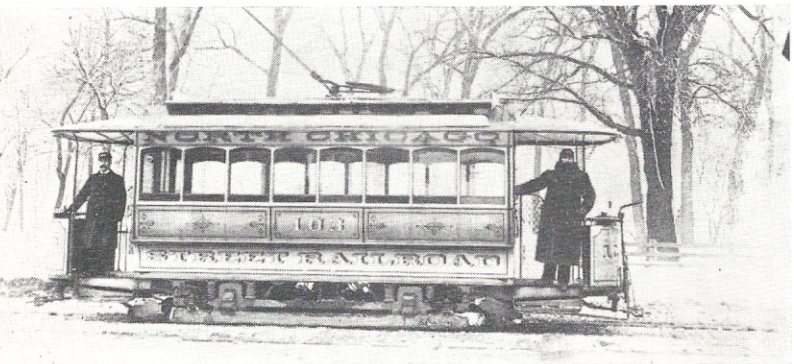
CARS OF this type were common on the streets of the west side of Chicago in the latter 1890's. It was described as a single truck, double-end, closed vestibule car, 30 feet long and providing seats for 26 passengers.



DATING BACK to 1901, this picture taken at Clark and Halsted streets, shows one of open-type trolley cars operated on the Halsted street line, one of four lines serving the west side of the city. The stern visage of the motorman seems to indicate that he took his job seriously.



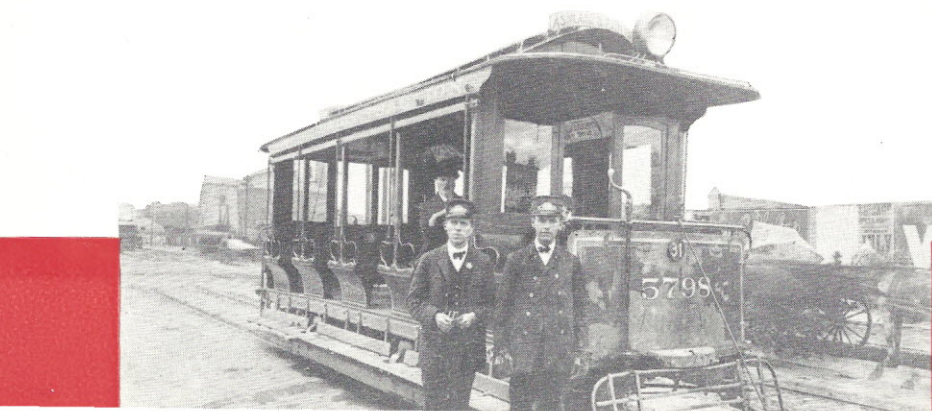
THIS IS a typical passenger car of the early 1900's. Two crewmen were required to operate this vehicle even though scarcely 25 people could sit on its "bowling alley" seats. Of course, the trainmen earned only 12 to 15 cents an hour. This was a Chicago City Railways Company vehicle.



IT WAS a bleak, cold, wintry day when this picture was taken of an early electric car operated by the North Chicago Street Railroad. The motorman's garb, a long, heavy coat with a collar that covered the lower half of his face, was dictated by the weather. Both the front and rear platforms were open to the icy winds and crew members had to stand there and take it even on below zero days.



ONE OF the first electric cars to operate on the streets in 1893 was this bob-tailed trolley owned by the Chicago Union Traction Company. It is an old converted single truck car with a 15-horsepower motor and cost about \$3,000. It could move at a maximum speed of 15 miles per hour. There were seats for 20 passengers who enjoyed the luxury of electric lighting and stove heat.



IN THE year 1907 this old car was a familiar sight on Ashland avenue. Note the cow-catcher type of safety attachment affixed to the front end, and the old hand brake, operated by the motorman.



Mercy Appeal Needs Your Help!

KEEP THE doors of mercy open!

With that as a campaign slogan, Chicago launched its 1960 Crusade of Mercy joint appeal drive on September 19 in hopeful anticipation of repeating the success of the 1959 campaign which went over the top for the first time in several years.

Chicago's largest charitable campaign, which helps support the Community Fund's 153 local health and welfare services and the program of the Chicago Red Cross chapter, must have \$15,357,752 to attain its goal.

This amount is needed to assure continuation of the many community and humanitarian services provided by the participating agencies and to enable them to meet the pressing welfare needs that are always developing in a great metropolitan area like Chicago.

Campaign leaders emphasize this fact by pointing out that the problems which force people to seek help from our private welfare services continue to mount in ratio to the tensions and stresses of the times. It is the weak and the helpless, it is those on marginal income, it is the victims of sudden and disastrous misfortune who break under the strain of trying to cope with the complexities of the struggle to exist in this big and impersonal city.

CTA's annual solicitation of employe contributions to the 1960 Crusade of Mercy got under way on September 19, the kickoff date for the city-wide campaign.

In his letter to employes, *General Manager W. J. McCarter* urged greater individual participation in this year's campaign. "To make sure that the doors of mercy are opened even wider in 1961, I certainly hope that each and every employe who is not contributing through the monthly payroll deduction plan will enroll now," he said. "The constantly growing welfare needs in our city and increased costs in providing service make it urgent that the Crusade of Mercy should receive the generous support of everyone."

Payroll deduction authorization cards have been distributed to all employes not presently enrolled in the payroll deduction plan. Employes are asked to sign these cards, stating the amount of the contribution, and how it is to be divided between the two funds. The signed cards are to be returned to department supervisors as soon as possible, in any event not later than October 21.

With both philanthropic and welfare organizations seeking more funds to meet the increasing demands upon their



USEFUL . . . NOT useless lives. Today's old folks are living many years longer, but their golden years need not be spent in boredom and dependency. At Crusade of Mercy agencies, they find recreation, companionship and understanding.

services and increasing costs of providing the services, CTA employes are urged to be generous in their giving.

A team of CTA employes also will aid the overall solicitation effort by making calls on other business concerns to present the critical need for increased giving to this year's campaign in order to meet the goal set and prevent curtailment of welfare services.

SHE'S LOOKING to you for help. This wide-eyed youngster at Augustana Nursery is one of thousands of homeless children who need the care offered by Crusade of Mercy child-care service. Help keep the doors of mercy open for Chicago's children through your contribution.



OUR PUBLIC SPEAKS



THE FUTURE of a company depends, to a large extent, on the employees who represent the company. It is no different with us at CTA. Employees who perform their duties in an efficient, courteous manner promote our service and spread good public relations throughout our system. These efforts do not go unnoticed. Our patrons do appreciate good

personal service and oftentimes write letters of commendation to the Service Section of the Public Information department expressing their satisfaction. A record of such letters is placed in employees' personal files.

Herewith are a couple of letters of commendation that recently were received:

transfer should be made courteously and with adequate explanation of the reason for not accepting the transfer. If the patron is not satisfied, he should be advised to send the disputed transfer, together with pertinent information, to the Public Information Service Section, where a possible refund may be issued if warranted.



Operator Walter Mikicich
52nd Street

"I am a daily rider on the Jeffery Avenue bus driven by Operator No. 1920. The treatment that I have received from this driver warrants commendation. He is the most polite and courteous man that I have ever had the pleasure of riding with.

"I just felt that it should be known that this operator does a wonderful job—lifting the morale of the riders who commute daily in his care."



Operator James J. Hardy
52nd Street

"I ride the Jeffery bus every morning with Operator Number 10702. He is the most polite soul that I have ever met. A blind girl also rides the same bus, and he always helps her on the bus and takes her to a seat. I think that this is one of the finest gestures anyone can make. He is so very helpful to everyone who boards his bus that I felt it was only right to let CTA know about him."

"Several people were waiting for a bus. Because street traffic was so congested, the operator had to stop about a quarter of a block away from the corner. Several of the waiting passengers walked to the bus and boarded it where it was standing, but two others and myself waited at the corner, thinking the operator would surely make another stop. As the bus started up, I signaled for it to stop, but the driver just passed us up."

COMMENT: Whenever an operator is compelled to stop before he reaches the designated stop zone, he should make a second stop at the proper point. Deliberately ignoring a patron's request to board or alight at the proper zone is a distinct violation of operating rules and regulations. Actions such as these prompt patrons to seek other means of transportation.

EVERYONE CANNOT always be pleased, but wholehearted efforts should be made to satisfy our patrons. Reprinted below are letters from patrons, who believed their situations could have been handled differently:

"When I boarded a bus, the operator refused my transfer because he said it was late. I tried to explain that I hadn't

been traveling for more than 15 minutes and the operator who had issued the transfer may have mispunched it. Instead of listening to what I had to say, he interrupted me and said I would either have to pay another fare or get off the bus. He didn't have time to chat."

COMMENT: Invalid transfers should not be accepted; however, the rejection of a

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

	Aug. 1960	July 1960	Aug. 1959
Complaints	784	707	762
Commendations	118	84	91

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

This Family Can Boast Of Twins

ACCOUNTING — (IBM) — Florence Parrott became a grandmother on August 15, when her daughter, Judy, and son-in-law, Michael Patrick O'Neill, became the parents of twins, Michael Patrick, Jr. and Michele Florence. Florence's sister, Evelyn Leu, is a mighty proud aunt.

Marge Dorgan, Carmella Petrella, Kay McAllister and Betty Suhr took a Burlington tour recently. The gals went sightseeing by bus in Galena, Illinois, and Dubuque, Iowa, and then took a river boat down the Mississippi.

(General) — Arthur C. Mueller and his wife drove to Wisconsin, where they visited with Art's brother, who lives in Germania. Then they took trips to South Haven, Michigan, and Turkey Run state park, Indiana.

Photo-Proof

Mike Verdonck and his family chose Luck, Wisconsin, a summer resort about 470 miles north of Chicago, for their vacation. Mike caught some big fish and has pictures to prove it.

Al Lathouwers and his family vacationed at McHenry, Illinois, where they enjoyed swimming, boating, fishing and relaxing in the sun.

Helen A. Lowe drove to Honey Bear Farm, Genoa City, Wisconsin, for part of her vacation. Also, she spent some time at Lake Geneva and the newly-opened Illinois Beach state lodge.

(Material and Supplies)—Lillian Oesterreich spent part of her vacation at Camp Arcadia, Michigan, where she enjoyed all the activities in the camp, including hiking in the woods, ball games and sun bathing.

Harriett Kryzan spent a week in Racine, Wisconsin.

Lydia Haemker flew, via jet, to San Francisco, California, and then took a flight to Hawaii from there. She was greeted by her daughter,



SUPERINTENDENT RETIRES

FIFTY-TWO years of service came to a close when Superintendent George A. Becker, Substation Maintenance, retired on pension August 1. A cash gift and luggage was presented to him at a dinner on July 28 at Petricca's restaurant. Making the presentation are (left to right): Carl Wolf, electrical engineer; George Becker; Cecil J. Buck, power engineer, and Harold Coyne, who replaced Mr. Becker as substation maintenance superintendent.

Reported by Gilbert E. Andrews

Joyce, who had made the trip earlier.

(Payroll)—Ruth Busse presently is confined at home due to illness.

(Revenue)—Nancy Thoren returned from a 4,000-mile tour of the western states.

Janice DiCosola resigned from service to await a bundle of joy. She was gifted with a dinner and little things.

Beverly Wolf also became a full-time homemaker. She, also was feted with a dinner and shower.

Josephine Augitto spent her vacation taking short trips in and around Chicago.

Janine Snyder returned to work after recovering from an arm injury.

Stella Ciezadlo vacationed on a farm in Scandinavia, Wisconsin.

Viola Schumacker Wachtel, a former Chicago Surface Lines em-

ployee, recently came by to say hello to her old pals. Viola left the company in 1940.

(Voucher)—Frank Hodapp returned from a restful vacation in Kankakee, Aurora and other towns in Illinois, where he visited with relatives.

Joan Georgeson and Jeanette Kelly flew to San Francisco to enjoy their vacation on the west coast. They went sightseeing in and around San Francisco.

(Property Accounting)—Our new gal is Mary Riley, who also is a new CTA employee.

(Budget)—Clarence Steffan recently entertained vacationing relatives from California. To repay the hospitality, Clarence's daughter, went back to California for a short visit.

—HELEN A. LOWE and MABLE I. POTTHAST

Entertains Cousins From Ohio

BEVERLEY — Operator John Horton and his wife, Josephine, entertained their cousins from Toledo, Ohio, who were in Chicago for a one-week visit.

Supervisor Ernest Freel vacationed at Sturgeon Bay, Wisconsin.

Operator Marinus Dykhuisen and his wife, Minnie, took a recent trip to the Black Hills in South Dakota, and toured Yellowstone national park in Wyoming.

Operator Melvin Stoltz and his wife, Ruth, the original Arkansas travelers, spent two weeks at their mountainside home in Jasper. They stopped off for a brief visit with your reporter's mother and father, who live in Harrison.

Canada Vacation

Operator Marty Morrison, his wife, Eunice, and their five children spent a recent vacation at Fenlons Falls, Canada.

Operator Al Howard's wife, Vivian, recently spent a month in Billings hospital. After her release, the Howards and their three boys made a trip to Harrison, Arkansas.

Superintendent George Evans and his family spent a two-week vacation at Fox Lake, Illinois, fishing and relaxing.

Operator Lomar Arsenau went fishing at Bowens Bay, Wisconsin, where he caught some catfish.

Operator Roy Anderson and his wife, Dorothy, made a recent trip to Oakland, California.

Instructor Walter Bayer and his wife, Jane, made a recent trip to Nassau.

Operator Frank Pierson vacationed in Michigan for one week.

Chief Clerk Percy Atkinson was in Ludington, Michigan, for a month.

Operator Joe King and his wife, Sophie, did some fishing in Wisconsin.

Operator Frank Black and his wife, Ruth, recently vacationed at the Black Hills and Yellowstone national park. They also stopped at the Tetons, Yosemite and Sequoia

45 YEARS



AMONG THE September 1 retirees was **Conductor Richard H. Hoffman, South Section, who had 45 years of service. He started as an extra guard on the old South Side "L" on May 27, 1915.**

national parks. Then they went to California to visit with their daughter, *Martha*, and her husband, *Virgil Bradford*.

Operator *Edwin Lagerstrom* and his wife, *Margaret*, did some fishing in Wisconsin.

Operator *John Lerner* and his family returned from a vacation in the Smokey Mountains, Washington, D. C., Waynesburg, Pennsylvania, and other eastern cities.

Operator *Frank Zeller* and his family enjoyed a Canada vacation.

Operator *Clyde Hathaway* received a plaque from the Seven Holy Founders church for the work he did for the church.

Martin Ronan is our new night janitor. *Martin* formerly was a conductor at 69th and Cottage Grove stations.

Wayne Vanek, son of Operator *Ed* and *Helen Vanek*, recently underwent surgery on his leg.

Freida De Klein, mother-in-law of Operator *Leonard Cantwell*, died.

Operator *Karl Schwartz* is back at work as a collector.

Operator *George Schletz* is back at work, after being off for a month with a broken arm.

Operator *Leslie Gaffen* passed away on August 14.

Wedding anniversaries celebrated this month are: *Joe* and *Mary Gertzen*, their 28th on September 2;

Barnard and *Frances Zesch*, their 16th on September 3; the *George Buetous*, their 34th on September 5; *Charles* and *Dorothy Posch*, their 24th on September 5, the *Elmer Balloks*, their 39th on September 7, and *Supervisor Walter* and *Jane Bayer*, their 31st on September 18.

—CLIFFORD HOWARD

Golfer Scores With 58

CLAIMS—We have finally found an honest golfer—*Mary Ann Walsh*, typist, said she took 58 strokes for one hole.

Mary Berry, steno, received a ball point pen for sending in an acceptable suggestion to the Employees' Suggestion Committee.

Herman Wirth, receptionist, is back at work after recovering from an auto accident that happened when he was returning from a Florida vacation.

Florence Gray's brother recently died.

Adjuster Art Racky's father-in-law died recently.

Statementman George Deuter's mother recently died.

C. Harold Dillon, adjuster, suffered a fatal heart attack at his desk on August 8. Mr. Dillon had just learned that his mother-in-law died when he collapsed.

Edward Karkocki, adjuster, is an expert skin diver.

Frances Truhlar, typist, is wearing a beautiful diamond engagement ring.

Roger Justice went from statementman to legal investigator.

Tim O'Rourke transferred from the Schedule department to Claims as a statementman.

Henry Mauer, location, fell from a ladder and broke his heel.

—FRANK SEPANSKI

A New Addition To Electrician's Clan

ELECTRICAL — *Arthur McDermott*, "A" electrician, became a grandpa on July 26, when *Susan Mary* was born to his daughter and son-in-law, *Eileen* and *James Gibson*.

Howard Cordt, operator, Sedgwick substation, and his wife, *Alice*, spent a short vacation in Colorado. They motored through Rocky Mountain national park, visited the Garden of the Gods, Seven Falls, Cave of the Winds and made a sunset trip up to Pike's Peak, via the railway cog train.

Clarence Malotke, general foreman, and his wife, *Charlotte*, motored to the deep south, covering approximately 4,300 miles. They visited in some parts of Tennessee, Louisiana, Mississippi and Florida. Also, they stopped by to say hello to *Carl Jackson*, retired cable foreman, who lives in St. Petersburg, Florida.

—GILBERT E. ANDREWS

Twenty-Fifth Year Has Celebration

FOREST GLEN—Operator and Mrs. *William Barron* hosted more than 200 friends and relatives in celebration of their 25th wedding anniversary on August 27.

Judy Stach, 11-year-old daughter of *Clerk Bob Stach*, was an accordion finalist in her age class in a recent contest sponsored by the Chicagoland Music Festival.

Operator and Mrs. *Robert McSparin* became the proud parents of *Deanna Lynn*, who was born July 24.

Operator and Mrs. *Don Sergott* also announced the arrival of a daughter, *Kathleen*, who was born July 24.

Operator *Ed Laube* spent a week around Rhineland, Wisconsin, doing some fishing.

Operator *Harold Scholle* is back at work after recovering from an operation.

Operators *Ed Grabe* and *John Susralski* are presently recuperating from recent surgery.

Operator *Frank Bartel* has been on the sick list due to a heart attack.

Operator *Bill Pittenger* retired on pension September 1.

—EARL W. McLAUGHLIN

Romance Blossoms Between Co-Workers

GENERAL OFFICE — (*Staff Engineering*)—An office romance came to light when *Kathleen Garbutt* reported for work on August 16, bedecked with a white orchid and wearing a beautiful diamond engagement ring presented to her by *Glen Andersen*, engineering assistant, the previous evening. They are making plans for a fall wedding.

Wally Oquist took a tour from New Mexico through Wyoming, spending most of his time climbing mountains in Colorado.

George Macak visited Detroit's famous Greenfield village and enjoyed the trains.

John O'Connor and his family vacationed in Wisconsin; and *Bob Schageman* and his family visited Dubuque, Iowa.

Charles Lapp has a new grandson, *Michael Charles Gibbons*. The baby's mother, *Nancy Lapp Gibbons*, formerly was employed in Specifications.

(*Suggestion System Department*) —*Kay Corcoran*, accompanied by her father, sister and niece, motored to St. Anne De Beaupre, Quebec, Canada, stopping off at Niagara Falls and other points of interest.

Russell Warnstedt, with members of his family and his brother-in-law's family, were driving to Marshall, Michigan, when they were struck, head on, by another car. Injuries were incurred by occupants of both cars, the most serious being suffered by *Russ'* brother-in-law. Needless to say their vacation plans came to an abrupt end.

Tom Lyons, his wife and their children vacationed at their cottage in Wonder Lake.

(*Job Classification*) — *Fran Knautz* participated in the Shriners' convention recently held at Denver, Colorado.

43 YEARS



OPERATOR JAMES E. Maloney, 77th, who started his transit career as a streetcar motorman with the former Chicago Surface Lines in 1917, retired September 1 after 43 years of service.

Bill Platt and his family enjoyed a vacation at Lake Ripley, Wisconsin.

Bill Zazula was welcomed to the department as a new employee.

(Specifications)—Lee De Sutter is the proud grandmother of Mary Beth Boring. Lee's daughter, Deanne, the baby's mother, formerly worked for CTA.

F. J. Maguire and his family spent their vacation traveling through the Black Hills, South Dakota, Estes Park and Colorado Springs.

Mr. and Mrs. H. A. Fulriede and their son spent two weeks vacationing in the New England states and Niagara Falls.

Jean Gagy, a former employe, and her husband, Jack, are proud parents of an adopted baby boy, John Charles.

(Equipment Engineering)—J. N. Jobaris' mother recently passed away.

(Traffic Engineering) — Tom Boyle recently transferred from the Staff Engineer's office.

Frank Barker and his family spent an enjoyable vacation trip around the lakes in a brand new station wagon.

Joe O'Connor and his family splashed around in the waters of Paw Paw lake for a week, and then Joe took his two sons, little Joe and Tommy, on a camping trip to Turkey Run state park for a few days.

—MARY E. CLARKE

YOUNG IN HEART



RECENTLY CELEBRATING her 85th birthday was Retired Agent Nellie Keating (right), Loop. Sitting next to Nellie, to the left, is her sister, Gussie.

Reported by Edith Edbrooke

Their Vacation Has Many Activities

GENERAL OFFICE — (Stenographic) —Marge Arnold, along with Pat Freitag, of Public Information, spent an enjoyable vacation horseback riding, swimming, playing tennis and practicing archery at the Jack and Jill ranch at Rothbury, Michigan.

Barbara and Eddie Sheer, and their parents, Annette and Harry Hefter, and the senior Mr. and Mrs. Sheer, motored to Lake Geneva for a recent week-end.

During Connie Fiasche's absence from Transportation, Dorothy Jester, of Steno took over her duties. JoAnn Schultz transferred from Stores.

Miami and Silver Springs, Florida, again lured Dorothy Wilhelm, her husband, Harry, and their children, Gail and Judy, on a recent vacation. Dorothy's mother, Mrs. Lembackner, also joined the group. Dorothy's sister, Pauline Lembackner Roberts, who formerly worked as a stenographer in the Medical department, recently visited Chicago with her two children.

(Insurance) — Pat Fiorita has joined our staff. She transferred from Employment.

Witnesses Beauty Contest

Don Riess and his wife, Vivian, traveled by jet to Miami for their vacation. The highlight of the trip was witnessing the Miss Universe contest at Miami.

Mary Flanagan chauffeured her mother to Los Angeles, California, and back.

Gail Wilhelm was feted with a farewell party at the Italian Village. Gail will spend her third year at the University of Illinois, at Urbana, where she is majoring in Elementary Education.

(Transportation) — Frank and Florence Krause and their 15-year-old son, Michael, railroaded to Phoenix, Arizona, to visit Frank, III, his wife, Helen, and their two children, Karen and Carol. Although the weather was warm, young Frank's home is air-conditioned and a pool in the yard proved refreshing. Frank, Florence and Mike then visited Las Vegas, Nevada.

George Riley and his family spent a few days in the Eagle River district, but the Wisconsin mosquitoes put the bite on the group and they were happy to return to Chicagoland.

RECENT DEATHS AMONG EMPLOYEES

W. A. AKERSTROM, 86, retired machinist, South Shops. Employed 12-12-19. Died 7-19-60.

C. V. BARAGLIA, 78, retired repairman "B," North Section. Employed 7-16-14. Died 7-27-60.

J. J. CASEY, 63, retired conductor, 77th. Employed 2-9-23. Died 7-23-60.

J. J. COVEY, 67, retired motorman, 77th. Employed 5-29-23. Died 8-2-60.

HAROLD DILLON, 57, adjuster, Claims Department. Employed 6-15-36. Died 8-8-60.

JOSEPH DOMEZET, 85, retired laborer, South Section. Employed 6-6-27. Died 7-5-60.

J. J. FITZMAURICE, 74, retired conductor, Kedzie. Employed 2-10-15. Died 7-30-60.

LESLIE GAFFEN, 60, operator, Beverly. Employed 8-20-23. Died 8-12-60.

JOHN HAZEK, 87, retired car repairman, Archer. Employed 4-13-09. Died 7-24-60.

REGINALD HENDRICKS, 56, painter, Skokie Shops. Employed 5-25-25. Died 7-24-60.

LEE ROY JAMES, 26, operator, Keeler. Employed 1-16-58. Died 7-25-60.

MAX KLEIN, 69, retired motorman, Lincoln. Employed 1-18-23. Died 7-18-60.

JOHN L. KOZERA, 57, agent, Transportation. Employed 11-21-28. Died 8-8-60.

PETER LAGOONOFF, 64, agent, Transportation. Employed 3-3-31. Died 8-7-60.

E. R. LARSON, 65, retired motorman, Kimball. Employed 7-14-36. Died 7-12-60.

J. M. LONG, 74, retired accident investigator, Claims Department. Employed 7-1-20. Died 8-3-60.

F. F. MARCH, 66, retired conductor, Kedzie. Employed 12-4-25. Died 7-27-60.

T. J. MECCIA, 76, retired motorman, South Section. Employed 11-14-05. Died 8-8-60.

CHARLES McGOLDRICK, 70, retired conductor, Cottage Grove. Employed 10-24-12. Died 7-16-60.

ANDREW MCGUIRE, 69, retired car repairman, South

Section. Employed 4-28-24. Died 7-12-60.

T. F. McSHERRY, 74, retired laborer, West Section. Employed 8-31-26. Died 7-17-60.

E. R. McSWIGGIN, 83, retired agent, West Section. Employed 5-14-31. Died 8-2-60.

WILLIAM NORAKES, 81, retired car repairman, 77th. Employed 8-13-06. Died 7-23-60.

DAVID ROSE, 57, ticket agent, North Section. Employed 12-28-42. Died 7-18-60.

A. J. RUSINAK, 71, retired machinist, West Shops. Employed 10-28-19. Died 7-19-60.

DANIEL SAGER, 39, operator, Devon. Employed 1-26-53. Died 8-15-60.

MARTIN SCALLY, 70, retired motorman, 77th. Employed 2-8-23. Died 8-2-60.

JACOB SCHNEIDER, 76, retired gateman, North Section. Employed 11-10-43. Died 7-11-60.

ROY SCHOENFELD, 67, lineman, Electrical Department. Employed 8-15-26. Died 7-28-60.

CARL O. SELNES, 60, operator, Lawndale. Employed 11-27-28. Died 8-16-60.

S. C. SHANK, 78, retired machinist, West Shops. Employed 2-3-21. Died 8-8-60.

M. J. SULLIVAN, 73, retired motorman, Kedzie. Employed 1-23-17. Died 7-2-60.

P. J. TOAL, 81, retired watchman, West Section. Employed 3-18-26. Died 7-6-60.

ELI TOPICH, 66, retired laborer, Way and Structures. Employed 8-1-29. Died 7-15-60.

P. J. WARD, 68, retired gateman, West Section. Employed 3-9-37. Died 7-16-60.

P. F. WARREN, 76, retired conductor, 69th. Employed 6-18-09. Died 7-19-60.

R. E. WEINOLD, 72, retired guard, North Section. Employed 4-16-14. Died 7-16-60.

STANLEY YURAITIS, 70, retired car cleaner, Lawndale. Employed 3-6-20. Died 7-17-60.

WINS AWARD



WINNER OF an Illinois State scholarship is Howard Louis Steinberg, son of Operator Seymour Steinberg, North Park. Howard was graduated from Amundson high school and will enter Illinois Institute of Technology this month.

Reported by Elmer Riedel

Student Engineer Ed Tobin left our department. Ed's duties have been taken over by Student Engineer Larry Goerges.

Telephone Operator Ada Gustafson recently returned from her vacation in the Chicago area. Ada watched the Republican convention on television and went to the beaches in and around Zion, Illionis.

John and Clara Higgins motored to Burlington, Wisconsin, picked up their daughter-in-law, Mary, and their two grandsons, Dan and Jim, and then headed to Deckert, Colorado, where they joined a large group of friends for a vacation at Lost Valley ranch. A wind-up of their vacation was a trip to Colorado Springs.

—JULIE PRINDERVILLE

Legioners Elected To Offices

KEDZIE—Operator Thomas Henneberry was elected commander of the Commodore Barry Post, American Legion.

Operator Edward Barry was elected post adjutant, and Clerk William Kelly was elected finance officer.

Operator Edward Micek's mother recently passed away.

Operator Fred Schultz's sister, Elizabeth Kitchuck, recently died.

Recently reported deaths at this station were: *Michael Sullivan, Leo Zaruba, Fred March, Clayton Peck and John Fitzmaurice.*

The annual laymen's retreat at Notre Dame in South Bend, Indiana, was again a success — 1,350 men from various states attended. Among these were 85 CTA men. We would like more of you men to join us next year.

—C. P. STARR

Fourth Son Is A Junior

LAW—Attorney Francis J. Mullen and his wife, Lorraine, became the proud parents of *Francis Joseph, Jr.*, who was born August 11. The little fellow was welcomed home by his three brothers, *Daniel, 11, Jimmy, 6, and John, 2.*

Audrey Kalkowski's father, *John P. Kalkowski*, died suddenly on July 17.

A card was received from *Pat Newell*, who was spending an enjoyable vacation at Colorado Springs with her mother and a friend.

—CEILE E. BAGGS

Nephew's Silver Anniversary Celebrated

LOOP (Agents)—A family reunion was enjoyed when *Frances Brandl* and her sister, *Magdalene*, recently visited their brothers and sisters in Sturgeon, Michigan. While there, they also celebrated their nephew's silver anniversary.

Anita Schreiber and her mother vacationed at *Lauderdale lake*, Michigan, where they enjoyed their favorite sports—golfing, swimming and water skiing.

Catherine Kenny visited her cousins at *Port Arthur, Canada.*

Therese Jarvis and her husband, *Steve*, took trips to *Kenosha, Wisconsin, and Bangor, Michigan.*

Arlene Swanson and *Helen Palister* have beautiful tans to prove they enjoyed their trip to *Saute Ste. Marie and Mackinac Island.* They crossed the famous bridge over the Straits to *Mackinaw city* and then drove down the east side of *Lake Michigan* to *Ludington*, and took the ferry to *Milwaukee.*

Margaret Wenstrom is going to be a guide for her nieces and nephews when they visit *Chicago.* She hopes to take them on a tour of *Chicago's* places of interest.

Marie Blanchfield and her aunt had a very leisurely and restful

vacation at the *Elms hotel* in *Excelsior Springs, Missouri.*

Edna Davies, her daughter, *Edna*, and her four grandchildren drove west, stopping at the *Painted Desert, Petrified Forest* and the *Grand Canyon* enroute to *Los Angeles, California.* They were visiting with *Edna's* mother.

Platform Man Patrick McGowan, his wife, *Therese*, and their son, *Frank*, stopped at the famous *Golden Nugget* in *Las Vegas* enroute to visit another son, who lives in *Los Angeles.* While there, they toured *Disneyland, Knotts Berry Farm, the Farmers Market* and *Marineland.* Before leaving, they also made a tour of *San Francisco.*

Porters Frank Cosby and *Luther King* vacationed in *Chicago.*

Jerry Jordan, porter, stopped to see his mother in *Cleveland, Ohio*, enroute to *New York.*

Porter William Reynolds and his wife spent their vacation relaxing at *Grand Junction, Michigan.*

—EDITH EDBROOKE

Vacationers Enjoy Trips And Jaunts

NORTH AVENUE—*Florence* and *Jerry Blake* vacationed in *Las Vegas, Nevada*, where they enjoyed a relaxing time.

Mike Cunningham enjoyed his vacation at *Spooner, Wisconsin.*

Ray Pfeifer enjoyed his trip to *Pike's Peak* and the *Black Hills* of *Dakota.*

Tom Kay toured *New York* and enjoyed the scenery along the way.

Carl Hall enjoyed his vacation in *Minnesota.* While *Tom Slattery* and *Dan Lyons* enjoyed theirs in *Chicago.*

Eddie Schneider enjoyed his vacation in *New York*, where he appeared on the TV program, *Concentration.*

Bill Kennedy spent his vacation at *Lake Delevan.*

Tom Cumane also traveled to *Lake Delevan*, where he enjoyed a relaxing time.

John Billings enjoyed the sights in *Colorado.*

Bob Kelley visited his retired conductor, *J. Martin*, who lives in *Lac Du Flambeau, Wisconsin.*

Russ Oddo was, at this writing, a patient at *Hines hospital*; while *Eddie Winters* was recuperating at home.

Harry Forbes and his wife celebrated their 19th wedding anniversary on *August 19.*

EUROPE-BOUND



LEAVING FOR Europe, where she will enroll in the *Free University of Berlin, Germany*, is *Patricia Gronemeyer*, daughter of *Motorman Fred Gronemeyer, South Section.* Patricia, who is in her third year, received an exchange scholarship to study *Russian, German* and *mathematics.*

Reported by *Leo J. Bien*

Wedding anniversaries being celebrated this month are the *Carl Christensens*, their 26th on *September 1*; the *J. Frank Kents*, their 23rd on *September 4*; the *Frank Buetows*, their 26th on *September 6*; the *Maurice Bellestros*, their 27th on *September 9*; the *Larry Caseys*, their 22nd on *September 17*; *Fern Foxes*, their 32nd on *September 29*, and the *Frank De Nottos*, their 23rd on *September 29.*

The new grandpappys this month were: *Phil Smith*, who was presented with a grandson; *Jim "Red" Corbett* was presented with a granddaughter, and *Bill Fleischman* also was presented with a granddaughter.

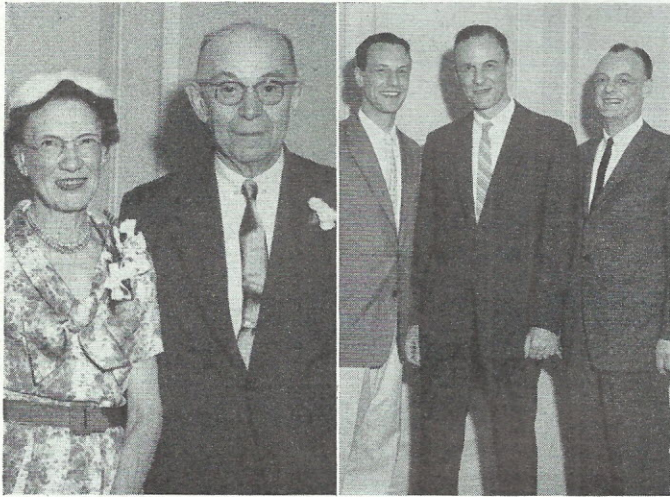
—JOE HIEBEL

TRANSITADS

FOR SALE OR RENT—Three apartment building. Income \$150.00 per month, aside from apartment to live in. Five minute walk to 77th Street depot. Telephone BE 3-5806.

FOR SALE — Hand-made violins. Choice of colors. \$30 and \$40. Call HE 6-4238 after 6:00 p.m.

CELEBRATES ANNIVERSARY WITH SONS



RECENTLY CELEBRATING their 50th golden wedding anniversary at the DuPont hotel in Wilmington, Delaware, are *Retired Machinery Inspector and Estimator John Tordella*, of the Valuation department, and his wife, *Alice*. Mr. Tordella, who retired on pension January 1, 1957, boasts three successfully ambitious sons—(left to right) *John P.*, of Delaware, who is a rheologist and research associate for the E. I. duPont company; *Louis W.*, of Silver Springs, Maryland, who is deputy director at Fort Meade, Pennsylvania, and *Paul J.*, of Jamestown, New York, who is a contractor, owns a company which specializes in ceilings, flooring and acoustics. The Tordellas also boast 14 grandchildren.

Agents Attend Co-Worker's Wedding

NORTH SECTION (*Agents*)—*Teresa McLaughlin* and *Michael O'Donnell* were married at Holy Name cathedral on July 23.

A reception was held at Lions Hall and a number of our agents were among the guests.

Ellen Nelson and her husband spent a month at their summer home in Crandon, Wisconsin. Three of *Tom Hogan's* children and their grandmother were the Nelson's guests. Their grandmother is *Theresa Morgan's* sister. Tom works at the Mart.

Georgia Myers is mighty busy these days since she recently moved into her new home.

Amanda Narrance is spending her vacation in Iron Mountain, Michigan.

Ruth Lee, her sister and brother-in-law spent their vacation up in Hayward, Wisconsin, where they fished and enjoyed the north woods.

Ruth Hughes visited her mother in San Diego, California.

Mary Cassells took short trips during her vacation, including a visit to the Convent Ancilla Domini

at Donaldson, Indiana, and New Buffalo, Michigan.

Josephine Coveny spent her vacation in our neighboring country, Mexico. She was the guest of her niece, who is with the American embassy.

Ira Trapper took his family to Sarasota, Florida. His son, who was home on furlough, was with them. Also, the resort gave their daughter a birthday party. She was five years old.

Ann Bartelt has been entertaining Mr. and Mrs. *Frank Wimmer*, of St. Petersburg, Florida. Mrs. Wimmer is Ann's sister and Frank is a retired conductor from the West Section.

Superintendent Ed Isaacson spent his vacation up at Sister Bay, Wisconsin.

Charlie Marks was surprised with cake and coffee by the folks at Western avenue on the eve of his birthday.

When *David Rose* failed to report for duty, the police were sent to his home to investigate. They discovered that Dave had a fatal heart attack.

—ELIZABETH HAWKINS

Dinner And Gifts For 44-Year Retiree

PURCHASING AND STORES—(*General Office*)—*Herbert F. Hoger*, assistant to the superintendent, Stores, retired August 1, after 44 years of transit service. Mr. Hoger was feted with a dinner and gifts by his fellow workers to celebrate his happy retirement.

(*South Shops*) — *Bernie Fitzpatrick* and his wife recently announced the birth of a daughter, *Nancy*, who was born at St. Bernard hospital.

Harold Lowery's mother passed away recently.

Frank Friedl spent his vacation at Potato Lake, Wisconsin, and reported that fishing was good.

—D. JANE BELL

Grandfathers Are In The Limelight

NORTH PARK—*William Grimm* became a great-grandfather for the second time. Other proud new granddaddys are: *Jim Rasmussen*, *Harold Julitz*, *Mike Philbin*, and *Paul Cookie Cook*.

Operators *Theodore Didier* and *Claude Hughes* and their families recently had an enjoyable vacation trip around Lake Michigan.

Receiver *Bill Cerkan* reported that he had a swell time at the Wisconsin Dells.

Operator *James Neil* and his wife became the proud parents of a baby boy, who was born August 8.

Board Member *Frank Laske's* father recently died.

William Egger's grandson recently passed away.

—ELMER RIEDEL

SHOPMAN RETIRES



AFTER MORE than 43 years of transit service, *Albert Seeger* (left), South Shops, retired on pension August 1. Prior to his retirement, *Foreman John Kloss* (right) presented Al with a cash gift on behalf of his fellow-workers. Al is planning to take it easy for awhile, and will do some traveling later.

Reported by *Evelyn Howe* and *Frances Louward*

Vacationers Enjoy Western Trips

SCHEDULE-TRAFFIC—Mr. and Mrs. *George Bryan* vacationed at Ocean Beach, California, Las Vegas, Nevada, and Phoenix, Arizona.

Mr. and Mrs. *Tony Hess* and their family flew to California, where their son, *Captain Richard Hess*, of the Air Force, resides.

Mr. and Mrs. *Ted Cowgill* and their daughter, *Joyce*, drove to

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, October 4, 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, October 20, 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.

FISHERMAN



THIS PICTURE of Agent Ed Bensen, West Section, shows what most fishermen would consider a good day's catch, but Ed says that these prize beauties were caught before breakfast at Star Lake, Minnesota.

Reported by Gordon Kelly

their ranch at Jordan Valley, Oregon.

Wisconsin travelers were Mr. and Mrs. William Devereux who stayed at Lake Delevan; Mr. and Mrs. Arvid Brandt stayed at Waupaca, and the Louis Hendricks stayed at Manitowoc.

Ohio visitors were Mr. and Mrs. Pete Mills in Cleveland, and Mr. and Mrs. Steve Bagrowski and their daughter in Marion.

Minnesota travelers were Mr. and Mrs. George Hanus at Bemidji, and Ray Tieri drove to all parts of Minnesota.

Kentucky visitors were Mr. and Mrs. James McBride who toured Lexington, and Mr. and Mrs. Tom Madden traveled to Somerset.

Michigan visitors were Ray Noakes, Russel Elser and Mr. and Mrs. Lawrence Vance.

The following recently vacationed in and around Chicago: Joe DeGrazia, Bob Sedlack, Sam DeSalvo, Glen Crump, John Urban, John Newell and George Kahlfeldt.

—GERTRUDE F. ANDERSON

Flies To California To See Family

69TH — Operator Harry Minogue and his wife flew via jet to San Francisco, where they met their son, Eugene, and his family, who had just returned to the U.S.A. after completing a tour of duty in Tokyo with the air force. Eugene is a former operator who worked out of 69th and 77th Street depots.

Operator George Jaros and his family enjoyed their vacation up in Wisconsin.

Operator Albert Pavlik and his family spent their vacation at Rochester, Michigan.

Operator Jim Chambers and his family and Operator Carl Ashbrenner and his family spent their vacation together up at Cedar Lake, Indiana and Blufton, Ohio.

Operator George Lapham and his wife enjoyed their vacation in Miami, Florida.

Operator William F. (Biddow) White, who recently was hospitalized, is now at home convalescing.

Operator Matt O'Callaghan and his family drove to Little Falls, Minnesota, to visit a sister who is a nun.

Operator Samuel Burns became a proud parent on July 12.

Operator Charles Pold and his wife enjoyed a seven-day lake cruise on the S.S. American. Incidentally, Charles became a grandfather when his daughter, Mary Jane Gerlach, gave birth to a baby girl.

Operator George Eriksen and his wife enjoyed their vacation at Lake of the Woods, Canada.

Operator Dave Helein recently became a loader.

Operator Edward Tierney and his wife enjoyed their vacation in the Black Hills of South Dakota. They also celebrated their 24th wedding anniversary on September 5.

Judy Jaros, daughter of Operator George Jaros, recently became engaged to Richard Krasouski.

Operator Hank Risch and his wife visited Darien, Wisconsin, on their vacation.

—THOMAS S. ELPHICK

Visits Pensioner Who Has Trained Deer

SKOKIE SHOPS — Electrician Foreman Fred Feinendegen and his wife were guests of Pensioner Andrew Axelson at Port Wing, Wisconsin, where Andrew has trained deer following him everywhere he goes.

Machinist and Mrs. Paul Ehmke spent their vacation with their son in Los Angeles, California.

Truckman and Mrs. Steve Plaszewski vacationed in Colorado Springs.

Truckman James O'Shaughnessy visited with friends in Texas.

Other recent travelers were: Tom Hoey, electrician, who went to California; Gerry Gullery, electrician, was in Florida; David Guereca, shopman, enjoyed Mexico, and Catherine Ann Harnett, typist, toured four states out west.

Electrician and Mrs. Frank Kramer had to stay home this year, due to his mother's illness.

Electrician and Mrs. Robert Binie recently became grandparents for the third time.

Machinist Ernest Fisk has completely recovered from his illness and is back at work.

Art Viane, electrician, presently is at home recuperating from a heart attack.

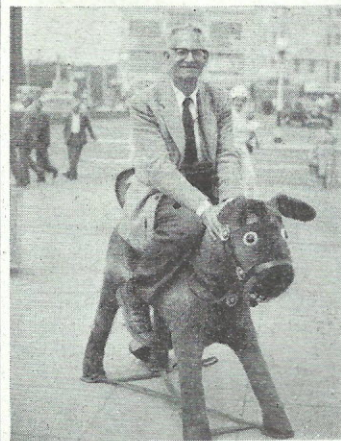
Reginald Hendricks, painter, passed away after a long illness.

Machinist Joe Neboska recently was presented with a gold wrist watch by his fellow machinists when he retired on pension.

Dave Gurwich visited with his son, Dr. Maurice Gurwich, in Detroit, Michigan.

—DAVE GURWICH and EVERETT E. ENGLAND

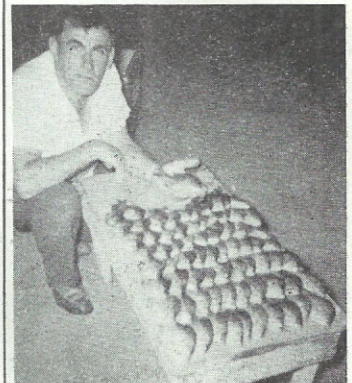
HORSE PLAY



AN OLD English saying, "Ride a Cock Horse to Banbury Cross," prompted J. Y. Guinter, material clerk III, Stores department, to take a ride on this little fellow. Actually, Mr. Guinter was sightseeing in Brighton, a seaside resort in England, when this photo was taken.

Reported by Dagmar McNamara

FISH, ANYONE?



PAINTER FOREMAN Ollie Lang, Skokie Shops, is proudly displaying the 73 blue gills that he caught during his fishing vacation at Lake Minnetonka, Minnesota. It almost looks as if the fish were jumping into the boat, rather than biting.

Reported by Dave Gurwich and Everett E. England

Nervousness Is To Be Expected

SOUTH SECTION—Motorman Frank Powell was a busy and excited man on July 26 when he and Margaret Jones were married.

Agent Ed Schmeicher made a trip around the lake and ferried across to Mackinac Island, Michigan.

Motorman Kirtland DuPree informed us that his son, Richard, completed his basic training with the U. S. Paratroopers.

Steno Verna and Clerk Roland Hartney celebrated her birthday and their wedding anniversary August 14.

Conductor Joe Warshaw spent his vacation at Elkhart Lake, Wisconsin, where the fish refused to cooperate.

Assignment Agent Jere Vinzens and South Section Agents Esther McDermott, Lillian Cullinan and Mary Russell made their annual trip west where they spent some time at a motel in Las Vegas. Mrs. Vinzens also visited her daughter in California.

Your reporter also took time out from the everyday chores and spent his vacation making short trips and loafing.

—LEO J. BIEN

FOR AND ABOUT OUR PENSIONERS

ELECTRICAL—*Leo Behrendt*, retired chief operator, 20th substation, recently sent a card from Glen Cove on Pike's Peak highway.

Theodore Kawol, former chief clerk, General Office, wrote from Phoenix, Arizona, where he now lives, and reported that he recently underwent surgery. *Ted* would like to hear from his friends. The address is 4225 N. 41st street, Phoenix, Arizona.

Lars Rasmussen, retired chief operator, Crawford substation, became a grandpa on July 6, when a grandson, *Clifford*, was born to *Mr. and Mrs. John Holm*.

—GILBERT E. ANDREWS

GENERAL OFFICE—*Former Radio Dispatcher Eddie Hansen* and his wife, *Millie*, who live in Sebring, Florida, celebrated their 48th wedding anniversary. When *Eddie* and *Millie* celebrate their golden anniversary, a contingent from the Transportation department will be on hand to celebrate.

A friendly note was received from *Frank Kugler*, former service inspector, who now is on pension and living in El Cajon, California.

A letter was received from *Florence Blaa*, retired stenographer at North Avenue, who settled in Pinellas Park, Florida, when her husband, *Joe Blaa*, radio dispatcher, went on pension. She mentioned talking with *Sophia Kuhlman*, former Lake Street Agent, and also mentioned visiting the *George Roesings* at Clear Water, Florida. Incidentally, *Joe* and *Florence* are the parents of *South Section Station Superintendent Jim Blaa*.

The slogan of the CTA Club in Florida is, "Do not resent growing old. Many are denied that privilege."

—JULIE PRINDERVILLE

LOOP (Agents)—*Pensioner Della Byrne*, while touring Ireland and England, met a former agent, *Winnie Caine Joyce*, who also was touring Europe with her three sons. *Della* and *Winnie* spent some time together in London and at the sea shore.

—EDITH EDBROOKE

NORTH AVENUE—*Henry Burt*, who now resides in Sunnyvale, California, sent word that he cele-

brated his 84th birthday last month. Also, he enclosed a note saying he would like to hear from some of his old buddies. *Henry's* address is 184 Charles, Sunnyvale, California.

Pensioner Arthur Reinberger was a recent visitor to our station. *Art's* home is in Ft. Lauderdale, Florida.

Another old timer visiting Chicago was *Al Berndt*. *Al* is 80 years old.

Henry Jackson, one of our newer pensioners, was a visitor at our station last month. He says he is really enjoying his retirement.

—JOE HIEBEL

NORTH SECTION (Agents)—*Emily Dean* stopped in to say hello on her way to Gardina, California, where she intends to settle.

Mary McGee and her daughter presently are touring the east coast.

—ELIZABETH HAWKINS

SOUTH SHOPS—*John Golden*, retired carpenter, stopped in for a visit and told of his plans to move to Mountain Home, Arkansas.

—EVELYN HOWE and FRANCES LOUWARD

69TH—*Retired Station Superintendent Terrence W. McMahon, Sr.*, and his wife celebrated their golden wedding anniversary with a nuptial Mass at St. Mary Star of the Sea church on August 6. Later, a dinner was served at Kiltys restaurant for more than 100 guests.

—THOMAS S. ELPHICK

WEST SECTION—*Retired Clerk-Receiver Bob Baraglia*, who was a past commander of the American Legion post, was reminiscing about the time when *Adolph Florczak*, who retired July 1, would play the echo to *John Thorpe's* taps at funerals. If *John* made a mistake, *Adolph* would also have to make the same mistake.

Retired Conductor Joe Miller recently visited the Desplaines terminal and said he was enjoying good health.

Retired Conductor Allen Brown visited the Logan Square terminal. *Al* said that he and his wife have made their home in Santa Maria, California. He also told of his wonderful experience on taking a jet flight.

—JOHN HANNING

Scoutmaster Takes Canoe Trip

SOUTH SHOPS—*Machinist Irv. Krauledis*, a scoutmaster for Boy Scout troop 726, spent a week at Owasippe, Michigan, with 16 scouts. They camped out and made a 21-mile canoe trip.

Andy Tyson, his wife, *Sally*, and their son, *Bob*, entertained *Andy's* brother and family, who recently were visiting from Hawaii.

Painter Aaron Austin and his wife, *Anita*, celebrated 29 years of wedded bliss on August 17.

Pat Skerrett, clerk, bus overhaul, and his family spent part of their vacation at Lake Geneva, Wisconsin.

Sheet Metal Worker Lee Scholten and his wife, *Dorothy*, announced the arrival of their seventh child, *Karen Lynn*, on August 2. The Scholtens now have two sons and five daughters.

Esther O'Brien spent a week of her vacation in the north woods.

Minnie Stoffle and her husband, *Joe*, have their own cottage in Michigan, so they spent their vacation getting things in shape.

Jean Potempa visited in and around Chicago, during her vacation.

Machinist Mike Rubey is convalescing at home, after undergoing surgery.

Carpenter Tom Garrity, *Painter Lee Wilkins* and *Machinist Millard Sailer* were on the sick list, at this writing.

—EVELYN HOWE and FRANCES LOUWARD

Golfers Join Forces On The Green

WEST SECTION—(*Lake Street*)—*Motorman A. J. Clark* and *Supervisor B. B. Hawley* have joined forces on the golf course. They play the game together every week.

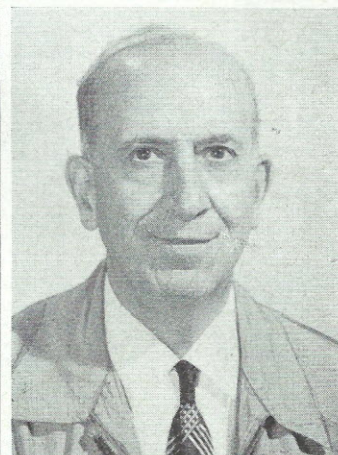
(*Desplaines*)—*Conductor William Meyer's* daughter, *Mrs. Dorothy Albert*, of Lake Worth, Florida, and his granddaughter, *Judy*, are presently visiting at the Meyer's Oak Park home. A three-week visit is planned.

Conductor John Veltri now is home, from the hospital, after undergoing surgery.

Clerk John Carolan is back on the job after a four-week vacation. *John* spent some time attending Cuna Mutual Credit Union school.

—JOHN HANNING

NEW PENSIONER



RETIRING ON September 1 was *August Russo*, motorman, West Section, who started as an extra guard on the Logan Square "L" branch in 1917. He was in transit work for over 43 years.

Pony Leaguer's Team Wins Championship

WAY AND STRUCTURES—*Mike Minogue*, son of *Paul Minogue*, is a member of the American Legion team of the Forest Park Pony League, which won the 1960 championship. Their opponent was the Forest Park national bank.

Jerry Weiler, assistant superintendent, Maintenance, rapid transit division, retired September 1. *Jerry* was feted with a buffet luncheon and was presented with a lovely gift. *Jerry* and his wife, *Dorothy*, will make their home in New Port Richey, Florida, soaking up the sun and enjoying life.

Geraldine Kocolowski, daughter of *Andrew Kocolowski*, tinner apprentice, rapid transit, was married to *Robert Alonso* on August 20 at St. John de La Salle church.

Jim Walsh, carpenter foreman, replaced *Jerry Weiler* as assistant superintendent of maintenance.

Joseph Genduso, laborer, Track, retired on pension September 1, after 37 years of service.

Nunzio Bontempo, watchman, Track, retired on pension September 1, after 31 years of service.

Dominick Alongi, laborer, Track, retired on pension September 1, after 35 years of service.

Mike Kappel, carpenter, rapid transit, retired on pension September 1, after 36 years of service.

—MARLENE NEHER

41 YEARS



FORTY-ONE years of transit service were completed by **Raymond Mikulich**, conductor, South Section, who retired on September 1. He began as an extra guard with the former Chicago South Side Elevated Railroad on September 18, 1918.

Porchville Resort Is Famous Vacation Spot

WEST SECTION (Agents)—*Agents Ed Segerson, Ed Durkin, Julia Brousek, George Bohakel* and your reporter all spent their vacations at the popular porchville resort . . . home!

Agent Beulah Fields returned from Alaska, where she had an enjoyable vacation.

Agent Catherine Smith spent her vacation visiting in Wisconsin.

Agent Joe Vanek did some remodeling on his new home, during his vacation.

Agent Hugh Naughton had an enjoyable vacation at Lake Zurich.

Agent Martin Tezak flew, via jet, to California, where he enjoyed a nice vacation with his daughter and grandchildren.

Agent Matt Shep vacationed in Wisconsin.

Agent Vera Bondurant picked Idlewhile, Michigan, as the ideal spot for her vacation.

Agent Carol Schildt spent her vacation in and around the city.

Porter William Ravizee enjoyed a trip to Cleveland, Canada and Detroit.

Agent Frank Zima looked forward to his annual visit to the Bohemian Dells.

Agent Cormack Flannagan's two grandchildren recently died.

Antoinette Heide, sister-in-law of *Agent Ed Durkin* and the wife of *Harry Heide*, operator, North Avenue, recently passed away.

Agent Alice Murphy died suddenly on July 17. Alice had worked in the Loop for many years and transferred to Lake street two years ago.

Agent Peter Lagoonoff passed away on August 7, after an extended illness. A veteran of almost 30 years as a transit employe, Peter had been a ticket agent for the last five years and planned to retire in January.

—GORDON KELLY

Collection Wins Ribbons And Cash

TERMINAL INSPECTION SHOPS—*(Lake)*—*Assistant Foreman Ralph Danielson*, who exhibited his stamp collection at the Illinois State Fair, won several first place blue ribbons, second place red ribbons and cash awards for his collection.

Repairman Robert Flowers recently became the father of a baby boy. This made *John Forristal*, of Wilson Shop, a grandpappy for the seventh time.

Repairman Frank Riedl, who underwent surgery has returned to work.

Foreman Ernie Jones spent part of his vacation in Wisconsin.

(West-Northwest)—*Repairman Reick* presently is off sick.

(Wilson)—*Assistant Foreman Mike Heil* spent his vacation in Baltimore, Maryland, where he was born.

Clerk Walter Nowolsielski and his wife celebrated their 36th wedding anniversary on August 9.

Repairman Joe Bagdzius, who was on the sick list, has returned to work.

—JOE FEINENDEGEN

New Pensioners

Dominick Alongi, laborer, Way and Structures. Employed 1-21-25.

Nunzio Bontempo, watchman, Way and Structures. Employed 5-1-29.

A. M. Bulzak, bus cleaner, North Avenue. Employed 8-29-42.

E. J. Cavanaugh, operator, Beverly. Employed 7-22-27.

E. J. Coleman, agent, South Section. Employed 5-4-28.

P. J. Drury, supervisor, District "D." Employed 1-22-23.

J. J. Flanagan, carpenter "A," South Shops. Employed 8-6-28

A. J. Gallagher, agent, West Section. Employed 9-19-27.

Joseph Genduso, laborer, Way and Structures. Employed 6-27-23.

H. A. Grabe, operator, Forest Glen. Employed 3-27-24.

H. J. Hansen, operator, North Avenue. Employed 3-2-23.

H. A. Hitterman, foreman, Skokie Shops. Employed 1-25-17.

R. H. Hoffman, conductor, South Section. Employed 5-27-15.

J. A. Karasek, collector, North Park. Employed 11-25-25.

J. J. Kearns, operator, North Section. Employed 6-1-21.

Frank Keller, carpenter "A," West Shops. Employed 9-17-20.

M. E. Kientzle, agent, West Section. Employed 2-1-44.

S. E. Kubiak, motorman, South Section. Employed 3-25-19.

G. G. Larson, conductor, Lake Street. Employed 6-12-26.

T. E. Maloney, operator, 77th. Employed 3-29-17.

J. E. McCarthy, operator, Beverly. Employed 2-28-24.

M. J. McDonnell, agent, West Section. Employed 9-5-23.

Sarah McEvoy, agent, South Section. Employed 5-19-23.

B. V. McKenna, agent, West Section. Employed 6-1-42.

Raymond Mikulich, conductor, South Section. Employed 9-18-18.

W. O. Pittenger, operator, Forest Glen. Employed 3-14-27.

C. E. Randall, blacksmith helper, South Shops. Employed 1-15-37.

August Russo, motorman, Douglas. Employed 6-28-17.

E. K. Snider, operator, 77th. Employed 3-15-26.

L. E. Solak, bus cleaner, Kedzie. Employed 10-2-13.

Joseph Stary, gateman, Lake Street. Employed 5-24-44.

Michael Sullivan, conductor, 61st. Employed 3-15-26.

W. G. VanLennep, signal helper, Electrical. Employed 7-19-22.

G. A. Weiler, assistant superintendent of maintenance, Way and Structures. Employed 9-8-26.

DISABILITY RETIREMENTS

M. M. Arnold, agent, West Section. Employed 2-2-44.

C. S. Carlson, operator, Archer. Employed 8-18-37.

J. W. Coleman, motorman, Desplaines. Employed 5-6-16.

Louis DeMarco, repairman "B," West Section. Employed 10-8-23.

John Franczak, blacksmith, Skokie Shops. Employed 7-20-42.

Jorgen Hoyem, operator, North Avenue. Employed 2-17-23.

Michael Kappel, carpenter, Way and Structures. Employed 1-31-24.

H. G. Karadimos, bus repairman, North Avenue. Employed 5-4-23.

T. F. Keegan, operator, 69th. Employed 11-30-36.

Edward Krasula, truck repairman, West Shops. Employed 10-17-44.

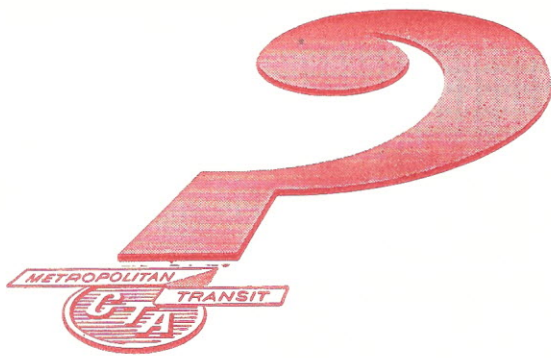
F. C. Schrack, file clerk, Stores Department. Employed 9-28-23.

T. P. Sokol, motorman, Douglas. Employed 6-21-23.

L. G. Walker, operator, Forest Glen. Employed 6-7-23.

RETIRED CHIEF ARCHITECT DIES

SERVICES FOR Arthur U. Gerber, 82, retired consulting architect of structural engineering for CTA, were held August 18 in Evanston. Mr. Gerber began his transit career in 1903 as a draftsman with the Northwestern Elevated Railroad. He subsequently served as chief architect for both the Chicago Rapid Transit Company and the CTA. Among Mr. Gerber's accomplishments in his transit assignments were the structural design for the Ravenswood rapid transit route and the Logan Square "L" terminal.



INQUIRING REPORTER: *Everett E. England*

LOCATION: Skokie Shops

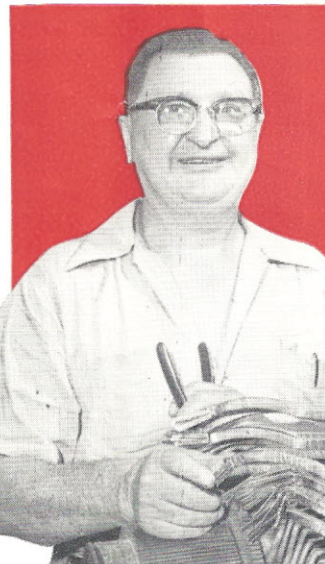
What was your most embarrassing moment?



EDDIE COLLINS, Painter (with *Inquiring Reporter Everett E. England*): "The most embarrassing thing that ever happened to me was when I had to face my boss with the shocking topic of why I was not making payment on a debt that wasn't mine. There was a mix-up in names and was my face red when the boss asked about the debt."



ANDY HODOWANIC, Machinist: "Shortly after I was married, I was asked to give my wife's name, which is Jacqueline. Everyone always called her Jackie and when I was asked to spell her name, for the life of me I didn't know how."

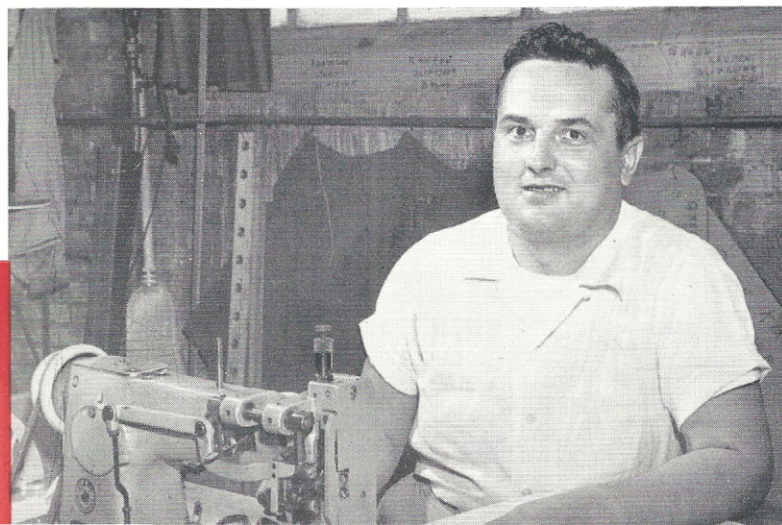


CHARLES KRAUSS, Electrical Worker "A", Armature Winder: "A few years ago I went on a fishing trip to Canada and my son-in-law suggested I take movies of the trip. When I came back, I invited friends to see the movies, but was my face red when I appeared standing on my head trying to catch fish."

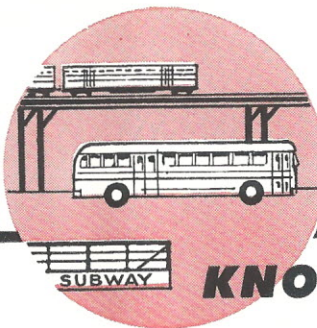


CLEM HAMMERSCHMITT, Electrical worker "A": "One of my embarrassing experiences was trying to explain to the owner of a car, identical to mine, why I was trying to remove it from a parking lot."

GENE JANKOWSKI, Upholsterer: "My most embarrassing moment was when I went to the store and gave the clerk a slug, along with other change, thinking that it was a quarter. This wasn't bad enough, but I insisted that I had change coming back. Did I feel foolish?"



to serve our riders better . . .



KNOW YOUR CTA ROUTES

TWO CTA bus routes which supply a service popular with daily commuters between the southeast section of the city and the downtown Loop area are the Hyde Park (No. 2) and Hyde Park express (No. 2A) routes.

Serving a highly-populated area now undergoing an extensive redevelopment program, the Hyde Park district is staging a comeback and gaining new status as a community which gets things done.

By the same token it is attracting new residential and apartment dwellers and as their numbers swell, more riders are attracted to the convenient service provided by CTA's network of routes which crisscross the area.

The Hyde Park service given by routes No. 2 and 2A is strictly a rush-hour operation, geared to the needs of office-bound and home-bound Loop workers.

Hyde Park No. 2 operates local services southbound on weekdays and Saturdays from 7:15 a.m. to 9:25 a.m., and on weekdays only from 4:04 p.m. to 6:17 p.m. between Madison-Clinton (1S-540W) and Hyde Park boulevard (1700 E) and 57th street.

The northbound service operates on weekdays and Saturdays from 6:20 a.m. and 8:20 a.m., and on weekdays only from 3:21 p.m. to 5:17 p.m. between 57th-Hyde Park and Madison-Clinton. The northbound routing is via Hyde Park, Bowen drive, St. Lawrence avenue, 51st, South Parkway, 33rd, Indiana, 16th, Michigan, Adams to Canal-Madison.

HUNDREDS OF thousands of visitors every year climb the steps and enter the doors of the world famous Museum of Science and Industry at 57th street and Hyde Park boulevard. One can spend days viewing the vast array of exhibits in the great halls and corridors of this massive showplace of wonders and one can get a liberal education studying its extensive exhibits relating to scientific, engineering, industrial and medical progress.



Southbound, starting from Clinton-Madison, the buses go by way of Jackson boulevard, Michigan, 33rd, east to South Parkway, thence south over the same streets covered on northbound trips. The round trip mileage over this route is 18.60.

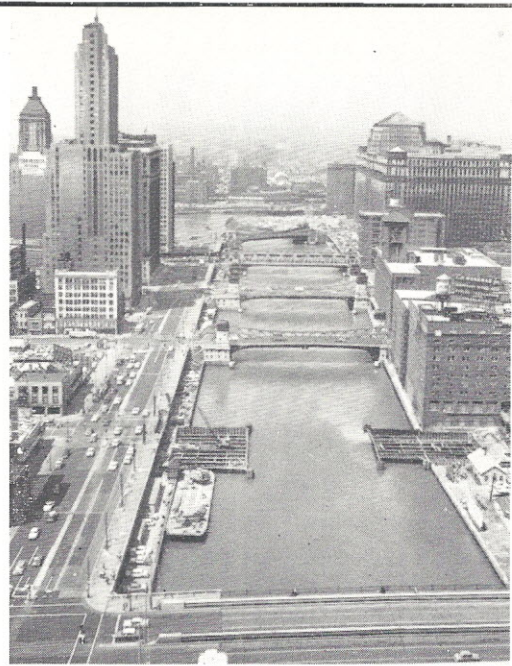
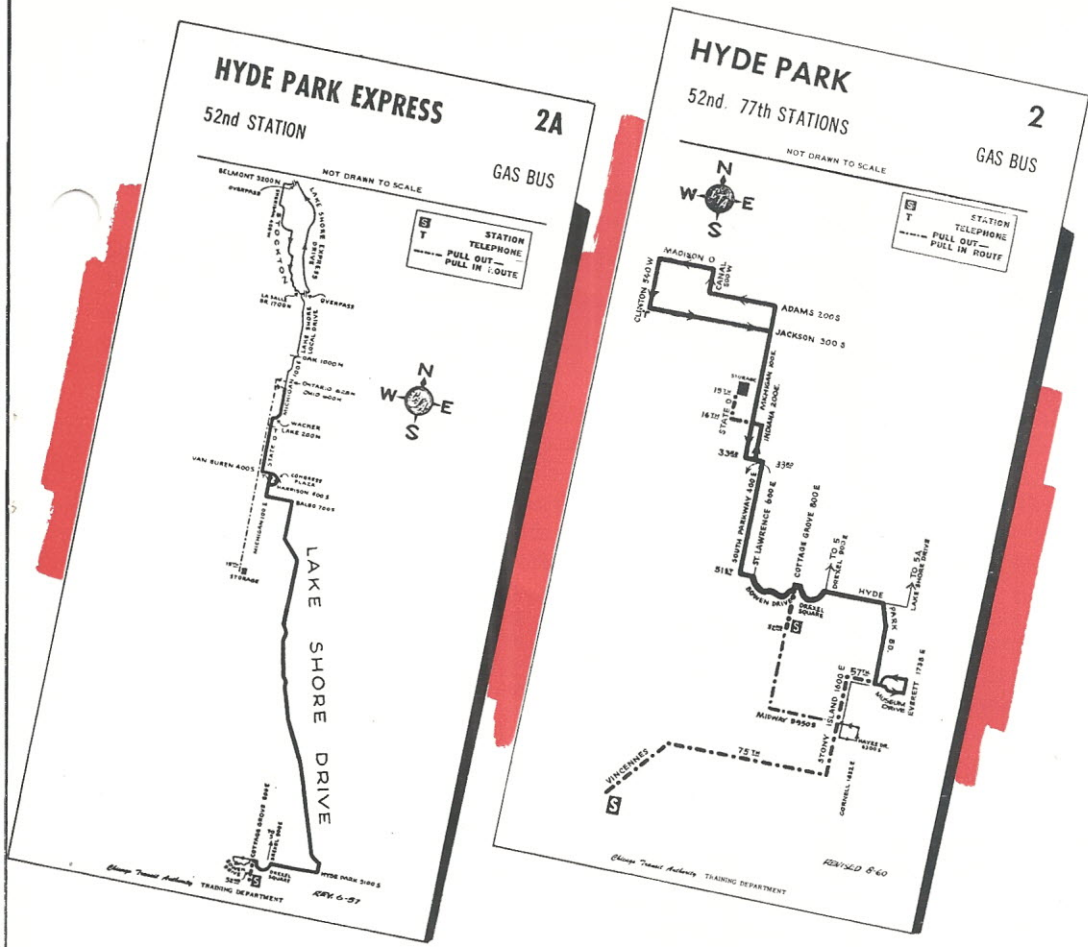
Hyde Park expresses operate northbound between 7:14 a.m. and 8:42 a.m. on weekdays only between Drexel Square (5100 S—800 E) and Michigan avenue and Ohio street (100 E—600 N.) To catch the heavy home-bound traffic, southbound express buses operate on 10-minute headways between 4:28 p.m. and 5:49 p.m. The expresses are routed via Hyde Park boulevard, Lake Shore drive, Balbo drive, Michigan avenue, Van Buren street, State street, and Wacker and Michigan. These buses make no stops between 51st street and East End avenue and Balbo-Michigan. The round trip covers 16.80 miles.

The running time on the locals varies from 56 to 66 minutes depending on street traffic conditions, and expresses make the run in from 42 to 48 minutes. Sixteen diesels are assigned to the local service and 10 to the express service. The buses are based at 52nd and 77th stations.

Hyde Park is one of the oldest communities among the many which now comprise the city of Chicago. It was incorporated as a separate town in 1861. By that year it al-

ONE OF the newest of Chicago's schools is Dunbar Vocational high school located on South Park avenue near 35th street. Modern in design and construction features, it makes extensive use of windows to take advantage of natural lighting and all together marks a departure from the architectural style of the older school buildings.





THIS PICTURE looking west from the State-Wacker intersection gives a good panoramic view of the Chicago river, the near north side and downtown area. The bridges are spaced one block apart from State street (foreground) to Orleans street in the center background. Foundations for the new Dearborn street bascule bridge which will replace the old span are seen between the State and Clark streets bridges.



CHICAGO'S BID to become the nation's greatest convention city received a big boost with the announcement of plans to build a mammoth convention hall on the lake front at 23rd street. Now the McCormick Place hall is well along the way to completion and starting next year will house many large gatherings, industrial exhibitions and similar events.

ready was a thriving and growing neighborhood area of homes, churches, and business activity. When it was annexed by the City of Chicago in 1889, Hyde Park boasted a population of 85,000. The World's Fair of 1893 brought increases in population, homes and building operations. All of the things that helped to make Hyde Park a desirable community in the early days still exist today and with the impetus of its redevelopment program it can be expected to maintain the high standards of community pride and living envisioned by its early settlers.

SEPTEMBER, 1960



THIS STRIKING statue in memory of Chicago's negro soldiers of the old 8th National Guard unit who died during World War I is located at 35th street and South Parkway. It is called "Victory" and was unveiled in 1927. The statue of the doughboy on top was added in 1936.

A GREAT educational center has been developed around what was once known as the Armour Institute. This is now called the Illinois Institute of Technology which has undergone a tremendous expansion program in recent years. Its campus at 33rd and Federal streets is an example of the growth of educational facilities in the scientific fields during the last few decades.





Wake Up Morning Appetites

REMEMBER THAT people are cheerier all day if their morning meal is tasty and attractively served. People feel far better, too, when their first meal is nutritious and adequately filling.

A pleasant breakfast table with, for instance, a checkered cloth and stacks of gay pottery plates and oversized "good morning" coffee and tea cups, offers cheerfulness to the early risers. And, for a good beginning, how about a wooden platterful of individual casseroles of browned hash topped with poached eggs. Either canned hash or homemade variety, using leftovers from your weekend roast, will prove filling and delicious. Meat, eggs and tomato juice are a wise breakfast choice for

maximum energy during the day for your entire family, especially for the school children, who have relaxed their minds during summer vacation.

To make the main dish a hit, set out the proper seasonings, salt and Tabasco.

A drop or two of Tabasco does wonders for a glass of tomato juice. It is famous for its way with eggs, too! You can add Tabasco right to the water in which you poach eggs, then set the bottle on the table for anyone who wants to use more. When making scrambled eggs and omelets, add Tabasco just after beating the eggs.

Egg poachers are inexpensive handy kitchen items, but if you don't have one, here's what to do:



DAYS GET off to a good start with a tasty, nutritious breakfast. Hash and poached eggs like this are a good choice and your family will have more pep and energy than you could imagine when they do start the day out with a hearty breakfast.

Tabasco Poached Eggs

Fill a buttered skillet with enough water to cover eggs about one inch. Add $\frac{1}{4}$ teaspoon Tabasco for each four eggs to be cooked. Bring water to a boil, then lower heat so water simmers. Break egg into cup; lower cup to skillet and quickly slip egg into water. Add as many eggs as you need, placing them

side by side. Cover skillet, keeping water hot but not simmering and cook eggs until whites are solid and yolks as you like them—from three to five minutes. Slip slotted spoon under each egg, lift to drain, place on hot hash, toast or muffins and season with salt and more Tabasco if desired.

Football Burgers

A PRIZE-winning sandwich which presents an old menu favorite, ground beef, in a new guise recently won honors at the National Restaurant show at Navy Pier.

Since we are once again in that all-time-favorite sport season, what could be more appropriate or taste-tempting to the family than football burgers, an original and basic recipe worked out for meat loaf:

4 hamburger buns, cut in half
Butter or margarine
8 ounces ground hamburger
1 cup shredded raw potato
2 teaspoons minced onion
 $\frac{1}{4}$ teaspoon salt
Dash of pepper
Enriched flour
2 tablespoons barbecue sauce
Pimiento strips
Celery sticks or fans
Pickles

Grill hamburger buns and butter them, allowing 1 bun per plate. Mix together hamburger, raw potato, minced onion, salt and pepper. Form into football-shaped meat balls. Roll meat balls in flour. Fry in hot fat until done. Pour barbecue sauce over bottom halves of buns on serving plates; top with cooked meat balls and cover with tops of bun. Arrange pimiento strips across tops of meat balls to resemble football lacings. Garnish with celery and pickles. Makes four servings.

FOOTBALL FANS will appreciate a hearty sandwich when the game is over. Nothing could be more appropriate when they discuss those last minute plays than a king-size football burger. They're made from an original recipe for meat loaf.



"L" Stations to Have Better Lighting

ELEVATED STATION stairways and platforms of CTA's rapid transit system are going to be lighter and brighter with illumination in these areas being increased approximately 60 per cent.

Better illumination of the stairways and platforms is being obtained by substituting 56-watt lamps for 36-watt lamps formerly used.

The change-over is to be accomplished in stages and is to be completed by the end of October, just prior to the switch from daylight savings time to central standard time on Sunday, October 30. Approximately 14,000 lamps will be changed.

From August 1 to August 10, the 2,400 platform and stairway lamps on the North-South route between Roosevelt road and 63rd and Stony Island avenue, and between Roosevelt road and 63rd street and Loomis boulevard will be re-

placed. From September 1 to September 10, the 2,620 lamps on the Lake Street, Douglas Park and Logan Square routes will be replaced. From October 1 to October 15, the 4,835 lamps on the North-South route between the Loop and Howard street, on the Evanston route between Howard street and Linden avenue, Wilmette, and on the Ravenswood route between the Loop and Kimball and Lawrence avenues, will be replaced. From October 24 to October 29, the 3,535 lamps in the Loop will be changed.

Platform lamps in the canopied areas are spaced ten feet apart. In the open platform areas, the lamps are in clusters of three about 20 feet apart. On the stairways, the lamps are spaced about five feet apart. On the average, there are 100 lamps to a platform, and 25-30 lamps per stairway.

These lamps operate on 600 volt direct current, and will not operate on standard house-lighting circuits.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1960 AND 1959, SEVEN MONTHS ENDED JULY 31, 1960 AND 1959 AND
TWELVE MONTHS ENDED JULY 31, 1960

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

	Month of July		Seven Months Ended		Twelve
	1960	1959	July 31, 1960	1959	Months Ended July 31, 1960
Revenues	\$10,398,291	\$10,805,746	\$77,391,903	\$75,644,637	\$131,628,141
Operation and Maintenance Expenses	8,772,669	9,025,280	66,264,590	64,980,223	112,429,356
Available for Debt Service	1,625,622	1,780,466	11,127,313	10,664,414	19,198,785
Debt Service Requirements:					
Interest Charges	356,504	369,345	2,542,518	2,628,426	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,166,667	1,166,667	
Deposits to Sinking Funds -					
Series of 1947 (2)	125,060	115,006	815,100	746,286	
Series of 1952 (2)	28,750	-	201,250	-	
Series of 1953 (3)	8,750	-	61,250	-	
	685,731	651,018	4,786,785	4,541,379	
Balance Available for Depreciation	939,891	1,129,448	6,340,528	6,123,035	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	939,891	1,129,448	6,340,528	6,432,612	
Provision for Depreciation	831,863	864,460	6,191,352	6,051,571	
Balance Available for Other Charges (5)	108,028	264,988	149,176	381,041	
Accumulated Balance Available for Other Charges or Deficit in Depreciation Provision	41,148	484,578 r	-	600,631 r	
Balance Available for Other Charges or Deficit in Depreciation Provision	149,176	219,590 r	149,176	219,590 r	
Appropriated for Revenue Bond Amortization Funds	41,148	-	41,148	-	
Balance Available for Other Charges or Deficit in Depreciation Provision	\$108,028	\$219,590 r	\$108,028	\$219,590 r	

r - denotes red figure

PASSENGER STATISTICS

	41,561,577	44,900,682	313,923,193	319,774,601	540,163,915
Originating Revenue Passengers					

NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1961.
- 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 deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$900,000 and \$16,715.50, 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 Fund, Revenue Bond Amortization and Operating Expense Reserve Funds.

Experimental Ramp Back in Service

CTA'S EXPERIMENTAL speed ramp at the 63rd street and Loomis boulevard rapid transit station which has been modernized and equipped with the latest safety features, was placed back in service on August 22.

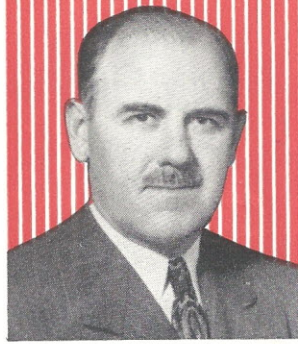
The work, costing about \$13,000 was performed by the Stephens-Adamson company of Aurora. That company originally installed the speed ramp which was placed in operation February 7, 1957, at a total cost of about \$35,000.

The remodeling of the speed ramp included the installation of a new and improved grooved belt, and new and improved transition platforms and plates between the moving belt and the fixed platforms at the lower and upper terminals of the moving belt.

Other innovations include the elimination of the transition in grade between the moving belt and the fixed platform at the top by extending the belt so that the transition between the moving belt and the fixed platform will occur at a level grade.

The new construction makes it possible to ride off the moving belt to either fixed platform, depending upon the direction the belt is moving, without taking a step, the same as is done when using an escalator.

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

Another South Side Landmark to Disappear

THE OLD Kenwood "L" car storage yard will soon be no more.

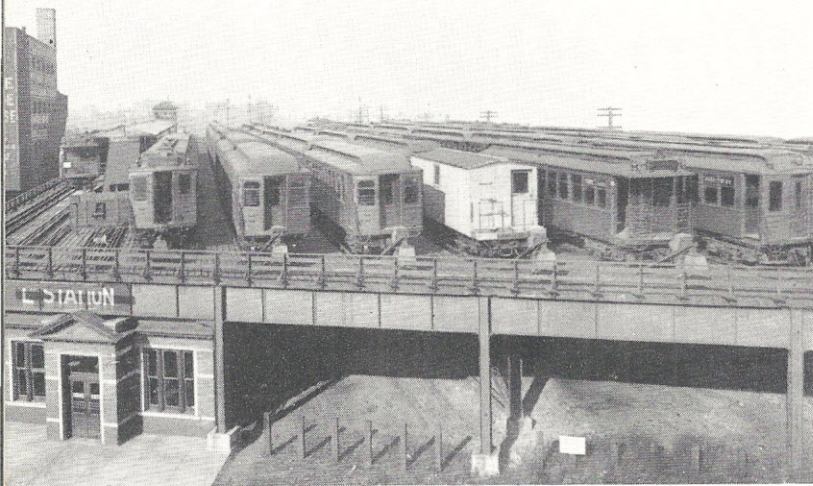
This became certain with the authorization of a contract to wreck this long-time facility and an announcement of the acceptance of an offer to purchase the site.

Located in the Kenwood-Hyde Park area that is now being redeveloped, the property is in the area bounded by the Chicago Junction railroad tracks on the north, Oakenwald boulevard, extended, on the west, the Illinois Central railroad tracks on the east and 42nd place on the south.

The contract for razing the structure was awarded to the Speedway Wrecking Company of 58 E. 29th street. CTA will pay for this dismantling operation and will retain the steel as salvage.

The site, encompassing 48,352 square feet, has been purchased by the Chicago Housing Authority for \$38,700.

Cars have not been stored in the yard since service on the Kenwood "L" branch was discontinued on December 1, 1957, because of the decline in riding on the 1.27-mile shuttle train line. The Kenwood branch "L" service began operating on September 20, 1907.



IN EARLIER days, this is how the Kenwood "L" car storage yard looked during the off rush-hour periods. Out of service since December 1, 1957, this former rapid transit facility will soon disappear from the Chicago scene. The site on which it is located has been sold and a contract awarded for tearing down the steel structure to the ground.

Getting the Children Back to School

THIS IS the time of the year when most families are very busy getting their children used to going back to school after their summer vacation. There are many different phases of this problem. If the children are young, equipment with school supplies, clothing and registration are important items to be attended to. If the children are going away to college it necessitates, in addition to the above, arrangements for transportation and living quarters. In the hustle and bustle of all this, the evaluation or determination of one's health is apt to be overlooked.

Therefore, the general health check-up of the student becomes an extremely important part of the getting-ready program. An appointment with your family doctor is all that is necessary. He is making many of these school examinations at this time of the year and knows exactly what should be done. Naturally this sort of a check-up will include among other things a test of vision, hearing, dental survey, heart, lungs and urinalysis plus any laboratory work which may be needed. This should be done at the latest before the school term advances too far.

You see, little Johnny may apparently be in the best of health after a summer's vacation. If you ask him how he feels he will say fine. Nevertheless a vision check-up may reveal he needs glasses. A dental examination may show a few cavities that Johnny doesn't know about. There may be other little defects which the child is unaware of which only an examination will reveal. If these little troubles are corrected now it will not only mean that Johnny's health will remain good all year but it may also mean that his school record will be better. It might even make the difference of passing or failing at the end of the school year. Your doctor will also advise you about immunization against colds and polio, etc.

Some instructions about health hygiene should be given to the student, especially to those who go away to school and cannot be observed by their parents at frequent intervals.

These instructions must include the importance of a well balanced diet, good nights rest and proper amount of outdoor exercise. Remember the old saying "all work and no play makes Johnny a dull boy." A proper regime or program with certain hours for study and also time for recreation will pay off in the end.

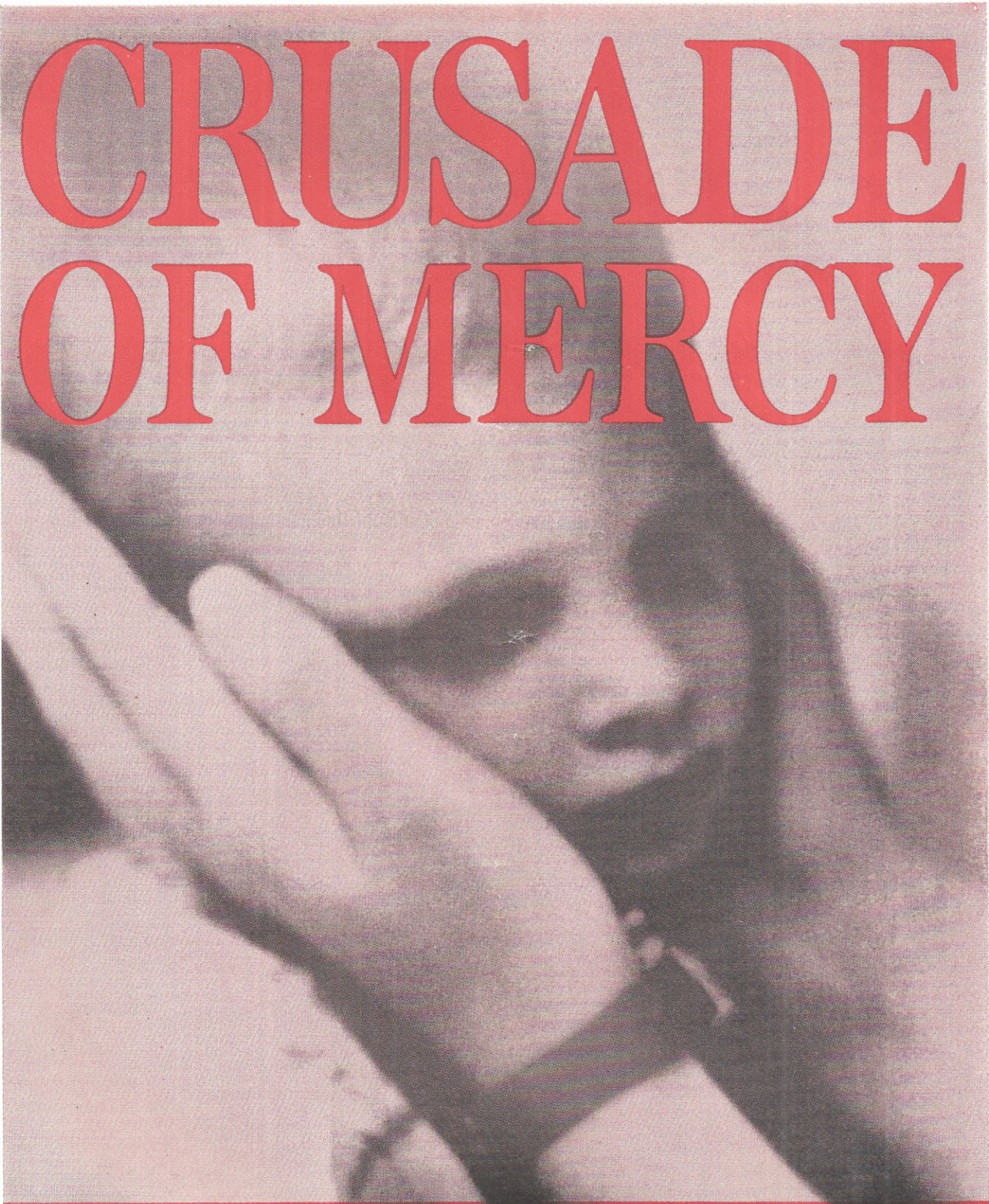
I am sure parents realize that there is a big investment in sending children to school. A complete medical examination only costs a few dollars and it may determine whether the student is going to be successful in his studies or not.

New Appointment

ANNOUNCEMENT WAS made recently of the appointment of *James T. Walsh* as assistant superintendent of maintenance, north-south sections of the rapid transit division, effective September 1. He replaces *Gerald A. Weiler*, who retired on that date.

The announcement was made by *C. R. Potter*, superintendent of way and structures, and was approved by *S. D. Forsythe*, general superintendent of engineering, and *W. J. McCarter*, general manager.

CRUSADE OF MERCY

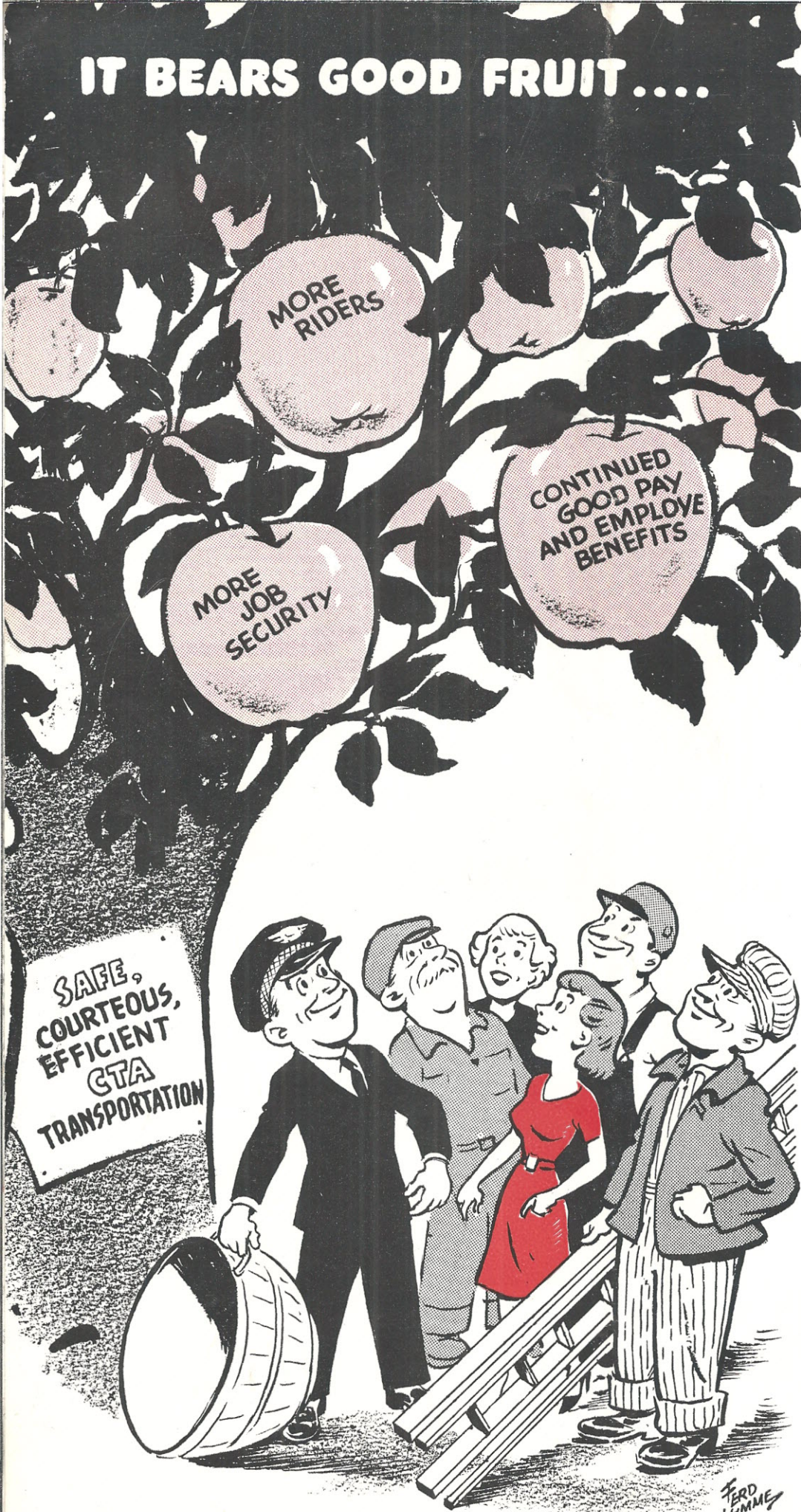


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