

OCTOBER, 1960

TRANSIT NEWS

METROPOLITAN



TRANSIT



THIS HUGE mound of salt at 77th station reminds one that winter is not too far away. Most Chicagoans hope it will be a mild one, but CTA must be prepared for the worst and must be ready to do battle with the elements for the control of the streets. It's a costly job. The CTA spent nearly a million dollars last winter fighting snow and ice conditions to keep service moving.



Winter Ahead—CTA Prepares To Battle Elements

LOOKING AHEAD to the coming of winter, CTA recently authorized the purchase of rock salt and the rental of trucks equipped with snow plows for use in the seasonal battle to clear transit streets of snow and ice.

The authorization permitted CTA to spend up to \$500,000 for bulk and bag salt to be purchased from three successful bidders—the Morton Salt Company of Chicago, the International Salt Company of Chicago and the Diamond Salt Company of St. Clair, Michigan, if the winter is severe. For this sum approximately 36,000 tons of bulk salt, and 3,150 tons of bag salt could be bought at the bid prices.

CTA has about 15,000 tons of bulk salt stock-piled. Last winter the costs of fighting snow and ice to keep service moving approximated \$983,000 and 31,541 tons of bulk salt and 3,144 tons of bag salt were used.

The Material Service Division of General Dynamics Corporation, as the low bidder, was awarded the contract for the rental of 40 ready-mix concrete trucks complete with spreader attachments and plows for snow-fighting work during the 1960-61 winter season. Estimated expenditures under this contract will range from \$75,000 to \$150,000 depending on the severity of the winter. These rented vehicles will supplement CTA's own equipment when severe weather necessitates extra storm-fighting operations.

Among other contracts recently awarded were:

Installation of a 25-cycle mercury arc rectifier in Broadway substation, 5847 Broadway, awarded on a low bid of

\$141,141 to the G. A. Rafel Company of Chicago. Cost of the equipment being installed, which was previously purchased by CTA, totals \$221,650. Installation of the new rectifier will permit automatic operation of the substation during off-peak hours, and will enable CTA to save \$20,000 a year in manpower costs.

Purchase of equipment from the Union Switch and Signal Co., Swissvale, Pennsylvania, for manual-automatic switching of Jackson Park "B" trains at the 63rd and Stony Island terminal. The equipment will be installed by CTA's own forces, and will eliminate \$28,000 per year in operating costs.

Furnishing and installing "king size" vacuum cleaner at Kedzie and Van Buren garage for cleaning buses was awarded to the Cyclone Blow Pipe Company of Chicago on a bid of \$15,200. CTA now has 14 of these cleaners installed at six of its 12 bus garages.

Engineering work on plans for constructing an island platform or platforms at the Addison station of the North-South "L"-subway route, which serves Wrigley Field, home of the Cubs and the Chicago Bears, was awarded to Alfred Benesch & Associates of Chicago. These improvements would make the four-track installation through Wilson avenue, now underway, more efficient; would eliminate crossing trains to serve the station, and would increase the platform and station capacity for handling crowds.

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OUR COVER: It's Indian Summer time and the trees in forest preserves and city parks are clad in the bountiful beauty of the season. There is no more delightful time for a leisurely stroll through wooded areas, which are now providing the greatest nature show of the year. Many of the forest preserve districts and all the city's larger parks are served directly by CTA routes, and it's the easy way to go for an outing the whole family will enjoy.

★ ★ ★

CTA TRANSIT NEWS

Begin Work on Key Lake Street Elevation Project

AWARD OF a contract to Abbott Contractors, Inc., of Chicago, for relocating a 14-inch water main, key project in the elevation of the ground-level section of CTA's Lake street rapid transit route between Laramie and Harlem avenues, was announced recently.

The Abbott concern submitted a bid of \$180,954.40, lowest among eight bidders on the relocation job. Work on the project has already started and will be completed within 80 days of the starting date.

The water main to be relocated is exactly in the center of the railroad right-of-way between Austin and Harlem. A new third track is to be constructed in this location between Laramie and Harlem for North Western trains. The two tracks for CTA's use are located in the south part of the North Western right-of-way. Portions of these tracks will be relocated at station platforms.

The water main serves the North Western's Proviso yards and some industrial establishments. It is connected with Chicago's water system at a pump house near Austin boulevard. The relocated water main will be under South boulevard, which, when CTA's tracks are removed, will be widened.

Relocation of the water main will enable the North Western to complete construction of its new track. It has been working on the new track west of Harlem avenue, fabricating special track work in its shops, and assembling track construction materials on the project site. CTA has been demolishing North Western stations that have been abandoned and has also been completing engineering plans and drawings.

PLAN PURCHASE OF 150 NEW BUSES

BIDS WERE asked recently by CTA on the purchase of 150 "New Look" motor buses propelled by diesel engines with automatic, hydraulic torque converters.

Specifications for the new buses include modern exterior styling with enlarged windshields, fluted aluminum lower side panels extending from about window level to the guard rail, and "wrap-around" bumpers.

Other features specified are fluorescent interior lighting, grain-patterned aluminum lower interior trim panels and Formica or Melamine covered or color anodized aluminum ceilings.

Passenger seats are to be restyled to provide a modern appearance and are to have two-inch wider cushions, yet by a novel redesign, a comfortable aisle width will be retained. The new cushions will be 36 inches wide.

The new buses will have seats for 50 or 51 passengers and will be equipped with air springs and power steering. The 150 new buses will bring the total of CTA buses with power steering and air springs to over 500.

The new buses will be used as replacements for buses that are now in service and are scheduled for retirement soon.

Preparations are underway now for taking bids on the ramp at Laramie avenue to connect CTA's tracks which are elevated east of Laramie, with the North Western elevated right-of-way. This phase of the work is scheduled to start in November, and to be finished late in January or in February.

Simultaneously, the North Western will be installing a signal system on its new track and constructing a new station at Marion street to serve eastbound North Western trains. CTA will award contracts for widening the railroad embankment between Marion and Harlem.

In March, work on CTA's two tracks and five new CTA stations is scheduled to be started. There are to be five stations with street-level entrances. Central-Parkside, Austin-Mason, Oak Park-Euclid, and Harlem-Madison will be double entrance-exit stations. Ridgeland will be a single entrance-exit station.

CTA is managing agent of the project for the five governmental agencies which are sharing the cost of shifting CTA's Lake street rapid tracks from street-grade to the elevated right-of-way of the C & N W RR in the Laramie-Marion section. The participating public agencies are the Village of Oak Park, the City of Chicago, the County of Cook, the State of Illinois and the CTA.

Operation of trains on the new elevated right-of-way is scheduled to begin early in 1962. As soon as this occurs, CTA tracks in South boulevard paralleling the elevated North Western right-of-way will be removed. The final step in the project will be repaving of South boulevard at cross streets.

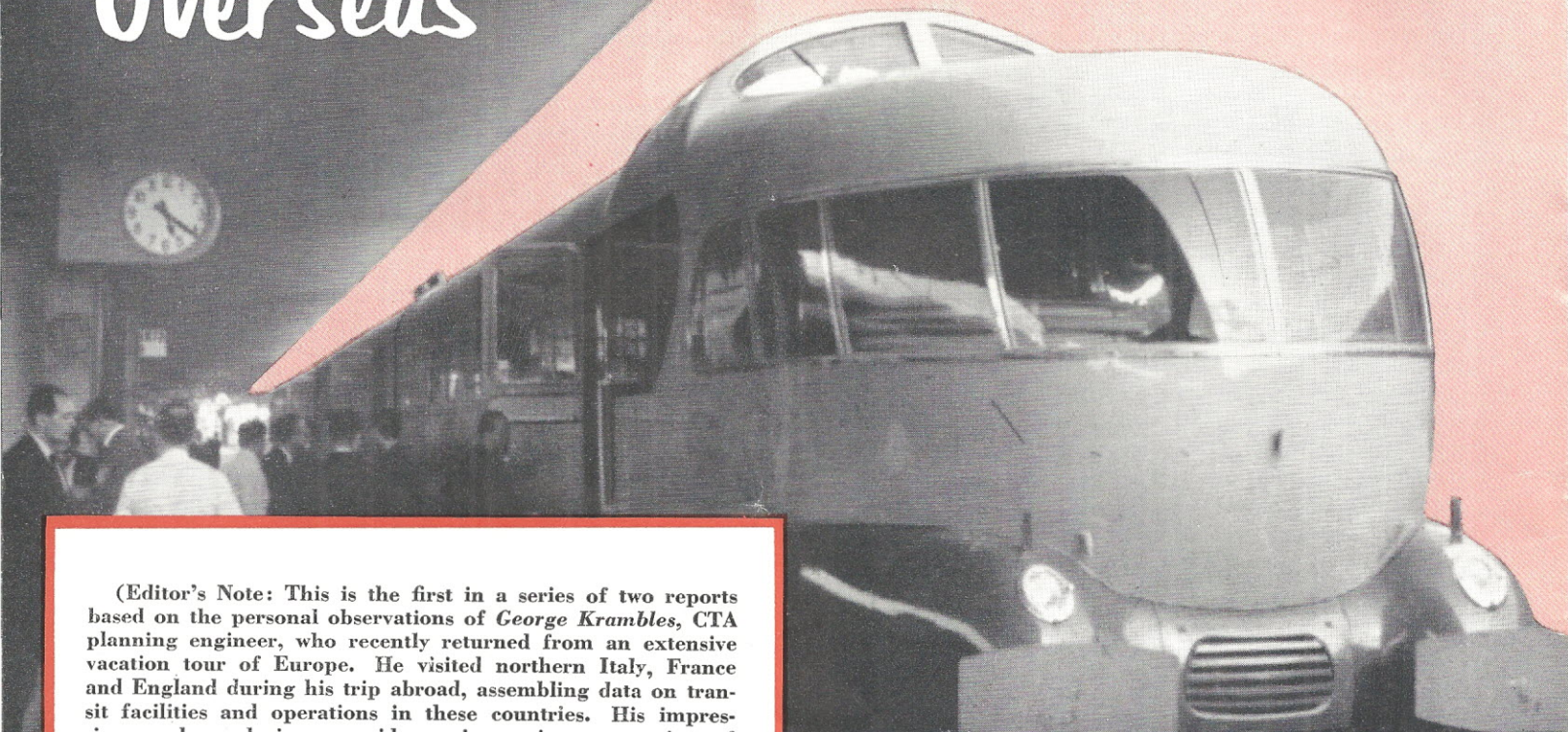
UNUSED SOUTH SIDE PROPERTY SOLD

SALE OF about 115,000 square feet of land at 9316-9402 S. South Chicago avenue for \$75,000 to the United Steelworkers of America, Local 65, Building Corporation, was approved September 1 by Chicago Transit Board.

The property is a long narrow parcel of land extending along the southwesterly line of South Chicago avenue for about 884 feet. The depth of the property extends from South Chicago avenue for 150 feet to the concrete retaining wall of the New York Central right-of-way which runs in a northwesterly direction the full length of the property. Acquired in 1875, the property is no longer useful for transportation purposes.

The offer of \$75,000 received from the United Steelworkers of America, Local 65, Building Corporation, was the highest received by CTA for the property.

Transit Overseas



(Editor's Note: This is the first in a series of two reports based on the personal observations of *George Krambles*, CTA planning engineer, who recently returned from an extensive vacation tour of Europe. He visited northern Italy, France and England during his trip abroad, assembling data on transit facilities and operations in these countries. His impressions and conclusions provide an interesting summation of transit problems and progress in populous European metropolitan areas.)

FRONT OBSERVATION is a feature of ultra-modern "Setto-bello" train between Rome and Milan. Motorman rides in roof blister.

THE NEED for rapid transit in the big cities of northern Italy is as evident as it is in the States. This is the easy conclusion reached from a brief visit in northern Italy this summer. Most of the problems which concern the transit planner in Chicago are also presented to his counterpart in Europe, plus a few distinctive ones.

The use of private automobiles is extensive and is growing rapidly with the mass production of small, low cost units. These compact cars, while very practical for the many narrow streets and sharp corners found in the older parts of European cities, raise some interesting problems on wide boulevards, especially when several streets converge at open plazas where a free-for-all of turning movements is possible. A roadway that would be regarded as two lanes here accommodates three lanes of small cars and the possible weaving movements are correspondingly higher. Add to this a touch of volatile latin temperament and some fairly spectacular results are possible.

The bicycle, a strong competitor of transit in smaller cities without too many hills, is often a feeder to suburban transit in the big cities. Park-'N'-Ride sheds or racks for bikes are found near outlying stations.

People reside mainly in apartment buildings five to ten stories in height even in smaller cities, with comparatively few families living in single family homes. New, modern, elevator apartment buildings are seen everywhere. Population densities in residential areas are therefore quite high.

Central business areas do not seem sharply defined since commercial buildings (with a few notable exceptions) are seldom taller than the surrounding residential complex.

The Lido line has point-to-point fares with a ticket inspection at both the boarding and alighting platforms. Equipment on local trains of this route consists of locomotive-hauled push-pull trains and a few multiple unit cars. All the coaches have rapid transit type door arrangements with platform-level loading. The doors are opened and closed by the motorman. Both the Lido and Laurentina lines are standard gage lines using 1500 volt DC trolley with pantograph current collection.

Rome also has standard gage and narrow gage interurban routes operating through city streets (and rurally on private right-of-way) from the Rome railway terminal to Genzano, Fiuggi and Alatri which are as much as 50 miles southeast of the city. Equipment and technique of operation are similar to that of interurban railways that existed in the United

States some years ago, but with surprisingly heavy traffic.

A heavier type of interurban is operated by the Rome Northern on a 60-mile route northwest from Rome to Viterbo. This line starts at an underground terminal on the north edge of the central city and operates through a subway for about a mile, then on private right-of-way surface tracks through suburbs and on through hilly country to destination. Trains consist of a motor car pulling as many trailers as required. Power is collected at 3000 volts DC from direct suspended trolley wire using a double pan pantograph.

Only a few trains daily run through over this line but there is a frequent suburban service over the first eight miles of line out of Rome. There is also supplementary service to intermediate points from both ends of the road.

The Rome municipal transit system has street cars, trolley buses and motorbuses. The trend is away from street cars although there are some very modern units with P.C.C. trucks. A recent one-way street proposal raised agitation for replacement of all street cars and trolley buses here with motor buses. One of the interesting oddities of operations in Rome and, for that matter, in other old cities, is the contrast of ancient buildings, city walls and remnants of aqueducts with modern street traffic.

Transit systems often include circular lines ringing the central city as well as radial lines. The "Circolare" is frequently one of the most important routes in town.

ROME

Rome has a modern (1955) subway, called the Metropolitana, with two routes terminating at the principal railway terminal. This station is off to the east side of the business and governmental center of town. One of the stations is at the Coliseum and another at Circus Maximus, which leads to local jests about traffic potentials if and when chariot racing or lion-feeding comes back into popularity. Actually, the principal route to Laurentina taps some new residential area. On it, very modern two car one-man trains are operated on a six-minute headway as far as St. Paul Basilica station and on a twelve-minute headway beyond. A secondary route branches away from the subway line at Magliana and extends over about fifteen miles of related suburban electric railway to Lido, the Tyrrhenian beach suburb of Rome. On this route an hourly headway of subway trains operating as expresses is superimposed on a half-hourly headway of the suburban local trains which penetrate Rome only to Piazza Porta S. Paolo.

BUSY SYSTEM of Milan Northern Railway handles heavy passenger traffic to suburban points and to mountain lake resorts. This is Lake Como station.



The one-man operator of a Rome subway train opens and closes doors and drives the train. He is assisted at most stations in determining when doors should be closed by a platform official. Subway trains on the Lido run have additional trainmen, although the motorman appears to be doing all the productive work.

A flat fare of 40 lire (6½c) is currently in effect on the Laurentina line. Passengers purchase 0.975" tokens at this flat rate at the newsstand in any station. Admittance to train platforms is by turnstile. Each turnstile is equipped with an electric ticket printing machine which issues a receipt with date, location and serial number. Passengers are expected to produce a receipt if challenged by an inspector. Subway service operates from 5:50 AM to 12:30 AM.

The State Railways provide considerable 3000 volt DC electrified suburban service out of Rome, partly using multiple cars.

MILAN

Milan is becoming so important to Italy's commercial progress that it would be difficult to place it second to Rome. The city is a bustling, modern one with a transit system, the ATM, well worth detailed study. ATM is municipally operated and includes urban motor buses, trolley buses and street cars. It also has five interurban rail routes and is well along in the construction of a subway.

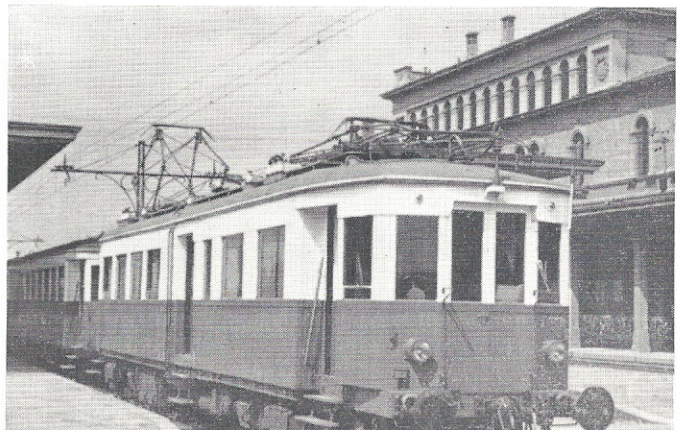
Street cars are still the main carrier in Milan. While they are all well maintained, there are, as in Rome, a few small four-wheeled cars reminiscent of those which disappeared from the Chicago scene about 50 years ago. The newest cars, in the 5400-series, have PCC trucks.

The ATM interurban roads radiate from Milan about 10 to 20 miles to the east, north and west. Service is operated on wide headways but often with trains of one motor car pulling as many as five trailers. Again the equipment ranges from very old to practically new. The newest motor cars have equipment that can whip a train along at 45 mph, running at 1200 volts DC collected from catenary trolley using a pantograph. In Milan, the same train runs from 600 volt, using trolley pole.

A private interurban system, the Milan Northern, links Milan with a number of cities up to 45 miles distant, providing a quick and convenient access to Lake Maggiore and Lake Como.

The 30000 volt DC system is practically entirely on private right-of-way and uses heavy steel multiple-unit cars with one or two trailers per motor car. The top speed is about 50 mph.

HEAVY PREWAR equipment of system at Moneda, north of Bologna, is similar in performance to CTA 4000-series cars.





RAILWAY POLICEMAN and crew supervise loading of new 3000 volt interurban equipment at Terni, in the hills about 100 miles east of Rome. Line extends up spine of Italy to Perugia and San Sepolero.

Milan terminal of this railway is a modern office building in the business district which will have a direct underground passage for convenient passenger interchange with the new subway.

MILAN SUBWAY

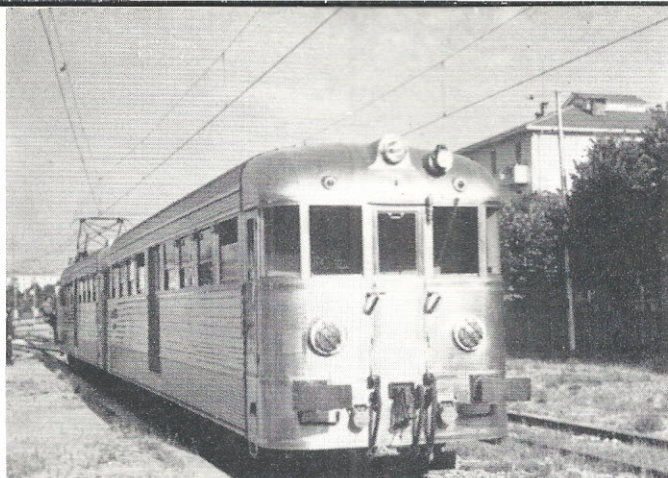
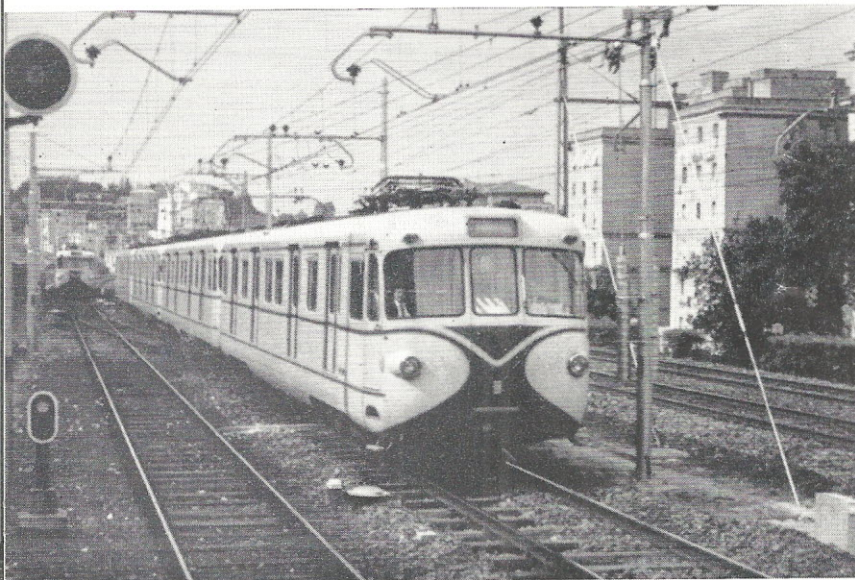
The Metropolitano Milano, or "MM" as the new subway is called, will incorporate many novel developments. Its construction by a modified cut-and-cover method was most unusual. A deep, narrow trench was cut for each side wall and immediately was filled with bentonite, a liquid clay. Later concrete was poured into the trench, displacing the bentonite and hardening into a solid wall.

The street paving, utility pipes and conduits between the walls were then stripped away and the concrete roof slab was poured. Then the utilities and streets were restored.

Next, the space between the subway walls and under the roof was mined away from within and the floor was poured, thus completing the tunnel structure.

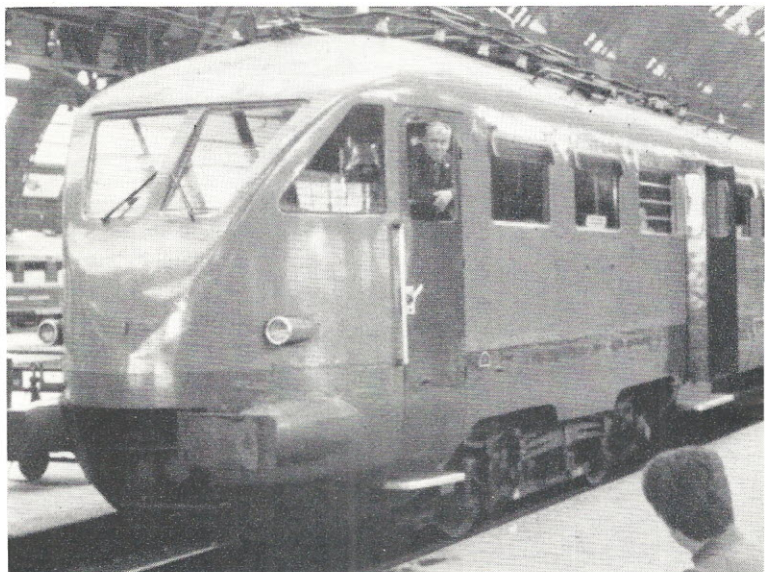
Even more interesting is the proposal to equip this subway with rubber tired electric trains that would run on paving rather than on rails. This is not unlike the "guided bus" idea proposed by CTA general manager *Walter J. McCarter*. Milan's trains would be electrically propelled and the guidance system would be directed by a mechanical pilotage system. The Breda Company of Milan exhibited a

STREAMLINED ROME subway trains keep to left on 1500 volt DC overhead powered line.



CASALECCHIO-VIGNOLA interurban train was built of stainless steel under Budd licenses. Line extends about 15 miles into country from a suburb of Bologna.

sample car at the 1960 Milan trade fair. Much more will be said throughout the world about the "MM" when it goes into service in a year or two.



STREAMLINED HIGH-SPEED multiple cars give much service on main lines of Italian State Railways. This scene at Milan train shed.

METER GAGE suburban tramway line train ducks through archway of 2000-year old aqueduct in Rome.





Guy A. Richardson

Guy A. Richardson, 78, Dies

in the transportation industry in cities throughout the country. Recognized nationally as a transit executive, he was a past president of the American Transit Association, and helped pioneer the development of new vehicles and other changes.

Mr. Richardson was born May 28, 1882, in Boston. He came to Chicago in 1923 to join the former Chicago Surface Lines organization as vice-president and general manager. In 1932, he was named president and chairman of the board of the Chicago Surface Lines. His active career also included service during World War II in Washington as director of highway transport in the office of defense transportation.

When the war was over, he took an active part in the preliminary work for creating the

CTA as the public body that consolidated local transit properties.

At its October 6 meeting, the Chicago Transit Board passed a resolution extending sympathy to Mr. Richardson's family. The resolution said in part: "As a member and as vice-president of Chicago Transit Board, Guy A. Richardson performed valued services as an expert on local transportation, with a lifetime of experience in this field, and this community and the State of Illinois have lost a forceful and courageous leader and a man of outstanding ability and high moral character, who long employed his exceptional talent in the service of Chicago Transit Board and Chicago Transit Authority."

Mr. Richardson is survived by his widow, Frances; a daughter, Martha, of Chicago, and a son Robert W., of Akron, Ohio.

FUNERAL SERVICES for Guy A. Richardson, 78, retired vice-chairman of Chicago Transit Board, were held October 6 in Portland, Maine. Mr. Richardson died on October 3 in Damariscotta, Maine, after a brief illness.

Mr. Richardson retired from CTA on September 1, 1954, after more than a half century

ATA GROUP GUESTS ON HIGH-SPEED TRAIN RUN

A SPECIAL demonstration run on CTA's new high-speed, high performance rapid transit cars was arranged recently for a group of visiting engineers who were in Chicago for an American Transit Association meeting.

The group boarded the train at Lake-Randolph subway station and proceeded northward where a speed run was made between Lawrence and Loyola stations, where the equipment again attained a top speed of 72 miles an hour. The test train then proceeded to the Congress street median strip for further demonstrations.

En route, General Manager W. J. McCarter described in detail the planning and purpose culminating in the delivery of the high-speed cars, and as the train reached the Congress street tracks V. E. Gunlock, chairman of Chicago Transit Board, gave a resume of the problems which were encountered and solved during the construction of this CTA facility. En route also a demonstration was given of the train-phone system in a conversation with the line supervisor's office in the Merchandise Mart.

The group of 125 on board for the demonstration run included members of the American Transit Association, di-

rectors of Transit Research Corporation, manufacturer's representatives, transportation operating officials from cities throughout the country, transportation consultants and design engineers.

While in Chicago, the group also visited Skokie Shops and inspected equipment at that location.

Arrangements for the demonstration run and the inspection tour of the shops were handled by J. N. Jaboris, equipment engineer, and L. G. Anderson, superintendent of Skokie Shops.

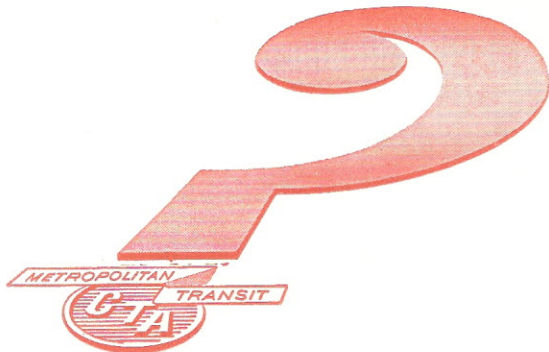
Another demonstration run by highspeed trains was arranged recently for 150 representatives of the Institute of Traffic Engineers who were in Chicago for their 30th annual business meeting. The train was routed over sections of the north side branch, the Lake street branch and the Congress street median strip tracks.

The group, whose primary interest is in street traffic problems and the mass movement of people, included traffic experts from cities in this country, Canada and several foreign countries. They were particularly concerned with the integration of highway traffic with rapid transit facilities as exemplified by CTA operations in the Congress expressway.



AMONG THE guests on the demonstration run of CTA's new high-speed, high-performance rapid transit equipment recently were some of the top executives in the transit industry in Chicago for an American Transit Association meeting. In the picture at the left, General Manager W. J. McCarter is shown with Charles L. Patterson (center,) board chairman, New York Transit Authority, and, right, George Oakley, vice president, Consolidated Car Heating Company. The photo at the right shows W. S. Rainville, left, ATA director of research, talking with V. E. Gunlock, chairman of Chicago Transit Board.





INQUIRING REPORTER: Irving Metzger

LOCATION: Limits Station

What do you recall as the most happy memories of your life?

CHARLES DeCOOK, Operator (with *Inquiring Reporter Irving Metzger*): "I have been lucky to have had so many happy memories in my life that if a price were put on them, they'd be worth a million. But the most memorable among them are when my sons were born, and, of course, the fun-filled days of watching them grow up."



EUGENE COLEMAN, Operator: "The happiest moment of my life was when I was chosen to play while stationed in Germany on the Navy All-Star softball team in Mannheim, Germany."

THOMAS STEWART, JR., Operator: "I will never forget my trip to Bermuda when I was 13-years-old. This was an all-expense paid award from the *Herald American* newspaper." ➔



← **CLARENCE BUTHMAN**, Operator: "My happiest memories are the days when I met my wife. We enjoyed being together and, if I have to say so myself, we had a wonderful courtship and now have an ideal marriage."



H. W. SMITH, Operator: "The most happy memory of my life was meeting a girl named Polly in the winter of 1949. Six weeks after we met we were married on New Year's eve. Today we have five beautiful children."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Celebrates Anniversary And Two Births

ACCOUNTING—(General) — *George Triunfol*, accountant, had a double reason for celebrating on August 21 . . . it was his 31st wedding anniversary, and he became a grandfather for the fifth time, when *Dorothy Elizabeth* was born to his son, *George*. Another grandchild, *Kenneth Russell*, was born a week earlier to his daughter, *Mary Lou*.

Dorothy Durr and her sister, *Mary*, of Medical, enjoyed swimming at Miami Beach, Florida, where both acquired beautiful tans.

(Payroll)—*Ruth Busse* and *Agnes Coman* presently are recuperating at home from illnesses.

Black Hills Vacationers

Enroute to the Black Hills, *Stanley Mailuck*, payroll accountant, stopped at West Bend, Iowa, where he visited the world's largest grotto. In Spearfish, South Dakota, he saw the Passion Play, and took side trips to Devils Tower, Deadwood, and went up Terry Peak. Also, he visited Homestake Gold Mine, and Mt. Rushmore, Rapid City, Sylvan Lake, Needles Highway, and saw buffalo in Custer state park. In Denver, Colorado, he visited with friends and relatives. His most unusual experience was that of chasing after a farmer to inform him that he had lost a horse from his truck and the horse was now trotting after him.

(Revenue Accounting)—*Lorraine Kozlow*, her husband and her mother drove through the Badlands and toured the Black Hills, where visiting Mt. Rushmore, riding a Terry Peak chairlift, and viewing a forest fire were highlights. Next, they visited Yellowstone Park and went on to Colorado Springs. A trip to Pikes Peak and horseback riding on a mountain trail and a chuckwagon supper were extremely enjoyable.

Marcia Little is a new clerk in this department.

Alice Arkin, her husband and friends had an enjoyable vacation visiting Lake Geneva, Elkhart lake, Sheboygan, Milwaukee, and Fond



SKOKIE FOREMAN RETIRES

FORTY-THREE years of transit service came to a close when *Foreman Henry Hitterman*, Skokie Shops, retired on pension September 1. On hand at Skokie Shops to present Harry with a gift from his co-workers are (left to right): *Foreman Roy Lundquist*, Truck Shop; *Superintendent Lester Reichard*, Henry, and his wife, *Mrs. Hitterman*, and *Foreman Frank Olszewski*, Machine Shop.

du Lac, Wisconsin. They played miniature golf and enjoyed a boat cruise.

Frank C. Chesser, brother-in-law of *Robert Hill*, revenue accountant, recently died.

Felix Palilunas, assistant revenue accountant, had lunch with *Pensioner Arthur Bresin* and his grandson, *Craig*.

(Budget)—During a recent vacation, *John Schwartz* added another short chapter to his travels when he went to Milwaukee, then sailed east to Muskegon, Michigan, on the Milwaukee Clipper.

(IBM)—*Mary Blackmore* transferred to Revenue and *Janet Negri* came in to replace her.

Margaret Flowers, former key punch operator, sent the happy announcement of the recent arrival of her son, *Robert*.

Emil Rusinak, IBM operator, and his family drove to Maryland to visit with his sister, and then traveled on to Washington, D.C., where they toured government buildings.

Dan Proffitt and his wife, *Lupe*, recently welcomed a baby boy, *David Anthony*.

(Material and Supplies)—*Josephine Tollar* had an enjoyable country vacation in the vicinity of Kingston, Illinois, with friends.

(Voucher)—*Ray Schramm*, supervisor, and his son, *Ray, Jr.*, visited Minocqua, Wisconsin, where they enjoyed fishing. They also spent a pleasant week in Chicago.

Clara Lawrence enjoyed her vacation in Door County, Wisconsin, Manitowish Waters, and made a sojourn to Hotel Moraine in Highland Park, where she and friends enjoyed swimming and golfing.

Annette Seward, former voucher employe, and her husband, announced the birth of *Jill Marie* on August 30.

(Property Accounting) — *Bruce Dinter* recently was installed as Commander of the American Legion Post No. 372.

—MARIE HAVLIK and
EILEEN NEURATER

Promotion And Enlistment Bring Happiness

CLAIMS—*Bill Lembachner* has two reasons for being happy—he was promoted to an outside adjuster and his son, *Andy*, enlisted in the Navy in the missile and ballistic division.

Hank Mauer is on the disability sick list because of a broken heel.

John Daly was promoted to an inside adjuster.

Kevin Murphy, vault clerk, has enlisted in the Marine Corps for three years.

Typist *Mary Ann Walsh's* father recently died.

Your scribe has received his second ball point pen this year for sending in an acceptable suggestion.

Ron Kramer, file clerk, has had a run of bad luck in his family—his father and brother were taken ill suddenly and were rushed to the hospital. Shortly after, Ron's mother had to have an operation.

—FRANK SEPANSKI

Celebrates Anniversary In Wisconsin

ELECTRICAL—*Arvin Wilmont*, chief operator, Broadway substation, and his wife, *Pauline*, vacationed in Milwaukee, Wisconsin, where they also celebrated their 20th wedding anniversary.

Adolph Kutz, assistant estimator, his wife, *Mary* and their son, *Donald*, spent their vacation in Washington, D.C., where they attended the 11th annual convention of the 95th Infantry Division Association.

Samuel Charleton, chief operator, Blue Island substation, vacationed at the Michigan sand dunes.

Jack Becker, chief operator, 42nd substation, sent greetings from Bay City, Michigan, where he spent his vacation. Also his father, *Walter Becker*, former automotive engineer, and his mother, *Elizabeth*, celebrated their 50th wedding anniversary on September 10. Eighteen of the family dined at D'Micas restaurant in Joliet, Illinois.

—GILBERT E. ANDREWS

Long Week-End Offers New Experience

BEVERLY—Operator *Louis Anchor* and his wife, *Margaret*, and their three daughters enjoyed the Labor Day week-end in Kolin, Michigan. The girls did some water skiing for the first time, and, except for the dunking they got, they enjoyed their new experience very much.

Former operator at Beverly, *George Tidd*, is now a janitor at 77th.

Operator *John McCarthy*, after 36 years of transit service, retired recently. Operator *Edward Cavanaugh* also recently retired.

Operator *Art Neff* bought a home recently in Park Falls, Wisconsin, where he hopes to live when he retires.

Norman Stoltz, son of Operator *Melvin* and *Ruth Stoltz*, recently joined the Air Force. He is taking his training as a technician at Lowery Air Force base.

We are glad to have Instructor *Joe Brady* at Beverly. Instructor *Fremont Snyder*, who was at Beverly for many years, now is at 69th.

Reuben Sunblad, father of Operator *Charlie Sunblad*, died recently.

Operator *Harold Kaufman* is back at work after an eight-month absence. Harold broke his arm in a fall during a snow storm.

CHAMPS



TROPHIES RECENTLY were presented to *Left Fielder Joseph* and his brother, *Center Fielder William Parillo*, whose team, the Indians, won the 1960 Minor League championship. The boys' dad is *Assistant Payroll Accountant William Parillo*, Accounting department.

Reported by *Marie Havelik* and *Eileen Neurauter*

The wife of Operator *Jim McGrath*, 77th, recently passed away.

Operator *Joe Balnis* and his wife, *Irene*, made the rounds on a recent vacation. They vacationed in Los Angeles and San Diego, California, Las Vegas, Nevada, and finished up in Mexico City.

Operator *Walt Motyko* vacationed in Wisconsin, where he operated his 16-foot cabin cruiser that he built himself a year ago.

Operator *Frank Zellner* spent a recent vacation at Blind River, Ontario, Canada.

Operator *George May* vacationed in New Orleans, Louisiana. He also stopped at Gulfport, Louisiana, where the temperature was in the 100s.

Operator *Joe Gertzen* vacationed at the Molake river in Crandon, Wisconsin. Joe reported that the fishing was great.

Celebrating wedding anniversaries this month are: Instructor *Fremont Snyder* and his wife, *Olivia*, 39th on October 1; *Louis* and *Margaret Anchor*, their 23rd on October 4; *Clarence* and *Marguerita Cowan*, their 25th on October 15, and *Ed* and *Clara Maloney* their 37th on October 30.

—CLIFFORD L. HOWARD

New Additions To CTA Families

FOREST GLEN—*Laura Lynn* is the new daughter of Operator and Mrs. *George Brieschke*. Born August 19, she also is the granddaughter of Janitor *Bill Brieschke*.

Operator *Bill Henry* and his wife, *Jean*, proudly announced the adoption of their first child, *William A*.

Mid-August vacations found Operator *Ben Kamka* fishing at Minocqua, Wisconsin, and Operator *Julius Golnik* at his summer home at Hayward, Wisconsin.

Operator *Jim Thalton* spent a week visiting his former home in Eldorado, Illinois.

Operator *Robert McNealy* is back at work after a two-month lay-off with a broken wrist.

Receiver *Mike Cusack* is still off with a broken arm which he suffered July 19.

The father of Operator *Ernest Ericksen* passed away August 27.

Operator *Mike McEvoy* paid a visit to his native Ireland, during September.

Recent pensioners are Operators *Peter Domet* and *J. C. Hill*.

—EARL W. McLAUGHLIN

TRIPLE CELEBRATION



RECENTLY SURPRISING their parents, Mr. and Mrs. C. M. O'Connor, with a 30th wedding anniversary party were (left to right): *Jean*, *Mary*, *Charlene*, typist, Claims, and *Dorothy Phelps*, stenographer, Specifications. Actually, it was a triple festival because it also was Mr. O'Connor's 56th birthday and Mary's 23rd birthday.

Reported by *Frank Sepanski*

Camping Is Popular Among Vacationers

GENERAL OFFICE — (Training and Accident Prevention) — *Frank Johnson*, his wife, *Dodie*, and their three youngsters, *Kristine*, *Doug*, and *Bruce*, enjoyed their vacation camping on the shores of Lake Michigan at Holland state park, Michigan, and at Yankee Springs recreational area.

Another camping enthusiast was *Stuart Maginnis*. He and his wife, *Arla*, and their three children, *Mark*, *Lynn* and *Scott*, traveled through Michigan and Wisconsin. They crossed the new Mackinac Bridge, watched the ships pass through the locks at Sault Ste. Marie, climbed to the Lake of the Clouds in the Porcupine mountains, and camped in many of the fine state parks in Michigan. They also visited the Dells and the new circus museum at Baraboo, Wisconsin. Their last week was spent at the Dunes state park in Indiana.

John Baker, his wife, *Marion*, and their two boys, *Jimmie* and *Joel*, enjoyed camping in the wide open spaces. They traveled through the Black Hills area, visiting historic Deadwood, of the gold rush days, viewing Mt. Rushmore and the fantastic and colorful formations in the Badlands, known today as one of the world's most noted fossil beds. *Jimmie* and *Joel* enjoyed a ride on the 1880 narrow

gauge steam train from Hill City to Oblivion, South Dakota.

Camper number four in the department was *John McKenna*. He and his wife, *Ruth*, with two of their children, *Margaret* and *Tommy*, enjoyed a camping vacation at Mississippi Palisades state park.

The Mart Motors softball team, members of which are CTA employees, finished the season with a victory over the Morton Salt company team. One of the key blows was a hit by *John Eckel* of IBM. John was able to stretch the hit into a home run through the errors of the opponents, who seemed unable to pick up the ball.

(Job Classification) — Two new employees among us are *Elmer P. Klotzbucker* and *Frank J. Wischler*.

The *John Boyce* family was host to fellow workers recently at a gathering in their new home on the southwest side. Food and other refreshments were plentiful and all agreed that the event will long be remembered.

(Engineering)—*George Uding's* son, *Donald*, and *Susan Budinger* recently became engaged and were married on October 1. Miss Budinger's home is in Easton, Pennsylvania.

The Engineering department received an interesting letter from Mr. Forsythe, written on a four-foot menu and mailed from Copenhagen. He and Mrs. Forsythe have visited many countries in Europe,

PHOTO OF MONTH



WONDERING WHAT the outcome of the November election will be is three-month-old Anna Marie Neise, who is Radio Dispatcher Jim Nelson's ninth grandchild.

Reported by Julie Prinderville

including Denmark, Germany, Switzerland and Italy and will cover several more before their return.

(Specifications) — J. D. Cannady spent three weeks of his vacation traveling to Lincoln, Nebraska, Danville, Illinois, and seeing the sights in and around Chicago.

Bob and Dorothy Phelps took a trip to St. Paul, Minnesota, for a few days with some friends.

Rebecca Cousin spent two weeks of her vacation visiting with her mother in Nashville, Tennessee.

(Traffic Engineering) — E. E. Olmstead was chairman of the Institute of Traffic Engineers' convention, which met here in Chicago September 12 through 15.

(Public Information) — Carol Fahy Wallace, former steno in the department, announced the birth of a baby girl, Mary Pat, who was born on September 10.

—MARY E. CLARKE

Sister Receives National Honors

GENERAL OFFICE—(Transportation) —Eugenia A. Kizior, sister of Bernadette Kizior, has been named to Loyola University's Chapter of Phi Sigma Tau, National Philosophy Honorary. When she is not attending college, Eugenia is a part-time agent.

Mickey Daly and Doris Stahl (retired) motored to Wisconsin recently to visit with friends. They also spent some time boating and fishing on Lake Nashotah.

Noreen Byrne, of Insurance, chauffeured Mary Berry, Aileen Ward and Bernie Kizior to Burlington, Wisconsin, where they spent Labor Day week-end at Cerami's resort on Browns Lake. J. R. Tucker and his favorite traveling companion, his daughter, Dorothy, traveled to 10 Illinois state parks, then went on to St. Louis, where Mr. Tucker felt right at home riding through the city in a PCC car.

Line Supervisor Edgar Ferguson spent his vacation in the town of Black Duck, Minnesota, and pulled in most of the fish from the waters of Turtle River lake. He returned with his quota of wall-eyed pike and northerns. Fergie reported that the town of Black Duck was too air conditioned for summer comfort.

Line Supervisor Jim Luvisi, his wife, Violet, and her nephew, Larry Johnson, aged 6, vacationed at Iron Mountain, Michigan, and Tomahawk, Wisconsin. Right after they left Iron Mountain, a 300-pound black bear was captured.

Radio Dispatcher Clarence Melbye recently celebrated his 44th year of service with CTA and predecessor companies.

(Stenographic) — Adele Monson and her son, Jimmy Arnoux, spent their vacation at YMCA Camp

Ravenswood at Milburn, Illinois, up in the Fox Lake region, where they enjoyed horseback riding, fishing and swimming. Adele was a very proud mother when Jimmy was awarded a medal for his shooting ability with a .22 rifle.

Barbara Hester Sheer and Kittie O'Shea Kudelka, both ladies in waiting, recently were feted with a farewell dinner at the Italian Village.

Noreen Byrne transferred to Stenographic from Insurance.

(Insurance) — Ann Golding representing the auxiliary of the Veterans of Foreign Wars carried the colors in a recent parade in Maywood, in memory of the many boys from that district who lost their lives at Bataan.

Maria Ogden recently joined our staff. Her husband is John Ogden, who works as a trainman on the North Section.

Lucille Altieri, who recently left Insurance to enter the hair styling field, was married to Mario Partipilo. One of the attendants was Marilyn Ferraro, her cousin. Marilyn later flew to Florida and barely missed being caught in the clutches of hurricane Donna. She was happy to board a plane and get back to good old Chicago.

Joyce M. Milz, daughter of Superintendent Operations Controls Elmer Milz, plans a Christmas wedding to Lawrence M. Husak, Jr.

—JULIE PRINDERVILLE

ENTERS CONVENT



MOST PEOPLE in the Buildings and Structures department will recognize Sister Miriam Therese, C.R., as Mary Rita Todoroff, a former typist. Mary Rita resigned from CTA to join the Congregation of the Resurrection Order and now is studying at Fordham university.

Reported by Mary E. Clarke

Ten More To Go For Their Silver

KEDZIE—Operator Willie C. Jackson and his wife, Bertha, celebrated their 15th anniversary with friends and relatives on September 21.

Former Conductor Patrick Mulvihill, who became a crossing guard, recently died.

Chief Receiver Otto Jurew retired on pension October 1. Otto started as a conductor at Kedzie in 1917, and in 1929, joined the clerical and receiver force.

—C. P. STARR

Agent Makes Trip Through Upper Dells

LOOP (Agents) — Margie White and her sister and brother-in-law, Mary and Patrick Flanagan, had a very enjoyable trip to the Wisconsin Dells, where they took a boat trip through the Upper Dells.

Agent Arnold E. Carlstrom, his wife and their daughter toured Montreal and Quebec, Canada, during their recent vacation.

Genevieve Harding recently vacationed in Kendallville, Indiana.

After a long illness, Lucille Keeley retired on pension July 1.

Virginia Casbion returned to work after a long illness.

Supervisor John Gillhooley recently visited with his daughter, Sister John Terrence, of the Do-

CLAIMS GOES ON A PICNIC



AN EGG throwing contest and a three-legged race were among the highlights of the recent Claims department picnic held at Dan Ryan woods. After the refreshments were served and the games played, the entire gang gathered so Al Giddins could get their picture.

Reported by Frank Sepanski

40-YEAR EMPLOYEES RECENTLY RETIRED



Edward E. Kain, motorman, West Section. October 1, 42 years.

James Philbin, supervisor, Central District. October 1, 40 years.

Otto Jurew, receiver, Kedzie. October 1, 43 years.

Frank K. Krause, motorman, North Section. October 1, 45 years.

John H. Franz, supervisor, District A. October 1, 46 years.

W. F. Termunde, towerman, South Section. October 1, 46 years.

minican Order, at the Blessed Sacrament convent in Tallahassee, Florida.

Kathryn Leahy vacationed at Pompano Beach, Florida, with her sister, *Bernice*, and brother-in-law, *Bill*.

Margaret Nolan recently visited with her son, *James*, and his family in New York. While there, she also paid a visit to her sister. Marge later spent some time with her other son, *Philip*, who was home on furlough.

Therese Jarvis' husband, *Stephen*, died suddenly on September 9.

Luther King's mother recently died.

Jerry Jordan's sister, *Marie*, of Montgomery, Alabama, died recently.

Margaret Brennan recently visited the Wisconsin Dells and Lake Lawn in Lake Delavan, Wisconsin.

Assignment Agent Robert Maloney's mother recently passed away.

—EDITH EDBROOKE

Operator's Son Receives Discharge

LIMITS—Operator *Peter R. Colucci's* son, *Rocky V.*, who was stationed at Camp Pendleton, California, was honorably discharged after completing three years with the Marine corps.

John Fergus and his wife, *Catherine*, celebrated their 23rd wedding anniversary on September 22. Incidentally, Mrs. Fergus also celebrated her birthday on September 21.

—IRVING METZER

New Pensioners

M. M. Allen, clerk II, Stores Department. Employed 4-9-40.

S. I. Bergren, operator Forest Glen. Employed 3-17-25.

Domenico Ciucio, laborer, Way and Structures. Employed 5-11-23.

P. J. Connolly, machinist, South Shops. Employed 3-14-38.

F. E. Dimmick, towerman, South Section. Employed 1-11-22.

P. H. Domet, operator, Forest Glen. Employed 8-15-44.

Joseph Dwyer, conductor, North Section. Employed 1-23-29.

J. H. Franz, supervisor, District "A." Employed 2-23-14.

Frank Geldmyer, operator, Forest Glen. Employed 8-8-23.

John Grzac, laborer, Way and Structures. Employed 8-20-23.

Ernest Guiles, superintendent, North Park. Employed 8-9-20.

J. C. Hill, operator, Forest Glen. Employed 5-27-25.

Otto Jurew, receiver, Kedzie. Employed 1-31-17.

E. E. Kain, motorman, West Section. Employed 3-12-18.

R. E. Klese, electrical worker "A," South Shops. Employed 9-21-17.

Otto Kopychynska, combination clerk, North Section. Employed 6-18-18.

F. F. Krause, motorman, Howard. Employed 7-20-15.

Walter Malchow, operator, Archer. Employed 8-14-26.

Marie E. McAndrews, agent, Loop. Employed 9-5-37.

R. D. O'Connor, clerk II, Lawn-dale. Employed 12-26-18.

James Philbin, supervisor, Central District. Employed 12-16-19.

William Robinson, bus cleaner, Kedzie. Employed 6-27-27.

F. B. Rothman, supervisor shops service, South Shops. Employed 6-20-25.

Michael Russ, car cleaner, Wilson. Employed 2-11-24.

Frank Shanley, laborer, South Shops. Employed 11-3-25.

W. F. Termunde, towerman, South Section. Employed 2-24-14.

Robert Tidstrand, trackman, Way and Structures. Employed 5-12-25.

Carlo Venezia, laborer, Way and Structures. Employed 3-23-43.

R. I. White, clerk 4, West Section. Employed 5-1-25.

DISABILITY RETIREMENTS

Raffaele Bruno, laborer, Way and Structures. Employed 10-17-30.

M. J. Butts, operator, 69th. Employed 7-26-44.

Josef Kreinert, watchman, Way and Structures. Employed 10-11-30.

J. E. Levins, conductor, South Section. Employed 2-11-26.

R. A. McCarthy, operator, Archer. Employed 8-17-45.

Xavier Procellino, conductor, North Section. Employed 2-18-42.

D. T. Seidel, agent, West Section. Employed 10-26-28.

F. L. Vosmik, motorman, Loomis. Employed 5-17-43.

J. V. Williams, laborer, Way and Structures. Employed 1-31-47.

Topic Of Conversation Is New Heirs

NORTH SECTION—Motorman *Ernie Carroo* and his wife recently were blessed with a baby son, *Richard*.

Motorman *Andrew Sorci* and his wife welcomed *Anna Maria* who was born on July 31.

Motorman *Arthur Borowiec* and his wife also were blessed with a girl, *Kimberly Lee*, who was born on August 9.

Receiver *Otto Kopchynska's* mother recently died.

Towerman *Harold Larson*, Motorman *John Rohan*, Switchman *Howard Johnson* and Conductors *Fred Rogers* and *Charles Wehrstein* have presently been on the sick list.

Your reporter spent his vacation making pizzas at Sunny Shores restaurant on Round Lake, near Sister Lakes, Michigan.

—ANGELO BIANCHINI

Sees His Father After 40 Years

NORTH SECTION (Agents) — *William Keane* and his wife recently left O'Hare field for a trip of their dreams. Eleven hours later they landed in Shannon, Ireland. They drove to Ballina, County Mayo, the place of Bill's birth. After a nice visit with Bill's father, whom he hadn't seen in 40 years, they started a grand tour of the Emerald Isle.

Then they visited England. In London, they visited Buckingham Palace, Windsor Castle, Scotland

Yards, Big Ben and the famous London subways.

Stella Gibes was Michigan bound, where she spent time with her parents at Petosky, and then traveled on to Detroit to see her brother and sister.

Theresa Moran recently returned from a relaxing vacation in Wisconsin and Indiana.

Home was a popular place for vacationing *Tom O'Neill* and *William Reddick*.

Julia Hiddings enjoyed her stay at Detroit, Michigan. She later toured Canada.

Margaret Lavin and two of her granddaughters went to Detroit to visit with her sister, who recently underwent serious surgery.

Helen Newells' daughter recently presented her with a grandson.

Josephine Coveny's sister recently passed away.

Ed Plath spent his vacation in Duluth, Minnesota, and northern Wisconsin.

Lillian Edel and her uncle and aunt motored to see some of our American heritage in Virginia and Washington, D.C.

Patsy Rosengarten made an emergency trip home to New Orleans, Louisiana, to be with her ailing mother.

Mable Shelton recently was involved in an auto accident and suffered some injuries.

SCHOLAR



A GRADUATE of Roberts Wesleyan college, *Bernard I. Schermerhorn*, son of *Operator Howard Schermerhorn*, North Park, recently entered Asbury seminary in Wilmore, Kentucky, for post-graduate study.

Reported by *Elmer Riedel*

Helen Barton was married on September 17

Nora King was married on September 24

—ELIZABETH HAWKINS

More Fellows Join Pension Ranks

NORTH AVENUE — The following men have recently retired on pension: *John J. Kearns*, *Jorgen Hoyem*, *Harry J. Hansen*, *Adam Bulzak* and *Harry Karademos*.

Wedding anniversaries being celebrated this month are: the *Lester O'Sheas*, their 31st on October 1; *Joe Lazzaras*, their 32nd on October 7; the *Frank Bramans*, their 42nd on October 9; the *James Walshes*, their 22nd on October 18; the *Michael Lucas'* celebrated their silver anniversary on October 21; the *Ray Ebels*, their 32nd on October 27, and the *Mike Bystreks* will celebrate their silver wedding anniversary on October 30.

Judy Sheehy, daughter of *Operator Charles Sheehy*, entered the novitiate of the Mercy Order at St. Xavier's college last month.

At this writing, *Russell Oddo* and *George Greaney* are patients at Hines hospital.

Harry W. Swietlik reported fishing was good at Cameron, Wisconsin, where he caught over 200 pan fish.

Sam Tamburino got a lesson from his wife, *Edie*, when she caught most of the fish at their hide-away at Crivitz, Wisconsin.

Joe Gross has pleasant memories of his trip to Florida.

Tom Kay toured the east coast, where he enjoyed the scenery.

Jerry Ring flew to Ireland, where he renewed old acquaintances.

William (Bill) Echols is recuperating at Higbee, Missouri.

Mike Cunningham recently was presented with a granddaughter; while *Larry Conway* was presented with a grandson.

Jim Keanon became a father of a baby girl, who was born on September 18.

Joe Fleischman and his wife celebrated their 25th wedding anniversary on September 18.

Russ Gunderson and his wife celebrated their 20th wedding anniversary on September 14.

—JOE HIEBEL

Finds Prosperous Fishing Spots

NORTH PARK — *Robert Benson* found plenty of fishing spots in the Wisconsin north woods.

George Krinke enjoyed a quiet, lazy vacation at Rothburg, Michigan.

Mike Frederick drove to La Porte, Indiana.

Superintendent E. Guiles vacationed at Valrico, Florida.

John Simko enjoyed the sights at Niagara Falls, Canada.

Sam Baker presently is in the hospital.

Ronald Ose, son of *Operator Walter Ose*, was married September 3, at Ottumwa, Iowa.

Joseph Meister's son died August 27.

Frank Trisilla's mother died August 30.

Jim Rasmussen toured Wisconsin and Michigan during his vacation.

Mel Horning had a swell time at Milwaukee, Wisconsin.

—ELMER RIEDEL

Daughter's Wedding Has Gay Reception

SCHEDULE-TRAFFIC — *Michael B. O'Neill*, assistant superintendent, reports that his daughter, *Dolores*, was married to *Walter Ebbert* of Skokie, Illinois, on September 17, at Our Lady of Victory church, after which a reception was held at Park Ridge Veterans club.

Richard Goldstein, assistant superintendent, and his wife drove around Lake Michigan.

Andy DeGrazia, schedule maker, had the pleasure of having his son, *L/CPL Robert*, of the U. S. Marine corps, home on a 30-day furlough after being stationed in Hawaii for two years. Robert now will be stationed at Pendleton, California.

George Johannes, schedule maker, vacationed at Eagle River, Wisconsin.

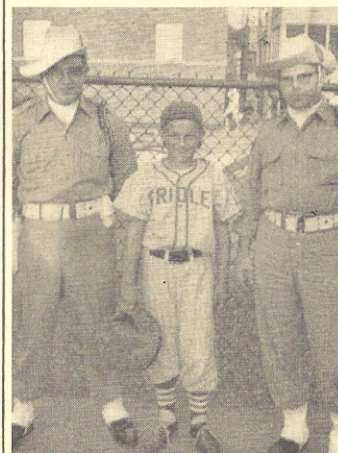
Harold Hirsch, engineering assistant, vacationed in San Francisco, California.

Walter Thomas drove his son, *Paul*, to the University of Illinois.

Margaret Rosich, typist, flew to Europe for a two-month sightseeing trip and a visit with relatives in Yugoslavia.

Steve, son of *Jacob Sumner*, schedule clerk, won an airplane trip to Milwaukee, Wisconsin, for his good attendance and cooperation at the Westchester Bible school.

COLOR GUARDS



FOREST GLEN recently was well represented at the presentation of a 50-star flag for Children's Stadium by *Colin Kelly*, Post 17, AMVETS. Pictured above as Little League Oriole catcher, *Charles Christner*, grandson of *Assistant Station Superintendent Charles Kerr*, flanked by *Operators James Roeber* and *Robert Rees*, who are members of the AMVETS color guard.

Arvin Kreutzer, schedule clerk, flew to California.

Bob LaVoie, schedule clerk, and his family drove to Washington, D. C.

John Bennis, traffic clerk, drove to Bemidji, Minnesota, to do a little fishing.

James Newell, traffic checker, and his wife announced the arrival of a daughter, *Deborah*, who was born on August 12.

Fred Walpole, traffic checker, became a grandfather for the ninth time on August 29.

Sigvard Josephsen, traffic checker, reports that his wife, *Violet*, received a blue ribbon for the third time in the Lake View Garden contest.

Thomas Madden, traffic checker, passed away on August 27.

Glenn Crump's mother passed away on September 5.

—GERTRUDE F. ANDERSON

If you've moved recently,
please notify

CTA TRANSIT NEWS

Wisconsin Is Favored Vacation Spot

PURCHASING AND STORES — *Carl Waldman*, South Shops, spent one week of his vacation seeing the sights in Wausau, Wisconsin.

Martha Jugin, South Shops, spent her vacation at Shawano, Wisconsin, and Koontz lake, Indiana, where she enjoyed boating and swimming.

Johnnie Kurgan, South Shops, spent a week at Decatur, Illinois, where he attended a lapidary convention.

Carol Schmidt and a girl friend spent two weeks in Miami Beach, Florida.

Margaret Kell's brother recently died.

Mildred Bonomo's sister recently passed away.

Emily Krautsak spent two weeks of her vacation in New Orleans, Louisiana.

—D. JANE BELL

Men Enjoy Solitude Of Retreat

69TH—Several men from this and other stations attended the annual retreat at Notre Dame university. Among those attending were: *George L. Griffin*, of Law; *Superintendent E. C. Tocci*, *John J. Donovan*, of Training and Accident Prevention; and *Charles P. Starr*, of Kedzie; *Ben Scholz*, of North Avenue; *Joe Walinchius*, of 52nd; *Mike Stenson*, of Beverly; *John Joyce*, of 77th, and *Charles Powers*, of 69th.

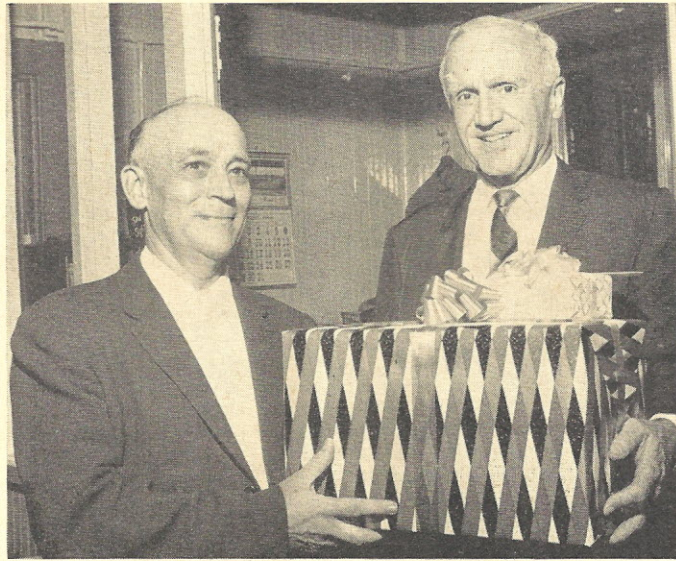
FISH DID BITE



PROVING THAT fishing was good during their recent vacation at Lake Alice, Tomahawk, Wisconsin, are *Operator Bernie Zesch*, Beverly, and his wife, *Frances*.

Reported by *Clifford Howard*

ASSISTANT SUPERINTENDENT RETIRES



THE TRUCK Shop at Wilson avenue was buzzing with excitement, when *Jerry Weiler*, (left) assistant superintendent, of maintenance, Way and Structures, who began his career on September 8, 1926, retired on pension September 1. Jerry is receiving a farewell gift from *C. R. Potter*, who made the presentation on behalf of the boys.

Reported by *Marlene Neher*

John Minor, Jr., son of *Operator John Minor, Sr.*, is enrolled at the famous College of St. John in Collegeville, Minnesota.

Operators Melvin Butts and *Thomas F. Keegan* recently retired on disability pensions.

Harold Lind, son of *Operator Wallace Lind*, will be married on October 22 to *Josephine Krause* at St. Maurice church.

Operator Jim McGowan became a proud father for the second time recently when his wife, *Florence*, gave birth to a baby boy, *Torran Tshomba*.

Operator Andy Kohlstedt and his wife celebrated their 25th wedding anniversary on October 26.

Operator Ed Tierney presently is winding up his vacation.

Operator Gus Melander and his wife enjoyed their vacation at Harbor Springs, Michigan.

Operator Mike Dermody and his wife celebrated their 25th wedding anniversary on September 13.

Repair Foreman Bob McClelland is in the market for a Stanley steamer and will appreciate your cooperation in digging one up.

Chief Clerk Art Lipphardt and his wife vacationed at St. Croix, Minnesota.

Frank Rooney and his family traveled to Bubbly Creek, and *Elmer Gobeilles* and his wife made

a trip around the country.

Receiver John Gaskey spent his vacation by simply doing some fancy painting around his home.

Operator Tom O'Hara's brother, *John*, recently died.

Operator Walter Shipwor's mother died . . . *Operator A. Gross's* father died.

Former Conductor *Thomas F. Madden* passed away recently.

Operator Ray Hammerschmidt and his family spent their vacation at their cottage in Delevan Lake, Wisconsin.

Operator Mike Dermody and his family enjoyed their vacation at St. Louis and Kansas City, Missouri.

Former Operator *Pete Larkin* is out of the hospital and recuperating at home.

—THOMAS S. ELPHICK

Entire Family Enjoys Wedding Anniversary

SKOKIE—Painter *Robert* and *Mrs. Metrow* and their family group celebrated their 25th wedding anniversary at Math Igler's casino on September 5.

Peter Dombbski, painter, toured out west during his vacation and saw both Yellowstone and Glacier National Parks.

Otto Link, shopman, vacationed in Germany.

Walter Onysio, shopman, and his family had a nice time at Santa's Village in Dundee, Illinois.

Gus Hyde, pensioner, who now is a resident in Morton Grove, Illinois, paid Skokie Shops a visit.

Charles Krug, clerk, took a fast fishing trip to Gordon, Wisconsin, over the Labor Day week-end, but reported that fishing was bad.

Everett England, clerk, and his wife attended a family reunion at Lansing, Iowa. Over 90 people attended.

—DAVE GURWICH and
EVERETT E. ENGLAND

Twin Sons Greeted With Proud Smiles

SOUTH SECTION—*Motorman O. C. Buckner* and his wife, *Dolores*, were blessed with twin sons, *Stephen* and *Stephon*, who were born on September 5.

Collector Tom McInerney and his wife, *Nancy*, who is an assignment agent, are presently enjoying themselves in Ireland.

Conductor Ronald Kluppelberg once again proved that worthwhile suggestions pay off. His idea was accepted and he received a cash award.

The Agents' Pension Club recently had a get-together at Nielsen's restaurant, where 44 persons enjoyed a dinner.

Motorman John Mulligan was commended for his courage and quick-thinking in possibly saving

HAPPY REUNION



AFTER A 22-year separation from his family, *Carpenter Boleshaw (Bill) Presz*, South Shops, recently flew to Warsaw, Poland, where he had this photo taken of himself and his mother.

Reported by *Evelyn Howe* and
Frances Louward

EASY LIFE



CROOKED LAKE, Illinois, is the spot where **Retired Clerk-Receiver Bob Baraglia**, West Section, and his wife chose to buy their summer home. "Taking life easy is a sure way to enjoy your retirement years," says Bob.

Reported by John Hanning

SOUTH SHOPS cont.

the life of a painter whose clothing caught fire while working near the third rail.

Motorman Angelas Ypsilanti made quite an extensive tour through Europe and visited his birthplace in Greece. He motored through most of the free countries.

Part-time Agent Richard Booze, who was graduated from Roosevelt university, received a student grant to attend Basil university in Switzerland, which is situated near Zurich, where he will study medicine.

Motorman Lauren Gunn again received a \$10 award for sending in an accepted suggestion.

Motorman Richard Hoffman, **Conductor Ray Mikulich** and **Michael Sullivan**, and **Agents Elizabeth Coleman** and **Sarah McEvoy** retired on pension September 1.

—LEO J. BIEN

Views Niagara Falls With Family

TERMINAL INSPECTION SHOPS — (West-Northwest)—Foreman Marty Shannon spent his vacation with his wife and their family traveling through the east, stopping at Niagara Falls and other scenic stops.

Repairman Milton Reick presently is off sick.

(Wilson)—Clerk Cliff Vanderwest, who was off sick, has returned to work.

Foreman Mike Heil spent his vacation touring the east.

Night Foreman Jerry Jennings spent his vacation around Chicago.

Other vacationers were: **Repairmen Walter Loewecke**, **Warren Yenni**, **Ed. Mizerocki** and **Cleaner Pat Cotter**, who stayed in Chicago.

(Kimball) — Foreman Harold Rose spent his vacation visiting New York and Washington.

Repairman Joe Mercure visited Michigan and Indiana during his vacation.

(Lake)—Foreman Ralph Daniels spent his vacation touring the eastern states.

—JOE FEINENDEGEN

Enjoy Golf Tourney And Barbecue

WAY AND STRUCTURES—The building division recently had a golf tournament at Roselle country club after the tourney, **Bill Gilligan**, steamfitter, had a barbecue for all the boys.

Raffaele Bruno, laborer, track, retired on October 1, after 30 years of service.

Domenico Ciucio, laborer, track, retired on October 1, after 37 years of service.

Robert Tidstrand, trackman, track, retired on October 1, after 35 years of service.

Carlo Venezia, laborer, track, retired on October 1, after 17 years of service.

Josef Kreinert, watchman, track, retired on October 1, after 30 years of service.

James Williams, laborer, retired on October 1, after 13 years of service.

Leo Felckowski, construction carpenter foreman, rapid transit division, was married on August 27.

—MARLENE NEHER

REMEMBER TO VOTE



"AND I'LL guarantee nationwide free diaper service," says this budding candidate in a political stump speech aimed at the infant vote. The young candidate is **Laura Michele Hanlon**, three-month-old daughter of **Ticket Agent Wayne Hanlon**, North Section.

Reported by Elizabeth Hawkins

Sets A New Record To Win Championship

WEST SECTION (Agents) — Agent Dorothy Piper is very well pleased with her son-in-law, **Master Sergeant William F. Daniels**, who is the new champion of the Park District Pinochle Club. In order to win this award, **Bill** won 21 games for a total of 5,130 points, beating the old record of 4,720 points.

Assignment Agent Robert Maloney's mother, **Mary A. Maloney**, recently died.

Agents Marion Kientzle, **Bernadette McKenna**, **Michael McDonnell** and **A. J. Gallagher** retired on pension September 1.

Porter Henry Bradley is vacationing in California, at this writing.

Porter Ed Bentley, who has been off sick for quite some time, is back at work.

Agent Louise Drews is well on the mend following recent surgery.

Agent Nancy Allison is recuperating at home, after a short stay in the hospital.

Agent Dorothy Ford is presently confined to the hospital, where she is undergoing treatment for a dislocated hip.

Agent Ed Benson enjoyed a short fishing trip up in Minnesota over the Labor Day week-end and reports the fishing was good.

Agent Martin Begley, who has been off sick for a long time, reports that he is making good and rapid progress and hopes to be back on the job soon.

—GORDON KELLY

RECENT DEATHS AMONG EMPLOYES

J. W. ALTENBURG, 79, retired investigator, CTA Department of Police. Died 8-5-60. Employed 1-18-26.

GEORGE ALEXANDER, 56, car cleaner, Keeler. Died 9-12-60. Employed 11-6-51.

WILLIAM BLANCK, 81, retired conductor, 77th. Died 7-27-60. Employed 8-26-07.

A. F. BOECHE, 81, retired motorman, Transportation. Died 8-28-60. Employed 2-22-04.

C. J. BUSCH, 73, retired motorman, North Section. Died 8-27-60. Employed 9-21-25.

D. F. CAPRIOLA, 51, retired repairman, 61st. Died 9-4-60. Employed 10-16-43.

D. J. CLIFFORD, 79, retired motorman, Kedzie. Died 9-10-60. Employed 7-12-13.

GREGORY COAKLEY, 53, clerk, Staff Engineer's Office. Died 9-18-60. Employed 10-19-36.

CHARLES COTTER, 60, retired operator, 77th. Died 9-4-60. Employed 12-1-25.

THOMAS P. CUSACK, 61, collector, Lawndale. Died 8-18-60. Employed 12-11-19.

J. M. DOUGHERTY, 63, retired agent, South Section. Died 7-31-60. Employed 2-27-42.

H. J. DUNKLAU, 72, retired motorman, Archer. Died 8-23-60. Employed 2-22-16.

H. B. EGGERSDORF, 68, retired conductor, Lawndale. Died 8-11-60. Employed 3-13-18.

JOHN FRANCAZAK, 57, blacksmith, Shops and Equipment. Died 8-24-60. Employed 7-20-42.

A. E. FREY, 65, retired conductor, 61st. Died 8-1-60. Employed 12-20-21.

W. J. GALLES, 67, retired motorman, Devon. Died 9-10-60. Employed 4-18-24.

A. U. GERBER, 82, retired construction architect, Engineering Department. Died 8-14-60. Employed 12-23-03.

J. J. GESLICKI, 71, retired bus repairman, North Section. Died 8-29-60. Employed 10-18-21.

J. J. HINES, 91, retired platform man, Loop. Died 8-4-60. Employed 8-8-18.

EMILE HUYCHEBAERT, 70, retired motorman, Armitage. Died 8-26-60. Employed 8-20-23.

JOSEPH JEAN, 70, retired painter, Way and Structures. Died 9-11-60. Employed 9-9-20.

Guests Remember Forty Years Ago

WEST SECTION — (Lake Street) — Conductor Herbert Herzfeldt and his wife recently celebrated their 40th wedding anniversary. Nearly 100 relatives and friends attended the celebration, most of whom were at the wedding ceremony. The Herzfeldts have eight children and 22 grandchildren.

Conductor James McPhee's wife, Alice, gave birth to a baby girl, Dawn Ellen, August 24. The McPhees also have two boys, Jimmie and David.

Motorman R. Orton's wife gave birth to a baby girl, Kathy Linn, on August 28. This is the Orton's first child.

Motorman Richard Shonder's wife gave birth to a baby girl, Darlene Marie, August 30.

(Logan Square) — Motorman Hugh Hamill became a grandfather when a baby boy was born to his daughter, Elizabeth, and son-in-law, Raymond Sais. They named him Raymond Andre.

(Desplaines) — Conductor William Conly's daughter and son-in-law, Mr. and Mrs. Cable Spence, and his grandchildren, Kathy and Tim, vacationed with the Conleys at their Elmhurst, Illinois, home. The Spences reside in Jersey City, New Jersey.

—JOHN M. HANNING

For And About Our Pensioners

CLAIMS—Otto Geiger, retired adjuster, announced that his son recently won a Fullbright scholarship in Europe.

—FRANK SEPANSKI

ELECTRICAL—Harry H. Geier, former chief operator, Homer substation, wrote from Pelican Lake, Wisconsin, where he said he was loafing and trying to catch some big ones.

John Woods, former chief operator, Broadway substation, wrote from Colorado, where he was trying to get relief from hay fever.

—GILBERT E. ANDREWS

KEDZIE — Retired Janitor George Wilson drove in from St. Petersburg, Florida, and paid us a visit during his month stay in Chicago.

Retired Conductor Dennis Clifford recently died.

—C. P. STARR

LIMITS—Pensioner Al Schaller's wife recently died.

—IRVING METZGER

JOHN JOYCE, 71, retired motorman, Lawndale. Died 8-31-60. Employed 5-4-21.

GEORGE M. KELLS, 55, car cleaner, North Section. Died 8-31-60. Employed 10-2-26.

A. A. KOZLOUSKY, 83, retired painter's helper, South Shops. Died 8-21-60. Employed 9-1-26.

A. S. KROES, 64, retired conductor, Kedzie. Died 8-16-60. Employed 2-11-26.

C. J. KROTZ, 64, communications engineer I, Electrical Department. Died 9-2-60. Employed 9-8-13.

H. W. LEACH, 80, retired conductor, 77th. Died 8-23-60. Employed 5-18-04.

JOHN F. LYNCH, 39, operator, Archer. Died 9-9-60. Employed 1-27-42.

THOMAS F. MADDEN, 62, checker, Schedule Department. Died 8-27-60. Employed 12-11-19.

JOHN MALJKOVICH, 73, retired watchman, Way and Structures. Died 8-24-60. Employed 8-13-29.

E. L. MAMER, 71, retired dispatcher, North Section. Died 8-3-60. Employed 5-29-07.

NORTH AVENUE — Retired Motorman E. R. Steckel, of Monrovia, California, recently visited Chicago on business.

—JOE HEIBEL

NORTH SECTION (Agents)—Gladys Radcliffe was presented with her 22nd grandchild on August 23. Her first great grandchild was born on July 26.

—ELIZABETH HAWKINS

SOUTH SECTION—A small reunion took place in the vicinity of 63rd and Halsted recently when Steve Clemons, Tomm Stewart and Emil Nelson met and had a gabfest.

—LEO J. BIEN

SOUTH SHOPS—Retired Paint Foreman Joe Hecht, Sr., and his wife, Rose, celebrated their 55th wedding anniversary on September 19.

—EVELYN HOWE and
FRANCES LOUWARD

RECENT DEATHS AMONG EMPLOYEES

ALFRED MATHISEN, 70, retired stock clerk, Stores Department. Died 8-22-60. Employed 1-27-30.

M. J. McANDREWS, 83, retired conductor, Lincoln. Died 8-25-60. Employed 1-13-05.

D. D. McCANN, 71, retired motorman, 77th. Died 8-12-60. Employed 2-3-15.

G. W. MINOR, 83, retired conductor, Transportation. Died 8-12-60. Employed 5-29-16.

M. J. MISKELL, 63, retired conductor, Cottage Grove. Died 8-18-60. Employed 7-14-20.

WILLIAM MORAN, 81, retired motorman, Blue Island. Died 8-17-60. Employed 7-25-16.

LAWRENCE MULROONEY, 78, retired conductor, Archer. Died 9-10-60. Employed 5-29-60.

PATRICK MULVIHILL, 62, gateman, West Section. Died 9-12-60. Employed 11-30-25.

JOHN NELIGAN, 55, motorman, West Section. Died 9-6-60. Employed 6-29-27.

OSCAR NELSON, 70, retired lampman, Way and Structures. Died 6-1-60. Employed 8-19-43.

THOMAS O'LEARY, 76, retired motorman, Kedzie. Died 8-4-60. Employed 12-12-22.

PETER OSMUND, 71, retired conductor, North Avenue. Died 9-11-60. Employed 6-4-13.

M. E. PETERSON, 78, retired conductor, Devon. Died 8-18-60. Employed 2-3-06.

E. J. RAIDY, 67, retired motorman, North Section. Died 8-23-60. Employed 2-19-24.

COSIMO RIZZO, 81, retired paver, Way and Structures. Died 8-14-60. Employed 5-1-13.

F. C. SCHMIDT, 67, retired painter apprentice, Skokie. Died 8-17-60. Employed 12-8-42.

JOHN SHAUGHNESSY, 79, retired car cleaner, Cottage Grove. Died 8-12-60. Employed 7-2-26.

ISADORE SILBERSCHNID, 75, retired crossing watchman, West Section. Died 8-29-60. Employed 11-6-45.

E. D. SNYDER, 69, retired foreman, Electrical Department. Died 9-8-60. Employed 3-15-20.

SAM STELLATO, 70, retired trackman, Way and Structures. Died 8-16-60. Employed 3-8-23.

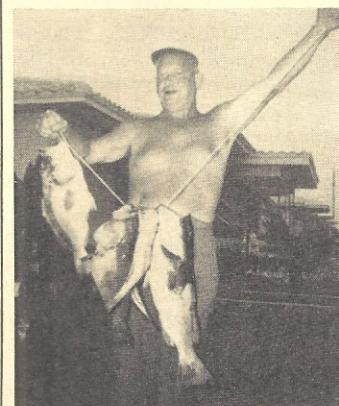
W. J. TEUFEL, SR., 65, retired motorman, 77th. Died 8-31-60. Employed 10-22-18.

G. W. THEISEN, 67, retired conductor, 77th. Died 9-9-60. Employed 8-6-18.

SIGESMONDO VANARIA, 75, retired laborer, Way and Structures. Died 8-5-60. Employed 4-22-43.

ARTHUR VIANE, 59, electrician, Skokie. Died 8-24-60. Employed 4-10-16.

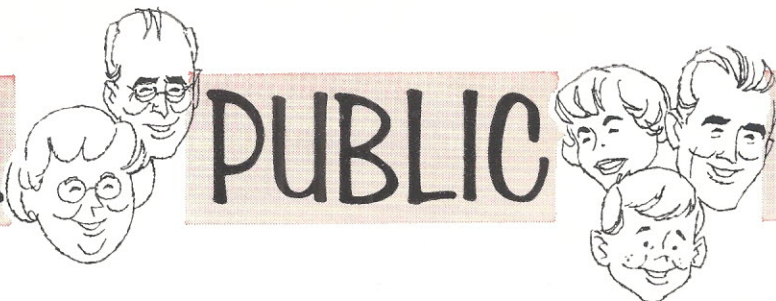
GULF CATCH



THESE RED snappers were just as much fun to eat as they were to catch says Sheet Metal Worker Harold Richard, South Shops, who recently returned from a vacation in St. Petersburg, Florida, with his wife, Lillian, and their daughter, Nancy. The trip was made in celebration of the Richards' twenty-fifth wedding anniversary.

Reported by Evelyn Howe and
Frances Louward

OUR PUBLIC SPEAKS



ANY SMALL act of courtesy is appreciated. Polite gestures or little words such as "thank you," "please" or "watch your step" make good impressions on our patrons.

A salesman or woman who sells his product to a customer's satisfaction is not only doing a good job, but is securing a future.

Service is our only product. CTA employees who meet the public are selling our service. Through their courteous acts, many patrons are sold on CTA, and write letters of commendation to let us know who our top salesmen and women are.

Reprinted here are a couple of recently received letters



Operator Theodore Hubbard
North Park

"As a frequent rider of the Sheridan Road express, I was very much impressed by the courtesy and consideration shown his passengers by Operator No. 4184. His pleasant disposition and accommodating manner were commented upon by other passengers on the bus, several of whom were apparently out-of-towners who were unfamiliar with the city. He called all street names clearly and on approaching the Loop area he identified the various large office buildings and gave helpful directional in-

formation to thoes riders who wished to go to Loop destinations. He handled the bus well and made smooth stops and starts. He is a credit to your driving personnel."



Operator Jesse D. Cox
Limits

"The courtesy, consideration and patience of Operator No. 9286 towards his passengers was remarkable. My daughters and I were sitting near the front of the bus so he could tell us where to get off for Fields, as we are new in this city and were all so impressed with his manner.

"When we arrived at Field's and started to get off, he suggested that we wait one more block so as not to have to cross against turning traffic. This kind of thoughtful assistance should not go unnoticed and I wanted to let CTA know about this especially nice operator."

SOMETIMES SITUATIONS arise and are not tactfully handled. Dissatisfied customers also write letters. Reprinted here are a few letters which were not pleasant to receive:

"Recently I boarded a bus, paid my fare and look a seat. When I left my home, I was in a somewhat cheerful

mood, but by the time I was ready to get off the bus, my good mood changed. I have never ridden with such a grouchy driver. Whenever a customer would ask a question or pay a fare, the operator had something rude or snide to say. Believe me, there were times when I was ready to tell him to go home and get a good night's sleep. We all have a job to do, but it's much easier on us and the people we come in contact with if we at least maintain a good disposition."

COMMENT: A belligerent, nasty disposition may cause our patrons to turn their backs on our service. Without customers, CTA cannot operate its vehicles or maintain its personnel.

"I am so very tired of having a particular driver pass me up at my regular stop. Every time I get to the corner at a certain time, the operator ignores me completely. The only way I can avoid him is if I leave the house earlier or drive to work."

COMMENT: CTA service is provided for the convenience of our patrons. Unless we realize the importance of our customers' fares, we will cause them to seek other means of transportation. Pass-ups, unless absolutely necessary, cannot be condoned.

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

	Sept. 1960	Aug. 1960	Sept. 1959
Complaints	994	784	913
Commendations	83	118	74

Good Neighbors . . .

Women Transform Under "L" Tract into Neat Garden

TWO NORTH side women who spearheaded a neighborhood beautification project to clean up a drab tract under the "L" structure by transforming it into a grassy area set off with flower beds were honored recently by their community.

The two women are *Mrs. Harry Dodge* and *Mrs. Rudolph Fenz*, neighbors in the 3400 block on Seminary avenue, who undertook to clear and plant the understructure area at Seminary between Newport avenue and Roscoe street. Literally starting from scratch in early June, the two ladies had converted it into an eye-catching garden spot by the end of the summer.

Fencing the area in, the neighbors got busy, planting grass, marigolds, cannas and zinnias. Using such items as parts of an old couch, a book case and broom handles and several rusty iron posts which were on the property they built a fence across the front of the plot. Applying white paint generously, the result was a very neat-looking enclosure.

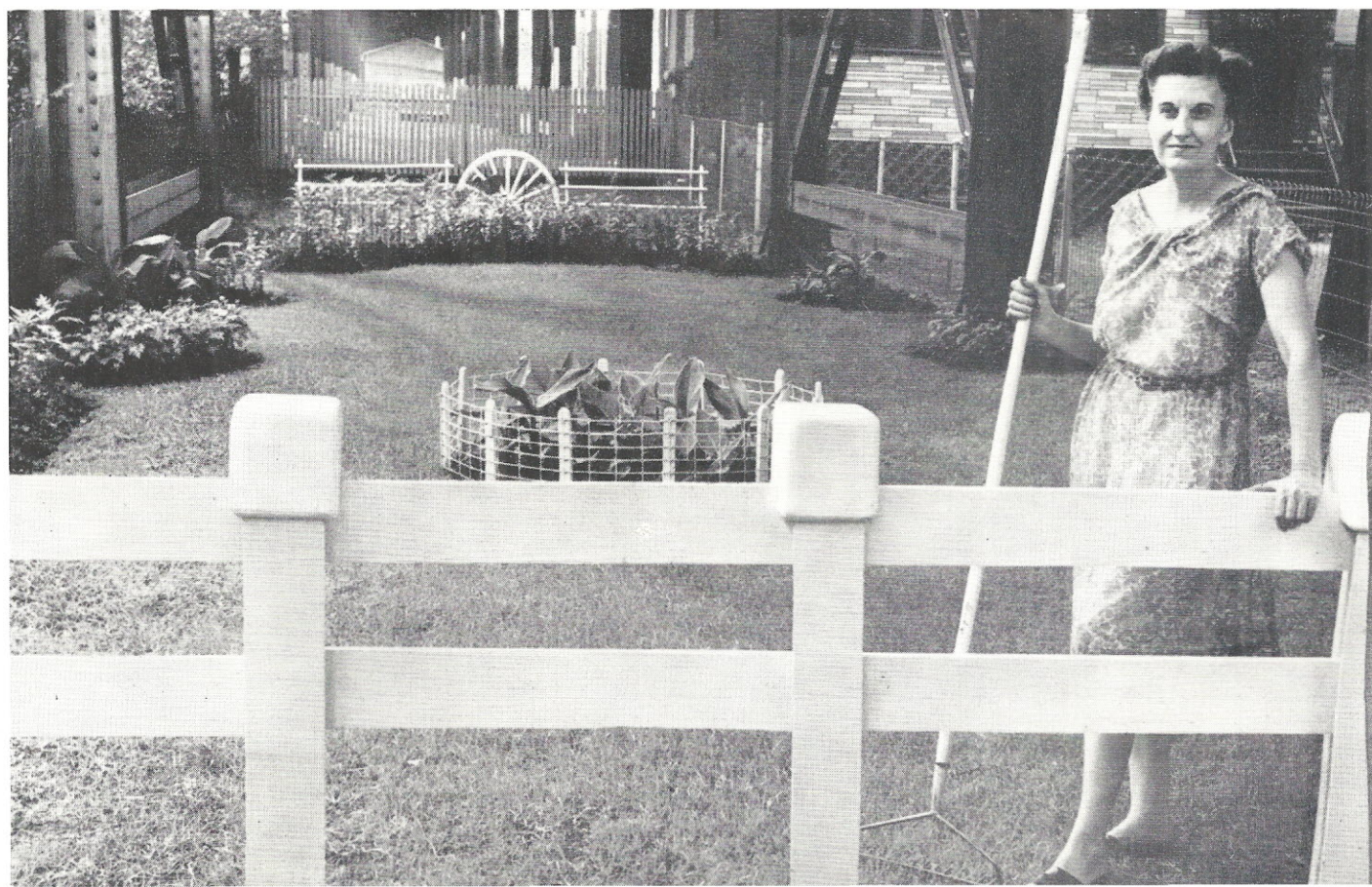
From other such materials as an old wagon wheel, bamboo strips and more broom handles they formed a trellis arrangement at the garden's opposite end. Bed springs and wooden pickets fenced a small circular bed of cannas.

The noticeable improvement in the appearance of the plot brought them a lot of favorable comments. The Lake View Council, which sponsors a neighborhood beautification program, reacted by presenting the two neighbors several blue ribbons and special awards.

Mrs. Dodge and Mrs. Fenz found the project a lot of fun. People they had never seen before, passing by would stop and talk to them. They confessed they worked hard in initiating the project but that they would do it again.

"We hope our undertaking will serve as a demonstration of what can be done—if you take what is at hand and make the most of it," said Mrs. Dodge.

A SMALL plot of land under the elevated structure extending for a half block along Seminary avenue between Newport avenue and Roscoe street became the site of a beautification project undertaken this past summer by two north side neighbors. They cleaned up debris, planted grass and flowers and added a fence and other landscaping features in transforming the tract into a community prize-winning garden. *Mrs. Harry Dodge*, who with *Mrs. Rudolph Fenz*, both of whom reside on Seminary avenue, is shown in the picture standing in the garden which they created. They were presented several blue ribbons and special awards by the Lake View Citizens' Council, which sponsors a neighborhood beautification program.



SERVICE CHANGES

A THREE-AND-THREE-QUARTER mile extension of the West 47th street bus route to serve the Forest View area, west of Laramie and north of 51st street, and the Garfield Ridge section, west of Midway airport and south of 51st street, went into effect October 10.

By extending the present West 47th street route, north-south transportation service is provided in the Garfield Ridge area and east-west service through the Forest View area.

The extension was from the present west terminal at 47th and Cicero, with buses being routed west in 47th to Central, south in Central to Archer, south-west in Archer to Austin, south in Austin to 63rd, west in 63rd to Meade, south

in Meade to 65th, east in 65th to Austin and then north in Austin over the south-bound route.

The present West 47th (No. 47A) motor bus line operating between Archer and Cicero is an extension of the 47th (No. 47) trolley bus line operating between Lake Park and Archer.

A change in the routing of the Ohio-Depots (No. 157) buses, necessitated by the designation of Ohio street as a one-way eastbound street east of Michigan avenue and Ontario street a one-way westbound street east of Michigan avenue, also was authorized.

Under the one-way traffic regulations, Ohio-Depots buses operate east in Ohio street from Michigan to Fairbanks court. On the return trip, buses operate west in Ontario street from Fairbanks court to Michigan avenue. Buses formerly op-

erated east and west in Ohio between Michigan and Fairbanks court.

* * *

A CHANGE in the north terminal operation of CTA's Riverdale (No. 34) surface route to eliminate congestion in the Roseland district and to avoid traffic hazards at the 110th and Indiana intersection was put into effect September 6.

Under the new arrangement, Riverdale buses operate north in Michigan to 112th street, west in 112th street to State street, south in State to 112th place, east in 112th place to Michigan and then south in Michigan. Stops in the new terminal loop are made at 112th street and Michigan, after making the turn off Michigan, and at 112th place and Michigan, before making the turn into Michigan. Buses take their layover time on the south side of 112th place just east of State street.

Prior to the change in operations, Riverdale buses made the north terminal loop by operating north in Michigan to 110th street, east in 110th to Indiana avenue, south in Indiana to 111th street, west in 111th to Michigan and then south in Michigan.

* * *

CTA INAUGURATED special express bus service for a trial period on North avenue between Harlem avenue and the Damen station, Milwaukee rapid transit branch, on September 12.

Operating only during rush hours, three buses leave the Harlem-North terminal at 6:29 a.m., 6:45 a.m. and 7:01 a.m. In the evening buses leave the Damen station at 5:34 p.m., 5:50 p.m. and 6:10 p.m.

The express buses serve all stops between Harlem and Narragansett avenues. Thereafter, stops are made only at streets where CTA lines intersect—Austin, Central, Laramie and Cicero. From Cicero to Damen, buses stop at Grand, Pulaski, Lawndale, Homan, Kedzie, California, Western and Damen—the same stops that the North avenue limited buses make.

The regular North avenue limited stop service operates between North-Grand and Damen station, Milwaukee rapid transit branch.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF AUGUST 1960 AND 1959, EIGHT MONTHS ENDED AUGUST 31, 1960 AND 1959 AND
TWELVE MONTHS ENDED AUGUST 31, 1960

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

	Month of August		Eight Months Ended August 31,		Twelve Months Ended Aug. 31, 1960
	1960	1959	1960	1959	
Revenues	\$10,898,593	\$10,265,579	\$88,290,496	\$85,910,216	\$132,261,155
Operation and Maintenance Expenses	9,382,592	8,678,019	75,647,182	73,658,242	113,133,929
Available for Debt Service	1,516,001	1,587,560	12,643,314	12,251,974	\$19,127,226
Debt Service Requirements:					
Interest Charges	355,590	368,951	2,898,109	2,997,377	
Deposit to Series of 1947 Serial					
Bond Maturity Fund	166,667(1)	166,667	1,333,333	1,333,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	125,060	115,006	940,160	861,293	
Series of 1952 (2)	28,750	-	230,000	-	
Series of 1953 (3)	8,750	-	70,000	-	
	684,817	650,624	5,471,602	5,192,003	
Balance Available for Depreciation	831,184	936,936	7,171,712	7,059,971	
Transfer from Operating Expense Reserve					
to meet deficit in Debt Service					
Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	831,184	936,936	7,171,712	7,369,548	
Provision for Depreciation	871,887	821,246	7,063,239	6,872,817	
Deficit in Depreciation Provision					
or Balance Available for Other Charges(5)	40,703 ^r	115,690	108,473	496,731	
Accumulated Balance Available					
for Other Charges or					
Deficit in Depreciation Provision	149,176	219,590 ^r	-	600,631 ^r	
Balance Available for Other Charges or					
Deficit in Depreciation Provision	108,473	103,900 ^r	108,473	103,900 ^r	
Appropriated for Revenue Bond					
Amortization Funds	41,148	-	41,148	-	
Balance Available for Other Charges or					
Deficit in Depreciation Provision	\$67,325	\$103,900 ^r	\$67,325	\$103,900 ^r	

^r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	43,454,617	42,634,810	357,377,810	362,409,411	540,983,722
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NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1961.
- (2) Equal monthly installments to currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- (3) 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.
- (4) 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.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

"Leading Lady"

PLAY-ACTING is not all play!

After several years of hard work, *Mary Boski*, executive secretary, Inspection department, recently portrayed the vibrant, eccentric, warm *Mame* in the Metropolitan Players' production of the hit comedy, "Auntie Mame." The leading role called for an experienced, talented and seasoned actress, a bill which Mary, of course, filled.

Although the "Met" Players are classified as an amateur theatre group of Roosevelt university, their productions, under the direction of *Anna Helen Reuter*, number many. Mary has been an active member in the group since 1947. In 1950, she was appointed costume manager, and in 1954, assistant director.

Mary Miller, her stage and maiden name, has played leading roles in such popular plays as: *Tennessee Williams' "The Glass Menagerie," Noel Coward's "Blithe Spirit," Moss Hart's "Light Up the Sky," Jean Anouilh's "Antigone"* and *Arthur Miller's "The Crucible,"* to mention a few. Her versatility has enabled her to play any role from heavy drama to musical comedy.

TV is no stranger to Mary, either. She has appeared on various local programs, including the lead role in a one-act play,

"Sentience," by *Alice Gerstenberg*, a Chicago playwright.

Radio is another medium in which Miss Miller has participated. She has been heard on several taped and live programs. An amusing incident to note is the time when Mary was rehearsing for one of her live shows. She "died" so well in portraying a dying woman, that the director added a page and a half of dialogue to the script for her.

Recently, due to her excellent portrayal of *Mame*, she was asked to join the summer stock theatre group at Fish Creek, Door County, Wisconsin. Unfortunately, this would be a full-time job, and Mary, who has been employed with CTA since December 26, 1950, had to turn down the offer.

Her father, *Vincent Miller*, machinist, Skokie Shops, is one of Mary's ardent boosters and has encouraged her talent through the years.

The next production of the Met Players will be opening at the Roosevelt university theatre during the first weeks of November. The play, *Friedrich Deurren-matt's "The Visit,"* was made famous by *Alfred Lunt* and *Lynn Fontanne*. Mary will play the role created by Miss Fontanne, which is a challenge to any actress.

FRIVOLOUS, WITTY *Mame*, who is portrayed by *Mary Miller Boski*, recently lightened the hearts of veterans at Hines hospital in the Metropolitan Players' production of the comedy hit, "Auntie Mame."

AFTER A BUSY day at the office, *Mary Boski*, executive secretary, Inspection department, rushes home to tend to her household chores or scurries over to Roosevelt university to study scripts and attend rehearsals.



BEWITCHING BUNS

THE FUN on Halloween can start bright and early, with breakfast buns in the form of ghostly treats. Make the buns with sweet yeast-raised dough, shape them into ghosts, black cats and jack-o-lanterns, then bake and frost them. You'll find the buns easy and fascinating to make, fun to look at and a delight to eat. Make enough for breakfast and to be handed out later when the trick-or-treat hour begins.

Ghosts

- 1/3 cup milk
- 1/3 cup sugar
- 3/4 teaspoon salt
- 3 tablespoons corn-oil margarine
- 1/3 cup warm, not hot, water
- 1 package of cake yeast, active dry or compressed
- 1 egg
- 3 1/4 cups sifted enriched flour (about)
- Creamy Frosting**
- Raisins**

Scald milk; stir in sugar, salt and margarine; scold to lukewarm. Measure water into bowl (warm, not hot, water for active dry yeast; lukewarm for compressed yeast). Sprinkle or crumble in yeast; stir until dissolved. Add lukewarm milk mixture, egg, and half of the flour. Beat until smooth. Add remaining flour to make soft dough.

Turn dough out onto lightly floured board. Knead dough until smooth and elastic, about 5 minutes. Place in greased bowl; turn once to grease top. Cover; let rise in warm place, free from draft, until doubled in bulk, about 1 1/2 hours.

Punch dough down; pull sides into center; turn out on lightly floured board. Roll out into rectangle 7 x 11 inches. Cut into strips 7 x 1 inch. Cut one strip into 20 small pieces. Shape remaining 10 strips into ghosts; pinch corners at one end to make rounded head; make 3 1-inch long cuts at other end and spread dough apart. Place strips 2 inches apart on greased cookie sheet, curving them as desired; attach two small pieces of dough to make waving arms. Cover; let rise in warm place, free from draft, until doubled in bulk, about 1 hour. Bake at 400°F. 20 minutes. Cool; frost with creamy frosting, untinted. Add mouth of Brown frosting and eyes of raisins.

Happy Jacks

Make dough as for Ghosts; let rise, punch down and turn out onto lightly floured board. Divide into 10 pieces. Form each piece into a ball. Place about 3 inches apart on greased cookie sheet. Brush lightly with melted margarine or butter. Cover; let rise in warm place, free from draft, until doubled in bulk, about 1 hour. Bake at 400°F. 20 minutes or until done. Cool; frost with creamy frosting tinted orange, making ridges with tip of spatula to simulate those on pumpkin. Add eyes and mouth of brown frosting. For pumpkin patch effect, arrange on platter or tray and surround with washed leaves or vines from the garden. Makes 10.

Black Cats

Make dough as for Ghosts, except substitute 1/3 cup sifted cocoa for 1/3 cup of the flour. Let rise; punch down and turn out onto lightly floured board. Roll out into rectangle 12 x 8 inches. Cut into strips 8 x 1/2 inch. Twist each strip into a loop with the ends pointing up;

pinch ends to make cat's ears. Cut blanched almonds in half; insert pointed ends into dough to make eyes. Let rise in warm place, free from draft, until doubled in bulk, about 1 hour. Bake at 400°F. 20 minutes or until done. Cool on cake racks. When cool, make cats' whiskers using creamy frosting in cake decorator with plain tube. Makes about 2 dozen.

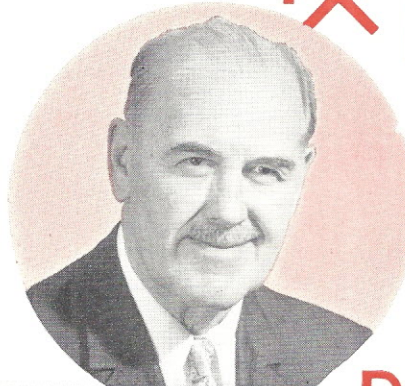
Creamy Frosting

- 1/2 cup (1 stick) corn-oil margarine
- 1 pound confectioners' sugar, sifted
- 1/4 cup evaporated milk
- 1/2 teaspoon vanilla extract
- Food coloring if desired**

Mix margarine with sugar, then with milk and extract until thoroughly combined. Add more milk if needed to make of spreading consistency. To tint, add few drops food coloring. Keep leftover frosting in refrigerator, covered closely with waxed paper or foil; it will keep several weeks. Brown Frosting: To 1/2 cup of frosting, add cocoa to tint desired shade.

PUMPKINS, BLACK cats, ghosts and the flickering light of a candle! All the Halloween symbols are easy to make and really fun to eat.





Medically Speaking

Random Comment on Stomach Ulcers

A PREVIOUS article on this subject appeared in the June, 1956, issue of CTA TRANSIT NEWS, but because the Fall and Spring are seasons during which ulcers frequently flare up, it seemed a fitting follow-up story since medical statistics indicate that more people are developing ulcers than ever before. This may be partly due to the strenuous pace most people live in this day and age. Some authorities estimate that the number of ulcer sufferers in our country total some 8,000,000 persons.

For the sake of clarity we will consider stomach ulcers which include duodenal and gastric or peptic ulcers. Strictly speaking the duodenal ulcer, which is most common, is located in the duodenum—the small bowel just distal to the stomach. Gastric or peptic ulcers are found in the stomach.

What is an ulcer? An ulcer is a "sore" due to an "eating away" of the lining membrane of the stomach or duodenum. It leaves a hole just like a deep "cold sore" which appears on the lip or in the mouth.

Causes of ulcers are many. It is known that heredity plays a role. Also we note consistently this condition is four times more common in the male than the female. Thin and nervous individuals seem to be predisposed. There is no doubt about the fact that increased worry, tension and stress from any cause is a very important etiological factor.

The consistent location of duodenal ulcers infers that ana-

tomical relationship (possibly circulation defect) may be responsible in certain cases. Excess acidity is present in the majority of cases. Other predisposing factors are errors in diet—chiefly irregular meals, excess drinking of coffee and smoking.

Ulcers are not easy to determine because of a great variation in the symptoms. In the typical case the person has a gnawing hunger type of pain in the pit of the stomach. The pain characteristically comes when the stomach is empty, such as periods between meals or in the middle of the night. In many cases people get relief from the pain by drinking milk, eating a light meal or by taking soda or other anti-acid preparations. In some instances, there is no pain but possibly lots of gas and belching will result. In a few patients none of the above symptoms are present but black tarry stools are noted. These cases may be referred to as silent ulcers until blood is noted.

Another characteristic of ulcers is the tendency in the majority of cases for the symptoms to come and go. A mild ulcer may heal itself and then flare up again.

In the cases which do not heal, we must look for complications. Fortunately this group is in the minority but these ulcers can be serious. The three common complications to be looked for are: obstruction at the outlet of the stomach, perforation or rupture of the ulcer or persistent bleeding.

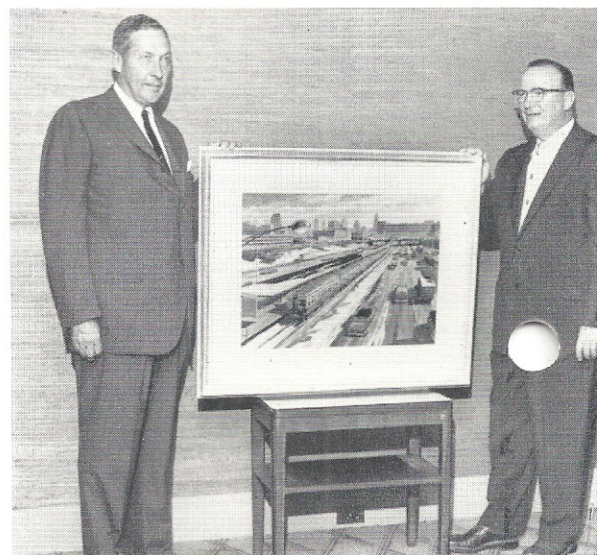
An early visit to your physician will lead to an early diagnosis and the necessary treatment. The old adage "a stitch in time saves nine" is very apropos in the cure of the ulcers. Many times ulcers can be cured if the above advice is followed. In the majority of cases conservative measures, namely diet and medicine is usually all that is necessary.

One of the latest supplemental treatments for bleeding ulcers is the instillation of milk near freezing temperature through a tube passed into the stomach. In the serious complicated cases of obstruction or perforation, surgery is the treatment of choice. Remember also that your doctor is there to help you get well and stay well. He is in a position to know when you have had enough treatment and when changes should be made. The x-ray he advises are necessary guides to judge the state of your ulcer. Don't go off treatment when you are free of symptoms. You must constantly strive to help yourself by controlling any aggravation, tension or emotional upset. Sometimes changing jobs is necessary if you cannot make the adjustment yourself.

RAPID TRANSIT train operation in the right-of-way of the Congress expressway is colorfully portrayed in an original oil painting recently presented to V. E. Gunlock, chairman, Chicago Transit Board. The presentation was made by George L. Irvine, (left) regional vice-president of the General Electric Company.

The painting, an original by noted artist, John Gould, is reproduced as an illustration for the month of November in General Electric's 1960 calendar. It hails the combination of rail and automobile transportation as a major means of solving the transportation problems of the nation's heavily-populated metropolitan areas.

The painting now adorns the wall of Mr. Gunlock's office in the Merchandise Mart along with other pictures of historical significance in the transit industry.



Garden Helps



IT'S TIME to look ahead to your next year's garden. Here's a few tips that may help you to improve and beautify your planting area come next summer.

It may seem early to consider next year's lawn, but grass is greedy and thirsty. To avoid a run-down look, start renovating now. Loosen up compacted soil with chemicals or mechanical aerators, then feed and water. Turf experts will tell you that soil compaction is responsible for most lawn problems.

Leaf fall reaches its peak this month. Rotted leaves are one of the most valuable materials that you can obtain for your garden. Be sure to save all of them and put them somewhere to rot down. A compost pile is excellent.

A compost pile can be in the ground or on top of it. It is any pile that con-

tains plant remains that are encouraged to rot down into compost. Where space is limited the pile can be made by enclosing an area with boards or masonry or even fence wire. The leaves, old plants, potato peelings, grass clippings and similar materials are placed in the space and kept moistened. Turning the pile or stirring it every few weeks will hasten the action of converting the material into humus. Adding plant food to the pile also will speed up the process and add additional food value to it.

Look over the house plants that you have. Those outside should be checked to see if they need repotting. If so, do it now. They can be left outside in a shaded place to recuperate and get ready for winter. Plants in the house should be moved to larger pots or to have the

topsoil removed and replaced with a good mixture. Use a good loam soil with plenty of peat and sand enough to be porous for your house plants. Two parts loam, 1 part peat, one part sand is a good general mix but vary it to suit your plants and materials. Plants growing actively should be fed with a good soluble plant food. Repotting and dividing now will give the plants a chance to get reestablished before the heating season.

Don't wait until next year to prune out deadwood from trees or shrubs. In the spring, all wood, dead or alive, looks pretty much the same. Removing deadwood now also will decrease insect pests and diseases next year, and stormproof trees at the same time.

Generally, spring flowering bulbs can be planted any time in fall until frost hardens the ground. However, they will do better when they are planted early. These include tulips, daffodils, hyacinths, crocuses, snowdrops and other flowers that welcome each new gardening season with their gay colors.

COMMITTEE CONDUCTS FIRE INSPECTION

ELIMINATION OF fire hazards and improvement of system-wide "good housekeeping" practices was the objective of the seventh annual fire inspection of CTA operating properties held during the week of October 10 to October 17, the same dates National Fire Prevention Week was observed.

A special committee made up of supervisory personnel, CTA officials and representatives from various departments conducted the inspection, and visits were made to all CTA operating stations and facilities to determine that fire regulations were being followed and safe procedures being practiced at all locations.

The committee served only as an inspection group and was concerned primarily with checking basic fire prevention practices. Carrying the program into effect throughout the year rests fundamentally with specially-trained and

appointed personnel at the respective stations and facilities.

Following the inspection, a report on the findings and recommendations will be issued by the Insurance Department, of which *H. B. Storm* is superintendent.

NEW APPOINTMENTS

NEW APPOINTMENTS to station supervisory posts, effective October 1, were announced recently by the Transportation Department. These are as follows:

C. A. Kerr was named station superintendent at North Park; *T. M. Stiglic*, assistant station superintendent at Forest Glen; *A. C. Johnson*, relief station superintendent at North Park and Forest Glen, and *G. W. Daubs*, senior station instructor at North Avenue.

The bulletin announcement was signed by *C. E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and was approved by *W. J. McCarter*, general manager.

RECENT ADDITIONS TO THE ARMED FORCES

John R. Antonucci—Repairman "B" (Shops and Equipment)

Martin G. Gorman—Transportation (West Section)

Frank W. Greene—Transportation (North Avenue)

Danis Hampton—Transportation (Archer)

RECENTLY RETURNED

Joe K. Aylor—Transportation (North Park)

Alvin E. Childress—Transportation (South Section)

James E. Cohn—Transportation (77th)

Christopher O'Brien—Transportation (North Avenue)

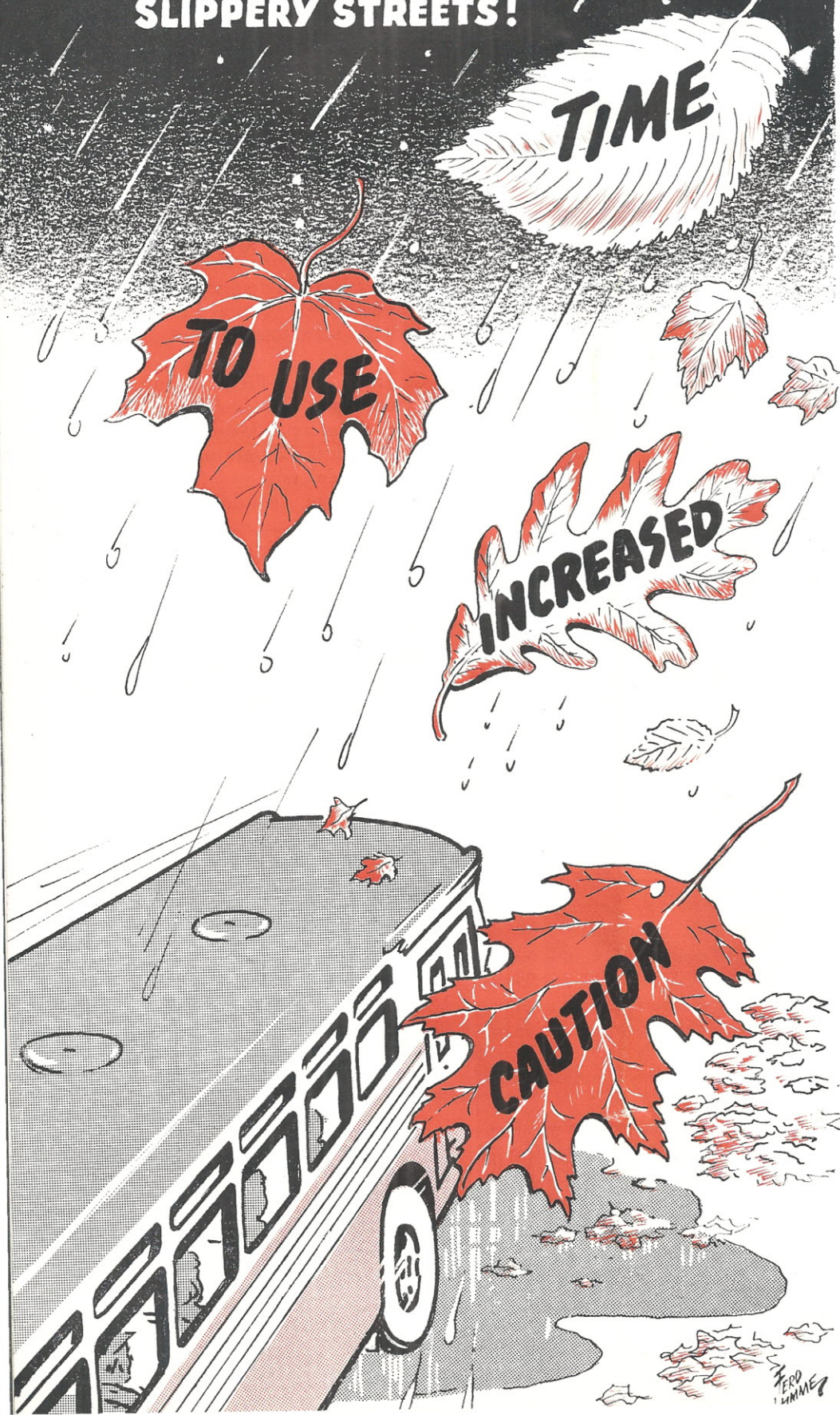
Toby G. Tindle—Transportation (North Section)

Sometimes women who are easy on the eyes can be hard on the ears.

The reason a dollar won't do as much as it once did is because people won't do as much for a dollar as they once did.

A SEASONAL REMINDER FOR CTA OPERATORS...

FALLING LEAVES CAUSE
SLIPPERY STREETS!



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