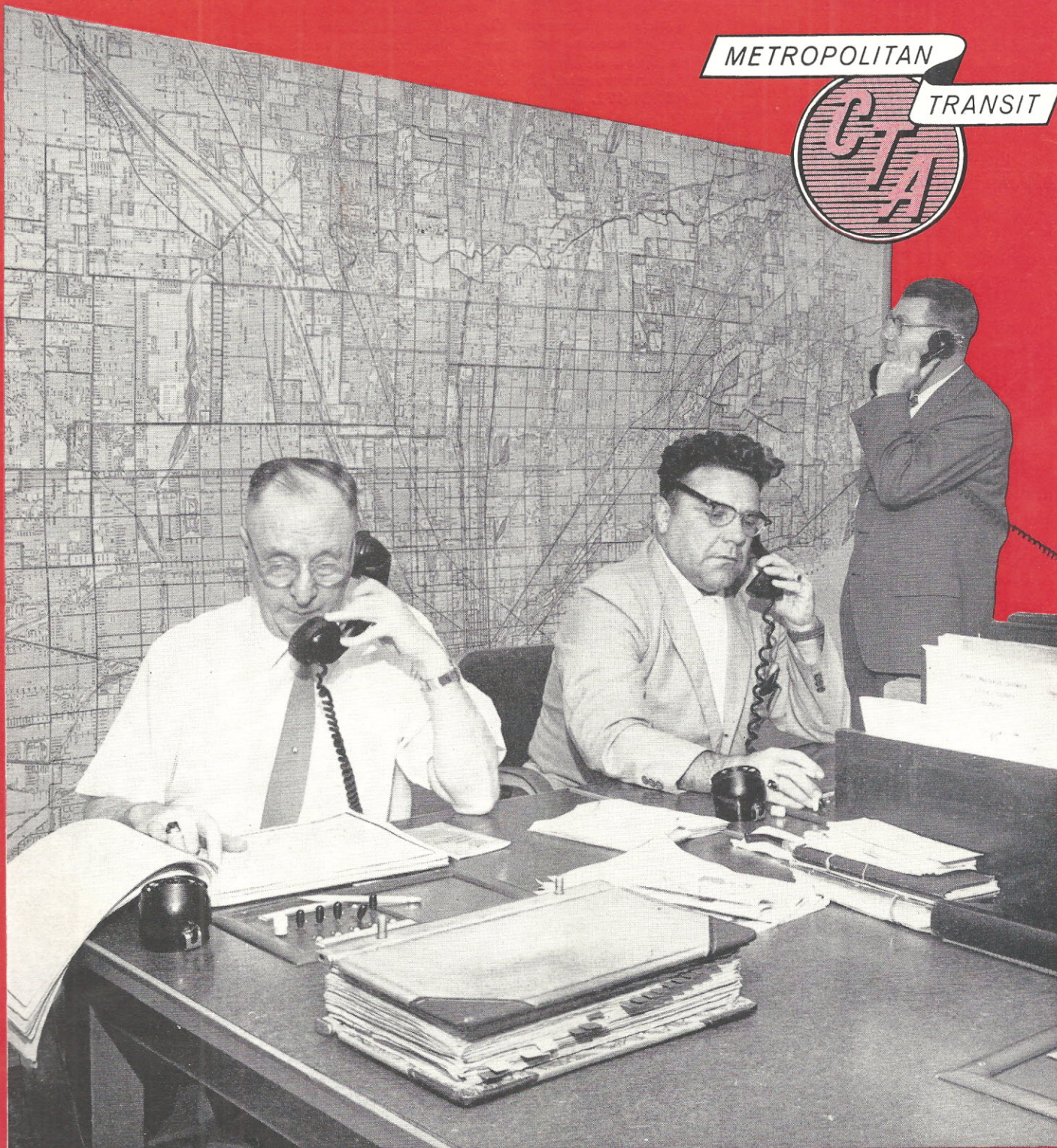


SEPTEMBER, 1961

TRANSIT NEWS

METROPOLITAN

TRANSIT



TRAVEL INFORMATION SERVICE (See page 5)

Work Begins on New Bus Repair Shop

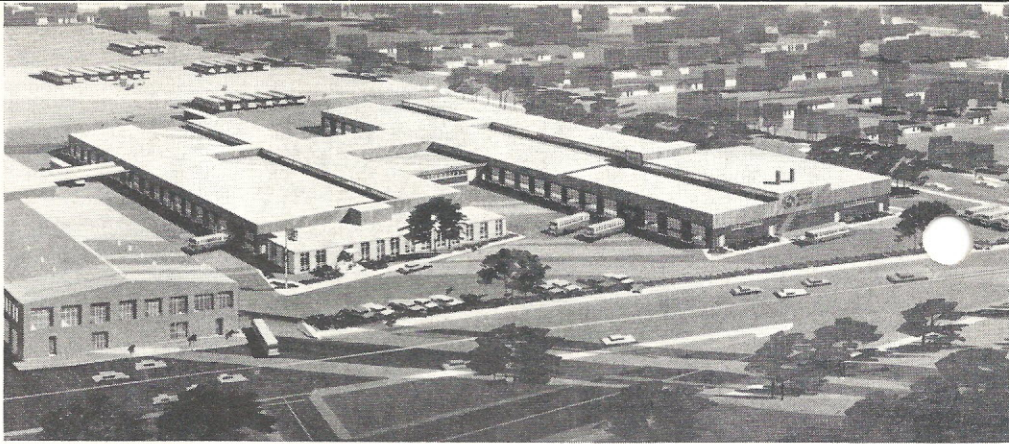
CONSTRUCTION WORK on a \$3,284,471 bus overhaul building at CTA's South Shops, 77th and Vincennes avenue, which is the final step in consolidation of CTA's surface system shops, got under way on August 29, under a contract awarded earlier to Mercury Builders, of Forest Park, which submitted the lowest of 13 bids received for the project.

Since 1959, CTA has been withdrawing shops departments from its West Shops at 3901 West End avenue and consolidating them with shops departments at 77th and Vincennes. All that remains at the West Shops are part of the bus overhaul, body and paint shops.

Eight storerooms formerly located at the West Shops already have been consolidated with the departmentalized stores facilities at South Shops. Shop personnel already has been substantially reduced and further savings are to be made when the new building is in use, thus completing the consolidation. It is estimated that the cost of the new structure will be amortized in four years or less.

Covering an area of approximately 138,800 square feet at the northeast corner of 78th street and Vincennes avenue, the modern building is to be constructed of light-colored face brick.

The building has been designed in the shape of an "H" with the storerooms



ARTIST'S SKETCH of proposed new bus overhaul building at CTA's South Shops, 77th and Vincennes. The building has been designed in the shape of an "H" with the storerooms and general shop facilities in the central section where they will be easily accessible from the body and chassis shops, located in the wings. The contract for construction of the building, awarded to the low bidder, was for a total cost of \$3,284,471.

and general shop facilities in the central section where they will be easily accessible from the body and chassis shops, located in the wings.

The upholstery, woodworking, unit, paint, tin, blacksmith, machine and glass and door shops and the parts and equipment storerooms will be located in the center area.

Identical chassis shops will be situated in the west wings and identical body shops in the east wings. The duplicate shop areas have been designed for easier supervision of employees and more efficient repair operations.

The "H" design of the building with increased outside wall space makes it possible to have 71 doors to bring vehicles in and out of the building.

The body shops will have 23 pits, five hydraulic hoists and two special purpose drop tables. The chassis shops will have 28 hydraulic bus hoists.

The paint shop will have traveling paint spray booths and a traveling infra red dryer to service four painting positions. It will be equipped also with three drop tables that will lower the buses below floor level for ready acces-

sibility for painting bus eaves and roofs.

A new office building for shop supervisory and office personnel is included in the plans.

The contract awarded to Mercury Builders includes all drainage facilities and the paving of driveways and parking areas. The building will be equipped with an overhead sprinkler system.

Work is also progressing on the construction of a service and inspection shop for rapid transit cars assigned to CTA's West-Northwest rapid transit route. The new building, costing \$969,900, is being built by the Mayfair Construction Company of Chicago. It will cover an area of 26,000 square feet at the southwest corner of CTA's terminal property at Desplaines avenue, Forest Park.

There will be sufficient capacity in the shop building to service 12 rapid transit cars at a time. Facilities will be so arranged that service, maintenance and repair work can be performed on a production line basis.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Rudolph J. Evans, bus operator, North Avenue.

John Murphy, bus operator, 77th.

Billy G. Reliford, bus operator, Lawndale.

Patrick D. White, painter, West Section.

RECENTLY RETURNED

John R. Antonucci, repairman "B," Shops and Equipment.

Alton Gillon, bus operator, 77th.

Robert R. Gorz, laborer, Stores department.

John H. Perkins, bus operator, Limits.

Donald Regan, ironworker helper, Way and Structures.

VOLUME XIV CTA TRANSIT NEWS NUMBER 9

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, Editor

Ellen M. Miller, Editorial Assistant

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

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Limited Student Riding Cards Distributed in Schools

WITH THE opening of schools for the fall semester, limited student identification cards, entitling the bearer to ride to and from school at a special rate of 12c per trip, were made available to elementary and high school students by CTA.

The new cards are issued in accordance with the fare structure revision which went into effect on July 23 of this year. This revision eliminated the 12½c token fare and 15-cent cash fare for qualified student riders formerly in effect, and also discontinued the issuance of unlimited riding cards. The new regulations also established an additional charge of five cents if a transfer is requested upon the presentation of a student card.

Initial distribution in the schools was made September 6 and continued through September 14 by CTA representatives who collected \$1.00 for each card issued to eligible students. Applicants were required to sign the student identification card and have it countersigned by the school principal or a teacher before it became valid on CTA vehicles.

The limited card can be used only between the hours of 6:30 a.m. and 5 p.m. in traveling to and from school on school days only. The card is valid only if the student is traveling toward school shown on the face of the card in the morning and away from school in the afternoon. In the afternoon the student

must board the bus in the immediate vicinity of the school or at the nearest rapid transit station. A replacement fee of \$2.00 is charged for a limited card that has been lost, stolen, defaced, or destroyed.

In the event of a student's absence on the day cards were sold at the school, a riding card can be secured by bringing the proper forms, available at the school, together with the \$1.00 fee, to the Merchandise Mart on any Saturday morning beginning with September 9 up to and including November 11. CTA representatives will be in the lobby of the Mart to accept applications for student identification cards. When applications are processed at the Merchandise Mart or by mail to CTA, the cards are forwarded to the respective schools for issuance to the student.

A photograph of the student purchasing the identification card is not required under this year's distribution policy.

Students eligible to receive cards must be between the ages of 12 and 20, inclusive, and must be full-time day students at an accredited public, parochial or private elementary or high school. The card must be shown at the time the fare is paid.

CTA anticipates an estimated sale of 150,000 student identification cards during the first semester of the 1961-62 school year.

OUR COVER: Chicagoans may claim to know their city pretty well. Nevertheless, hundreds of thousands of them each year depend on CTA's Travel Information Service for proper directions in getting around the city by buses or elevated lines. Business concerns, too, find the service helpful in routing employees to and from their job locations. The cover picture

shows three members of the information office staff busy on the telephone, as they are hundreds of times every day, answering calls pertaining to CTA schedules, operations and service. From left to right: *Russell Gibbons*, *James Miller* and *Supervisor George T. Kelly*, director of the information center. (SEE STORY ON PAGE FIVE.)

NEW ENGINEERING DEPARTMENT APPOINTMENTS

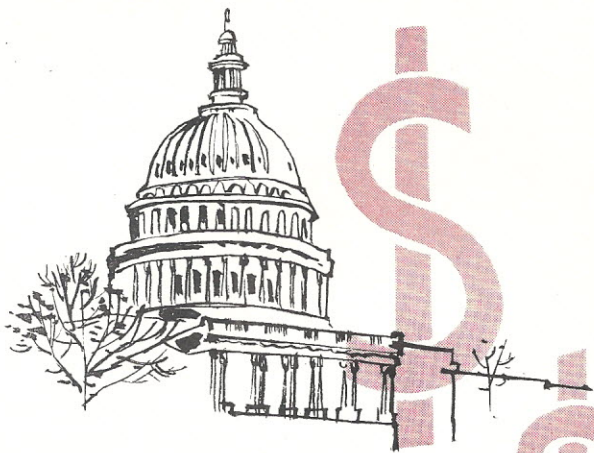
APPOINTMENT OF *George Millonas* as construction engineer, and *John L. Ruzich* as superintendent of track and structures, effective August 20, was announced recently by *Harold S. Anthon*, superintendent of construction and maintenance.

Mr. Millonas will be in charge of supervision of contract construction work, and reporting to Mr. Ruzich will be the Way and Structures, rapid transit division, the Dual Purpose Division and Frog Shop.

Mr. Ruzich, who has been a transit employe for 35 years, joined the former Chicago Surface Lines as a progress clerk in the Track Department on March 23, 1926. He became an assistant engineer on February 16, 1937, was appointed acting division superintendent on August 1, 1942, and was named division superintendent on July 1, 1944. He was advanced to the post of superintendent of construction for CTA, the title he held at the time of his new appointment, on August 8, 1956.

Mr. Millonas, who joined CTA as a junior draftsman in the Engineering Department on February 1, 1949, was advanced in classification to draftsman I on January 1, 1951, and progressed through the grades to become a draftsman V on October 25, 1956, serving in this capacity until his newest appointment.

Appointment of both men was approved by *Charles E. Keiser*, general superintendent of engineering.



SEEK FEDERAL LOAN FOR NEW "L" CARS

CHICAGO TRANSIT Board has applied to the Federal Housing and Home Finance Agency for a long-term, low-interest rate loan of \$7,500,000 to enable CTA to purchase 180 modern rapid transit cars.

The total purchase price would approximate \$15,000,000. CTA would provide the other \$7,500,000 from its depreciation reserve funds.

The Housing and Home Financing Agency has been designated by Congress to administer planning grants and low-interest rate loans to aid urban mass transit from federal funds totaling \$25,000,000 and \$50,000,000, respectively.

If the loan is granted, CTA hopes to have the 180 new cars available by late 1962, when they would be used to replace 180 out-moded, two-motor cars now being operated on the Lake and Douglas rapid transit routes, and 60 motorless trailer cars.

The objective would be to have all the new cars delivered by the scheduled completion date, in late 1962, of the Lake street elevation project. Under this program, the ground level tracks between Laramie avenue and Circle avenue, Forest Park, will be relocated to the adjacent Chicago and North Western Railway elevated right-of-way. Work has already started on preliminary phases of this undertaking.

A period of 15 years for amortization of the \$7,500,000 loan has been requested. If the federal agency grants the

loan, the interest is expected to be about $3\frac{3}{4}$ per cent, the average rate being paid by the federal government on its outstanding obligations. CTA would secure the loan by issuing equipment trust certificates to the Federal Housing and Home Finance Agency.

In the past, when CTA borrowed money for equipment purchases by issuing and selling equipment trust certificates, the terms of the loan have ranged from five to eight years, and the interest has ranged as high as five per cent. Principal and interest payments on equipment trust certificates are made from CTA's depreciation reserve fund.

By completely equipping Lake street with high-performance cars, coupled with the elimination of the present 22 crossings at street grade, CTA expects to reduce Lake street rush-hour running time between the west terminal and the Loop from $27\frac{1}{2}$ minutes to $23\frac{1}{2}$ minutes, a reduction of 16 per cent. Service on the Douglas route also would be improved, but not to such a marked degree, because only a few of the rush-hour trains of obsolete cars are being operated on this route.

Also being explored is the possibility of CTA and other transit companies joining together to apply for planning grants from the Federal Housing and Home Finance Agency to finance research of means of noise-proofing rapid transit equipment and operations, automatic operation of rapid transit trains, and automatic collection of transit fares.

Under this plan, the recently organized Institute for Rapid Transit, which was established to promote rapid transit in populous urban areas, would be designated as the research project manager. *General Manager Walter J. McCarter* is president of the Institute for Rapid Transit.

COST-OF-LIVING ALLOWANCE INCREASED

AN INCREASE of two cents per hour in the cost-of-living allowance, bringing the total to three and a half cents per hour, became effective with the first payroll periods in September for approximately 12,000 employees.

The increase results from the sharp upward jump in the cost-of-living index for Chicago for July which was issued August 25 by the Bureau of Labor Statistics of the U. S. Department of Labor. There was an increase of eight-tenths of a point in the cost-of-living index as compared with April, 1961.

The upward wage adjustment resulting from the increase in the cost-of-living allowance will add approximately \$54,000 per month to CTA's payroll costs for the next three months.

The cost-of-living allowance for members of Divisions 241 and 308 of the Amalgamated Association of Street Electric Railway and Motor Coach Employees of America, the organization representing the majority of CTA's operating personnel, is adjusted quarterly.

An adjustment, either up or down, but not below the basic wage rate, is determined by the per cent of change in the latest cost-of-living index for Chicago compared with the index for October, 1959. The per cent of change, if any, is applied to the basic wage rate of one-man operators to establish the amount per hour to be paid as a cost-of-living allowance. The basic wage rate of a one-man operator is \$2.65 per hour.

They Know The Answers To Travel Information Queries

AN IMPORTANT public service "extra" provided by CTA for the convenience of its patrons is the travel information service with offices in Room 7-176 in the Merchandise Mart.

Here, amidst the insistent buzzing of a battery of telephones, a busy staff is constantly on duty answering inquiries about CTA operations and supplying information to callers as to routings, schedules and many other aspects of CTA service.

On duty, round-the-clock, every minute of every hour, 365 days of the year, the telephones are manned by a trained group of 12 information operators working in shifts. Calls received average between 1,500 and 1,800 per day, the bulk of them coming, of course, during daytime hours. During the business periods of the day from 8 a.m. to 5 p.m.—calls total from 150 to 180 per hour.

However, when special events or attractions drawing large crowds are being held in the city this figure increases substantially. As an example, when the International Trade Fair and the All-

Star football game were offered as feature attractions on the same day, the circuits were jammed with calls from persons seeking information on CTA service to McCormick Place and Soldier Field.

Supervisor George T. Kelly, director of the information center, estimates that some 500,000 calls are handled annually on the 10 incoming lines over which the calls are received.

Most of the callers have questions relating to service and schedules, the best routes to destinations served by the CTA system, transfer connections, location of streets, points of interest, public buildings, and travel time involved in trips about the city.

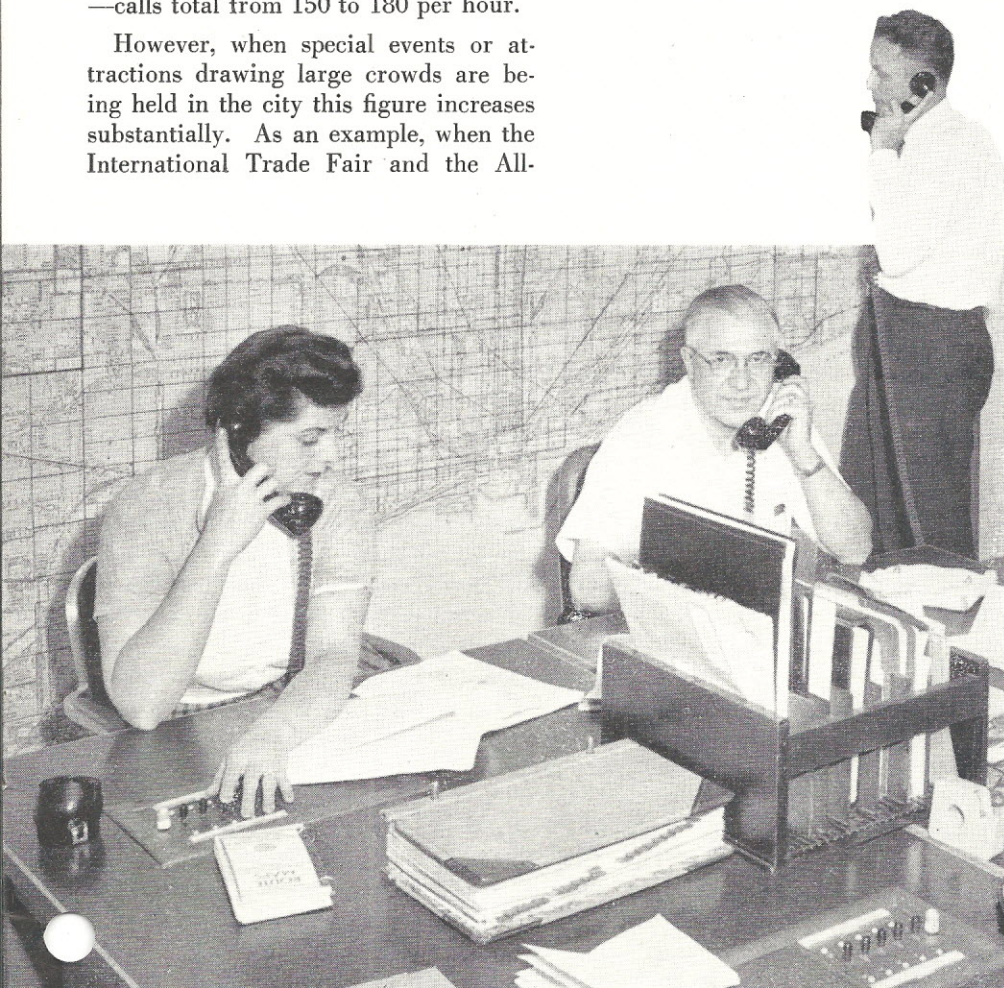
Among the regular users of the information service are employment agencies

of the city. Frequently they call to ask for a routing when sending out an applicant for a job, and the time it will take for the applicant to go to and from his home and his job. Such considerations often have a bearing on whether the applicant will accept the job made available to him.

To handle the large volume of calls which clear through the travel information office, six key cabinets, each with 10 lines and special interconnected circuits have been installed. Any of the operators on duty can answer any of the incoming calls from his position. Flashing lights tell him which calls are unanswered. A flick of a key connects him directly with any line on which a caller is waiting.

Before and after regular business hours and on week-ends, information personnel double as switchboard operators and answer all calls, including information requests not only on the special travel information number—MOhawk 4-7220—but on CTA's regular number—MOhawk 4-7200—as well.

The information staff is required to have a wide knowledge of the city and CTA routes and their proximity to streets and city areas. They also must be able to give directions on connecting suburban bus lines serving communities surrounding Chicago.



VOICES AT the other end of these telephones pose all sorts of puzzlers concerning CTA service to the operating staff of the Travel Information Center. During their busiest hours, calls come in constantly as to how to get from one place in the city to another by use of surface and rapid transit transportation. Three of CTA's 12 information operators are shown here as they consult maps and street guides for directional information. They are, left to right, Mrs. Joan Kelly, Andrew Stoltman and Joseph Kirk.

FIRE PREVENTION

objective of

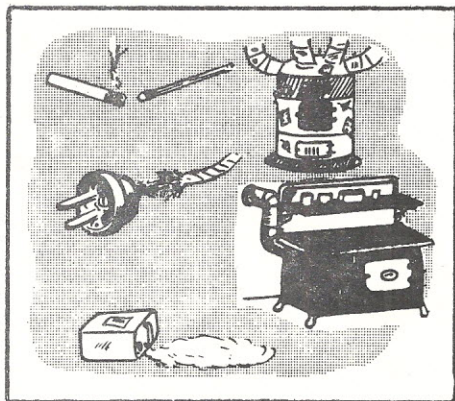
ANNUAL INSPECTION TOUR



MAJOR CAUSES OF HOME FIRES

FIRE ORIGINATES from many causes but the following are responsible for about 75% of all home fires:

1. Carelessness in smoking and use of matches,
2. Defective or improperly operated or installed heating equipment,
3. Defective or improperly used electrical equipment and overloaded circuits,
4. Defective or improperly operated cooking equipment and,
5. Misuse of flammable liquids.



ELIMINATION OF fire hazards and improvement of system-wide "good housekeeping" practices will be the objective of the eighth annual fire inspection of CTA properties to be held during the week of October 9 to 14 under the direction of the Insurance Department.

Keyed to the nation-wide observance of National Fire Prevention Week, the annual inspection tour supplements the fire prevention program which is carried out regularly throughout the year with periodic safety inspections.

The inspection tour will be conducted by a special committee made up of supervisory personnel, CTA officials and representatives of various departments who visited all CTA operating stations and facilities to determine that fire regulations were being observed and proper procedures being practiced at all locations.

The special committee, which will function only until the system-wide inspection is completed, will be concerned primarily with checking basic fire prevention measures. Carrying the program into effect throughout the year rests fundamentally with specially-trained and appointed personnel at the respective stations and facilities.

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

Industrial fire prevention is only one of the major phases emphasized by the Fire Prevention Week program. The prevalence of home fires which take a

disturbing total of human lives each year also remains a national problem. Some facts and figures about fire fatalities compiled by the National Fire Protection Association tell the story.

In 1960, fire took the lives of 11,350 people in the United States. More than 6,000 of the deaths occurred in home fires.

In the past ten years, approximately 115,550 persons have died in fires in the United States. Every 45 minutes, on the average, fire takes a human life in the United States. About 3,000 children die in fires each year in the United States. Almost one-third of the children are alone when fire breaks out.

There were 104 instances in 1960 when four or more members of a family were killed in a single sweep of fire through their homes. Eighty-nine of the tragedies occurred in the United States, 15 in Canada.

In connection with Fire Prevention Week it is interesting to note that its annual observance is keyed to the week containing October 9, the anniversary date of the great Chicago fire in 1871. It started on a warm Sunday evening when a brief lapse in carefulness sparked a fire at the O'Leary home on the near southwest side. It didn't seem particularly threatening or uncontrollable.

But 30 hours later 2,100 acres of Chicago were a blackened, smoldering waste. More than 200 of its citizens had perished, 100,000 were homeless, almost 17,500 buildings were in ruins, and direct losses were \$168,000,000, the indirect costs incalculable.



Invest in Humanity . . . Give to

CRUSADE OF MERCY



CHICAGO'S ANNUAL Crusade of Mercy campaign will be launched October 2 with the hopeful anticipation that its 1961 goal of \$15,750,000 in individual and corporate gifts will be attained.

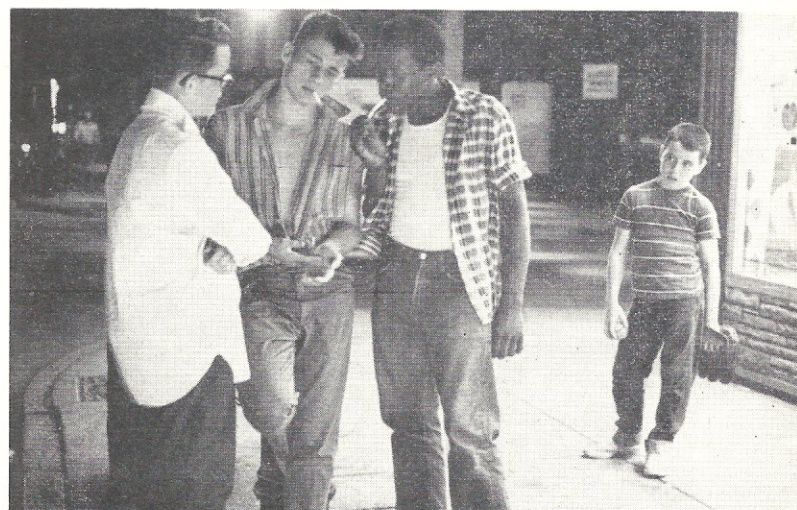
This amount is needed to support the work of 150 local health and welfare services of the Community Fund and the Chicago Chapter of the Red Cross. Contributions make it possible for these agencies to help more than 600,000 individuals by providing aid programs designed to ease human problems—healing the sick, comforting the aged, guiding the bewildered and caring for the helpless and homeless of the big, bustling and impersonal city that is Chicago.

CTA's annual solicitation of employe contributions to the 1961 campaign will get under way on October 2, the kickoff date for the city-wide campaign. In his letter to employes, *General Manager Walter J. McCarter* urged greater participation in this year's drive for funds.

"CTA employes have contributed generously in the past," the letter stated. "However, this year, let's make it a 100% campaign with everyone doing his share. I certainly hope that every employe who is not contributing through the payroll deduction plan will enroll now. Those employes who already contribute under the plan are urged to increase their donations."

Payroll deduction cards will be distributed to all employes not presently enrolled in the payroll deduction plan. Employes are asked to sign these cards, stating the amount of the contribution, and how it is to be divided between the two funds. The signed cards are to be returned to department supervisors as soon as possible, in any event not later than October 27.

In our big city, human needs continue to mount in 1961. The plain fact is that today more families need more help. Because of the loss of a job, because slum housing takes its toll and because almost half of our population today is under 18 or over 65.

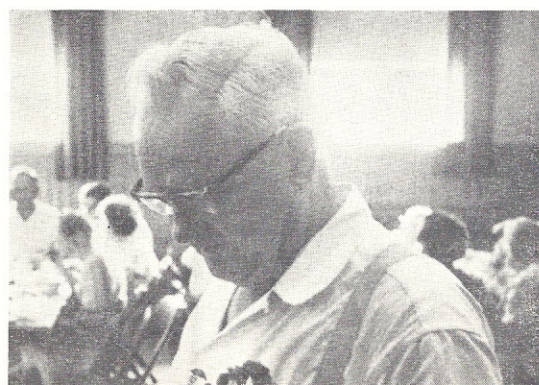
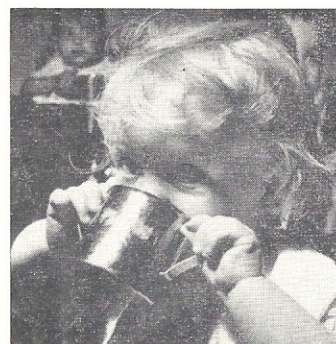


WHO WILL show him something better? . . . All he lives for is to be accepted by his heroes. One day soon he'll become part of this gang on the street corner—with nothing to do except get into trouble. A Crusade of Mercy youth service, offering guidance and supervised activities, can guard against that day—give him something better to live for. Make this *your* act of mercy. Be a Crusader!

HOME FOR the homeless . . . It's hard to believe that anyone could abandon this lovable, wide-eyed youngster. Left at St. Vincent's Infant Asylum when she was an infant, she will be well cared for until she can be placed in a foster home. Like thousands of victims of broken homes and desertion, this little girl must look to a Crusade of Mercy child-care service for food, shelter, and tender care. Your act of mercy gives her the love and security she needs.



THE LONELY . . . Job, home, family—a whole way of life — gone. But this senior citizen can find hope in a Crusade of Mercy Golden Age group. Here are friends to share his interests, an understanding counsellor to talk to, a new way of life. A Crusade of Mercy agency can help.



OUR PUBLIC SPEAKS

EXTENSIVE EFFORTS are being made through the medium of advertising to make customers aware of the advantages of CTA service: namely, transit is cheaper than driving with no traffic worries and no parking problems.

Aside from the commercial promotional aspects, every CTA employee who directly comes in contact with the public is in a position to sell CTA service.

Printed here are a couple of letters of commendation which show how conscientious employees promoted good will for CTA by their good personal service:



Charles Baraglia

"My husband and I would be glad to pay more than the usual fare to be able to ride with Bus Operator Number 6957 (Charles Baraglia, North Avenue). He is one of the most pleasant drivers we have ever ridden with.

"Also, may I say that my husband and I have used the Division streetcars and buses for more than 35 years and during this time neither of us have received a cross word from any of the operators. However, Operator Number 6957 is not only a good driver but he's a morale builder, too. When people board his bus he always has a cheerful

word for them. He is most courteous when people ask questions of him and most of all, he is a cheerful person who radiates sunshine, especially on rainy days."



Joseph Cabay

"I would like to commend Operator Number 3906 (Joseph Cabay, North Avenue). Recently, I boarded his Belmont avenue bus at Laramie avenue and rode as far as Halsted street. He was so friendly, polite and courteous that he made everyone feel welcome aboard his bus. He also called out every street stop and drove his vehicle most smoothly."

ON THE other hand, there are employees who do not perform their duties in a conscientious manner, and situations occur where patrons will write letters to the Service Section of the Public Information department expressing their dissatisfaction with the service they received. Examples of such letters follow:

"The other day I entered an "L" station and asked the agent on duty whether there was a bus line on Division street which went as far as Laramie. She said she didn't know and when I pressed the matter a little, she said she didn't have a

map. When I got on the train, I asked a guard the same question. He also said he didn't know. I finally decided to get off at North avenue because I knew it went as far west as Laramie. On my return trip home I was carried past my stop because the driver did not call out the subway at Clark street and was rude when I asked him where the subway was."

COMMENT: Employees should endeavor to keep up-to-date on the CTA system and familiarize themselves with route changes and also carry the system map and guide with which they have been provided so they can answer questions about any CTA route, especially in a courteous, efficient manner.

"Last night another passenger and I walked up to the standing bus at Broadway and Lawrence. The other passenger got on and the driver shut the door in my face. I tapped on the door but he just looked at me and pulled out. I was coming home from a day's work, so you can imagine how I felt."

COMMENT: CTA vehicles are operated to provide service for the convenience and accommodation of our patrons. Whenever an employee fails to permit a patron to board or alight at a designated stop zone, he is performing a disservice not only to the customer but to CTA as well.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for August, 1961; July, 1961, and August, 1960:

	Aug. 1961	July 1961	Aug. 1960
Complaints	1,301	1,365	784
Commendations	108	112	118

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Covers Many Miles On Western Trip

ACCOUNTING—(Payroll)—*Mae Bujnowski* visited friends in Englewood, Colorado, and took a 1,030-mile auto trip to Canon City and the suspended bridge over the Royal Gorge and on to Mesa Verde National Park. Then she drove to Durango, where Western movies are made, Glenwood Springs, Idaho Springs, Central City and Denver.

Mabel Magnuson and her family drove to Colorado and went sight-seeing in Estes Park during their vacation.

Ben Twery was gladdened by the recent arrival of his third grandson, *Seth*, whose parents are *Raymond* and *Maxine Twery* of Marina, California.

Naomi Bohlin spent an enjoyable week at Eagle River, Wisconsin.

Vacationing Reporters

Reporter *Marie Havlik* recently returned from a vacation at Lake Louise and Banff, Canada.

Co-reporter *Eileen Neurauter* and her husband, *Rudy*, spent their vacation in California, where they especially enjoyed Disneyland.

While the reporters were vacationing, *Clara Lawrence* was busily rounding up the news for this column.

(Budget)—*Clarence Steffens'* vacation was spent counselling and advising his neighbors in their horticultural pursuits.

(Real Estate)—*Ivan Miller* celebrated his birthday on August 11 by lunching at the South Pacific restaurant, with a few old-time rapid transit friends.

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

Roy Wilson spent a week in Milwaukee, Wisconsin, visiting with relatives, among whom was his grandson from Iowa.

Helen Franzen visited her sister in Bay Field, Wisconsin, and a highlight of her trip was a class reunion in Port Wing, Wisconsin.

Emma Weber toured Florida for three weeks.



LITTLE LEAGUERS

AN ASPIRING star pitcher, four-year-old *Dennis O'Connor* (left), son of *John O'Connor*, Staff Engineering, hopes he'll soon be playing ball with his brothers, *Timothy*, 10, and *Kevin*, 9, who are members of the Lindner Foods Little League team.

However, *Joseph Lapp*, 11-year-old son of *Charles Lapp*, Staff Engineering, now is an active pitcher and outfielder for the Laxon A. C. junior pony league.

Reported by *Mary E. Clarke*

Harriet Kryzan played a good samaritan by helping a sick friend in Racine, Wisconsin, during part of her vacation.

(Voucher)—*Paul J. Lasky* and his wife took short motor trips exploring Route 66.

Susie White and her husband drove to Baltimore, Maryland, to visit with relatives.

At this printing, *Clara Lawrence* will be enjoying the cool breezes of the north woods in Manotowish Waters, Wisconsin.

(Property Accounting)—*Ed Karross* spent his vacation fishing at Nisswa, Minnesota.

Cass Snow enjoyed his vacation travelling in and around Las Vegas, Nevada.

Pat Clifford recently was elected to the office of vice-commander of the American Legion CTA Post.

(General)—On August 9, members of the Supper Club enjoyed an evening at Bit O'Sweden restaurant, where the club's first dinner was held many years ago. The founder, *Ethel Anderson Frank*, formerly of Voucher, came in from Neenah, Wisconsin, to attend the

monthly meeting. Of the original nine members, all of whom were CTAers, *Rosemary Kenny*, Payroll, and *Mable Potthast*, General, are still working for the company. *Naomi Bohlin* also attended as a special guest.

(Billing)—*Mike Verdonck* and his wife drove to Minneapolis, Minnesota, to attend a three-day meeting of the B.P.O.E. From there they went to Luck, Wisconsin.

(Revenue)—*Lydia Haemker's* daughter, *Joyce*, was married to *Wesley Krebill* on July 29 at St. Peter's Lutheran church, Arlington Heights. A reception was held at the church and then at the bride's home. The couple will make their home in Columbus, Ohio.

Alice Arkin and her husband drove to St. Joseph, Union Pier and Benton Harbor, Michigan.

Stella Ciezadlo spent her vacation on her cousin's farm in Clintonville, Wisconsin. She also visited in Dale and Manawa.

—MARIE E. HAVLIK and
EILEEN NEURAUTER

New Arrival Evens Up the Sides

BEVERLY—Operator *Castro Dahmer* and his wife, *Florence*, proudly announced the arrival of *Dawn Marie*. *Castro* also has an 18-year-old son, *Fred*, a 12-year-old daughter, *Darlene*, and an 11-year-old son, *Ronald*.

Operator *Jerry Gleason* and his wife, *Vi*, will vacation at Ladysmith, Wisconsin, and Kokomo, Indiana, and visit the Poor Clares. Then they'll go on to Elgin to spend a few days with his in-laws.

Operator *Carl Benson's* son, *Carl, Jr.*, enlisted in the Navy and presently is stationed at Great Lakes. *Carl, Sr.*, also received his training at Great Lakes.

Operator *Melvin* and *Ruth Stoldt* vacationed at their mountainside home in Jasper, Arkansas. *Melvin* planned to do some work around the house.

Operator *Fritz Joiike* and his wife, *Barbara Ann*, spent three weeks at his son's place in Farmington, Illinois.

Operator *Robert Stewart* took his wife and sister to Clearwater, Florida, to do some fishing.

Receiver *Paul Gournoy's* son was graduated from C.V.S. on June 23, and joined the army on June 27. *Paul, Jr.*, is now stationed at Ft. Leonard Wood, Missouri.

5-D Family

Operator *Donald* and *Evelyn Minefee* announced the arrival of a baby girl, *Denise*. She was welcomed by her three brothers, *Donald*, *Daryl*, and *Dennis*.

Operator *Joe Colman* presently is recovering nicely after undergoing surgery for a hernia.

Operator *John Ryan's* brother, *Bishop James Ryan*, recently was in Chicago to raise funds for a seminary for the Franciscan order in South America. His Excellency staged a benefit to raise some of the funds at a summer theatre.

Operator *George May* and his wife, *Rose*, vacationed in Hot Springs, Arkansas.

Operator *James Thomas* and his family journeyed to Green Lake to escape the August heat.

VACATIONERS



STOPPING TO view Banff National Park, during their recent Canadian vacation, were Ruth Havlik (left), Training and Accident Prevention, and her sister Marie, Accounting. Also accompanying the Havlik family on their 6,000-mile trip was their dog, Doty.

Reported by Marie E. Havlik and Eileen Neurauter

Operator Tom and Eleanor Daniels took the family to Lake Delavan for a week's vacation.

Operator Hugo Rohlen and his wife, Ann, spent their vacation in Clearwater and Daytona Beach, Florida.

Operator Robert Malone's son, George, recently joined the Navy. He completed his basic training at Great Lakes. Bob, Jr., who also is a sailor, is now in the Philippines on the U.S.S. Reviley.

Operator Henry Demanuele's sister, Emily Sacco, of Toronto, Canada, recently made a trip to Chicago.

Operator George Payton's wife, Flora, was confined to Englewood hospital for nine days. George reports she is recovering nicely.

Operator Virgil Trimmer will travel to Bass Lake, Indiana, where he plans to rent a cabin and relax.

Operator Ray Goodwin's two daughters, Pat and Margaret, have attained perfect attendance records at Aquinas high school. Ray also has two married daughters.

Operator Clyde Hathaway and his family will visit with relatives in Paris, Illinois.

Operator Fred Hagen with his wife will visit the state of California.

Operator Eddie Quinlan will travel by plane to New York and then go on to New Jersey to visit with his four grandchildren.

Operator George and Genevieve Schletz will vacation in the Black Hills of Dakota, Mt. Rushmore, Colorado Springs, Denver, Eureka Springs and end up at Estes Park.

Repairman John McCrea will take his family to Cedar Lake for their vacation.

Operator Harry Boren will travel to San Francisco and Los Angeles, California, and will then visit Las Vegas, Nevada.

Operator Bill Radloff will travel to British Columbia, visiting the Northwest Canadian Rockies, and then go through Vancouver. He'll rest at Lake Louise.

Operator Henry Wade went to Alabama to visit with his sister, mother and brothers. From there, he went to Las Vegas, Nevada.

Operator Pete Flaherty, who is vice-president of our Union, will spend his vacation at the International Convention in Toronto.

Operator Bernie Zesch and his wife journeyed to Lake Alice in Tomahawk, Wisconsin, where they were joined by Sanitary Engineer Rudy Koprowitz and his wife.

Operator Delos Carson and his wife, Agnes, spent their vacation in Chicago Heights with their son, Raymond, who is a CTA clerk.

Operator Leroy Lilly's two grandsons, Londell and Darrell, were here for their vacation. Leroy's son-in-law is a bus operator in Cleveland, Ohio.

Anniversaries

Anniversaries being celebrated this month are: Operator Joe and Mary Gertzen, their 29th on September 2; Operator Barnard and Frances Zesch, their 17th on September 3; Operator Harold and Mary Bradshaw, their 35th on September 4; Operator George and Jeanette Buetow, their 35th on September 5; Operator Charles and Dorothy Posch, their 25th on September 5; Operator Al and Margaret Galvanaoskas, their 25th on September 6; the Elmer Balloks, their 40th on September 7; Operator Barney and Irene Novak, their 18th on September 11; Operator John and Florence Barber, their 15th on September 12; Operator Fred and Lorraine Gibbs, their 19th on September 14, and Operator Harold and Alice Cure, their 19th on September 24.

—WALTER C. STONE

Golf and Fish In Tourney

CLAIMS—John C. Williams, supervisor of adjusters, shot an 86 in a golf tournament and won 20 cans of sardines!

Edward F. Weingartner, chief investigator, won a planter in the same tournament.

Our deepest sympathy to the following: Dan Martorelli, supervisor of statementmen, on the death of his father; Arnold C. Olson, legal investigator, on the death of his wife, and Jerry Wilson, vault clerk, on the death of his father.

Vern Thornton, blind case clerk, and his wife went fishing in Minnesota during their vacation. When his wife started yelling, "Help me, help me, I've got a big one," Vern took over and reeled in a two-pound rock!

John Rau, adjuster, had a double reason to be happy in August—his daughter, Mary Louise, was married and his son, John, Jr., came back from Germany, where he served two years in the Army.

Outside Adjuster Joseph Lubawy's daughter, Lorraine, a sophomore at Immaculate Heart of Mary high school, recently became a member of the National Honor Society by maintaining a high scholastic rating, and also was elected president of the Student Council.

—FRANK SEPANSKI

Chief Operator Closes 45-Year Record

ELECTRICAL — Thomas Callahan, chief operator, Harding substation, retired on pension August 1, after 45 years of service. On July 27, his son, Thomas J., and his two sons-in-law, Ray Roberts and William O'Neill, volunteered to take him out to dinner. It had been planned to take him directly to an American Legion hall, where 50 of his co-workers were waiting to surprise him. Tom was presented with a special saw that he had always wanted, and a substantial cash gift. C. J. Buck made the presentation.

Benjamin P. Kirchens, lineman's helper, traveled via jet to Los Angeles, California, where he visited with relatives and friends in Pasadena, and toured the west coast. He returned via the Grand Canyon of Arizona, and Denver, Colorado.

Herbert Storey, "B" foreman, his wife, Lillian, and their daughter, Jane, and son-in-law, Elmer Becker, motored some 8,000 miles. Their itinerary included Yellowstone National Park; Lake Louise; Dawson Creek; Seattle, Washington; Portland, Oregon; Salt Lake City, Utah; Rocky Mountain National Park; Denver, Colorado, and then home.

William Rehder and his wife, Martha, motored some 2,500 miles in the deep south.

Robert Ferguson, "B" foreman, and his wife, May, motored some 3,400 miles up through the New England states.

Clarence Malotke, general foreman, Line department, and his wife, Charlotte, also motored 4,000 miles up through the New England states. They stopped at several places to visit with old friends.

Walter Olson, power supervisor, Merchandise Mart, who recently underwent surgery, has recovered and is back on the job.

James S. Rigney, "B" helper, now is in the service of Uncle Sam. His address is Rct. James Rigney U.S. 55702476, Company E, 2nd Battle Group, 80th Infantry, Ft. Riley, Kansas.

Robert Booth, material clerk, reports that his daughter, Barbara, won a trophy at the Ashburn-Wrightwood park as the best 10-year-old girl in craft, sports and swimming.

Jack Klima, chauffeur, became a grandpa on August 6, when his daughter, Betty Jane Poetzing, gave birth to a baby boy, Thomas Paul. Coincidentally, the newcomer's birth date also is his parents' anniversary date.

—GILBERT E. ANDREWS

GOLDEN WEDDING



CELEBRATING THEIR golden wedding anniversary on September 26 are Pensioner and Mrs. A. F. Kuster, Purchasing. Mr. Kuster, who began his transit career in 1909, retired on pension February 1, 1950. The Kusters now make their home in Coffeyville, Kansas.

Reported by D. Jane Bell

New Pensioners

E. L. Brown, operator, Archer. Employed 9-26-24.

J. D. Cannady, engineer, Specifications department. Employed 11-26-46.

H. A. Cunningham, ledger clerk, Treasury department. Employed 5-23-24.

Nick Dargento, trackman, Way and Structures. Employed 12-8-23.

W. H. Dawe, conductor, Kimball. Employed 12-5-23.

James Esposito, car cleaner, Douglas. Employed 11-23-22.

P. J. Ganley, motorman, South Section. Employed 12-16-13.

W. C. Gaw, chauffeur, Way and Structures. Employed 4-16-34.

John Gibbons, operator, 77th Street. Employed 8-10-26.

J. B. Giovenco, laborer, Stores department. Employed 6-10-16.

Elmo Greer, car cleaner, Lake Street. Employed 9-20-44.

David Gurwich, clerk II, Skokie. Employed 10-8-41.

R. T. Heidenblut, ticket agent, South Section. Employed 8-10-44.

Michael Kelly, operator, Limits. Employed 1-3-36.

Frank Kimmel, operator, Forest Glen. Employed 1-22-26.

S. B. Krydynski, operator, Archer. Employed 12-3-28.

Mario Lena, car cleaner, Douglas. Employed 4-19-20.

Thomas Lopresti, armature winder A, Skokie. Employed 6-16-19.

J. O. McGrath, conductor, Howard. Employed 4-28-26.

Kathleen McInerney, ticket agent, South Section. Employed 7-14-39.

John McLaughlin, gateman, Lake Street. Employed 7-16-56.

Ferdinando Mitola, carpenter A, South Shops. Employed 6-7-45.

Martin Popelka, crossing gateman, Lake Street. Employed 2-7-42.

M. A. Rausch, plant guard, CTA Department of Police. Employed 1-21-29.

E. F. Reinke, operator, 77th Street. Employed 7-16-26.

O. A. Sonntag, operator, North Park. Employed 4-6-21.

J. J. Stanton, bus cleaner, North Park. Employed 6-12-25.

Michael Tlstovic, painter, West Shops. Employed 7-2-29.

Roscoe Treece, conductor, North Section. Employed 4-10-23.

Nick Tsekeris, bus cleaner, 77th Street. Employed 9-1-44.

Thomas Tuohy, tool fire blacksmith, Way and Structures. Employed 8-17-43.

H. L. Umlauf, ticket agent, West Section. Employed 1-19-21.

DISABILITY RETIREMENTS

K. R. Brown, porter, West Section. Employed 6-5-46.

W. R. Heize, ticket agent, West Section. Employed 3-8-34.

G. J. Neighbor, ticket agent, South Section. Employed 2-14-27.

B. J. Petkus, operator, Archer. Employed 12-10-40.

A. A. Scandora, lineman's helper, Electrical department. Employed 4-7-39.

C. W. Schoenbaum, operator, 52nd Street. Employed 6-3-44.

C. H. Siggers, operator, 77th Street. Employed 9-8-48.

L. V. Szymonek, conductor, West Section. Employed 11-21-22.

J. L. Zeiher, motorman, 61st Street. Employed 6-13-17.

Graduate Trainee Becomes Technician

GENERAL OFFICE—(Staff Engineering)—*Ray Jurgensen* recently was assigned to this department as transit technician. Also, *Ed Tobin*, graduate trainee, temporarily is assigned to this office.

George Macak spent his vacation making short trips to neighboring states, including a lake trip to Muskegon, Michigan.

Herman Anders spent two weeks of his vacation fishing in Big Fork, Minnesota.

Some of our golfers, *Charles Lapp*, *Bob Schageman* and *Frank Scheubert*, spent most of their time on the greens during their vacations.

Mary Isbrandt chose the west for her vacation. Enjoying her first air flight, she traveled to San Diego and Los Angeles, California. Later,

she took the Champagne Flight from Los Angeles to Las Vegas, where she was surprised to meet *Lee DeSutter*. While in San Diego, Mary visited the family of the late *David Kay*, formerly a foreman in the bus repair shops at Lawndale.

—MARY E. CLARKE

Vacationer Witnesses Missile Launching

FOREST GLEN—Operator *Bill Barron* visited Florida, where he witnessed a missile launching from Cape Canaveral.

Vacation time found Operator *Tommy Thompson* spending a few days at Mackinac Straits.

Operator *Tom Roan* is back on the job, after a short visit to the hospital.

Operator *Seifert Hanson* retired on pension August 1.

A son, *Scott Phillip*, was born on July 22 to Operator and Mrs. *Ed Harris*.

Clerk *George Schelkopf* passed away on August 13.

Operator *Charles Fronczak's* father passed away on July 21.

Operator *Bill Jones' mother* died on August 7.

Operator *Wayne Griffin's mother* died on August 12.

—EARL McLAUGHLIN

Huge Castle Highlights Trip To Canada

GENERAL OFFICE—(Transportation)—Line Instructor *Walter Pavoni* and his wife, *Dawne*, motored to Toronto, Canada, and then on to Montreal, where they visited a 99-

room castle, built in 1910, at a cost of three and one-half million dollars. The Kiwanis Club has taken over the castle for their charitable activities. Also the travelers visited Quebec and Niagara Falls. The trip also consisted of a five and one-half hour ride on the St. Lawrence river, where they viewed the *Arthur Godfrey* island.

Line Instructor *Jim Luvisi* and his wife, *Violet*, traveled to Nacomis, Wisconsin. While unloading the cars at their destination, their nephew, *Neal Johnson*, age six, was discovered missing. Shortly thereafter, he was found at the bottom of the lake. Luckily, time was an element, and with the aid of artificial respiration and other means of resuscitation, they were able to revive him. Their vacation really started out on the wrong foot.

Surprise!

Line Instructor *Burchard Pogue* and his wife, *Florence*, recently celebrated their 25th wedding anniversary. On their way to Landis restaurant in Skokie, they were waylaid by their three sons, who had arranged a large celebration.

Radio Dispatcher *Robert Talbot* and his wife, *Ferrol*, and their daughter, *Dierdre*, 15, traveled to Washington, D. C., where they visited the house of representatives and the senate. Then they visited with Bob's sister, who resides in Winston-Salem.

Miles DeWitt, senior station instructor, assigned to the Training Center, and his wife enjoyed a 3,000-mile trip to Denver, Colorado Springs, Pikes Peak and Hot Springs, Arkansas.

CONDUCTOR CLOSING CAREER



MORE THAN 37 years of service came to a close on September 1, when Conductor *William Dawe* (front row, second from right), North Section, retired on pension. Several of Bill's friends gathered on the platform at Kimball terminal to see him presented with a cash gift.

Reported by
Angelo Bianchini

Senior Station Instructor James Walsh has taken over the duties in this department vacated by Fred Patheiger, who transferred to Employment.

They Fished All Night

Colette Szczepanek traveled with relatives to Park Falls, Wisconsin, for a fishing vacation. Although they fished practically everyday and night, the Wisconsin fish wouldn't open their mouths.

(Stenographic and Photographic) —Gene Sullivan, copy camera operator, and his wife, Pauline, happily announced the arrival of Pauline Marie, who recently made her worldly debut. Needless to say the young lady will be well photographed.

Dorothy Wilhelm and her husband, Harry, and their daughter, Judy, motored to Phoenix, Arizona, to visit with Dotty's sister, Pauline Roberts, who formerly worked in CTA's Medical department. The group also made a side trip to Disneyland.

Elaine Ziebarth "jetted" to California to visit with relatives. Then, at the end of her vacation, she returned, via train, in order to observe the scenery enroute.

JoAnn Schultz and her husband, Jack, vacationed at the Wisconsin Dells.

(Insurance)—Don Riess and his wife, Vivian, and their son, Barry, motored 6,000 miles in a 23-day trip to the west coast. The trip included stops at San Francisco, Salt Lake, Los Angeles, Tijuana, Mexico, the Grand Canyon, the petrified forest, the painted desert, and a trip to Las Vegas.

The marriage bug claimed two of our Insurance lovelies—Marge O'Connell was married to Thomas Kearns in the Little Flower church, and honeymooned in Wisconsin. Carol Behrens merged with another CTA employe, James Cass, at Peace Memorial church. The couple honeymooned in Tennessee.

Ralph Umstot and his wife, Jane, and their two daughters, Marcia and Susan, spent some time at Pokagon state park, Indiana, where they enjoyed boating, fishing and horseback riding.

—JULIE PRINDERVILLE

If you've moved recently
please notify
CTA TRANSIT NEWS

TWO BRIDES AND GROOMS



TWO RECENT brides in the Public Information department are (left) Rose Marie (Hayes) Costello, with her husband, Sam, and Patricia (Freitag) Sabor, with her husband, Ron. The new Mr. and Mrs. Costello were married at St. Cyprian church and honeymooned at the Wagon Wheel in Rockton, Illinois. Mr. and Mrs. Sabor were married at Grace Lutheran church, and honeymooned in North Carolina and Florida.

Reported by Julie Prinderville

Laymen's Retreat Has Large Turnout

KEDZIE—There was a great turnout for the Laymen's Retreat at Notre Dame university, South Bend, Indiana. Unfortunately, Retired Superintendent E. C. Tocci, who always attended the retreats, was confined to the hospital and unable to attend.

Presently, your reporter is spending his vacation combating a virus infection.

—C. P. STARR

Sees Son After Five-Year Absence

LIMITS — Operator John Fergus' son James, who is studying for the priesthood in the Vincentian Order, spent the summer attending classes at DePaul university. This is the first time in five years that the Ferguses have seen their son, so a big open house was held in their home for relatives and friends. Jim will be ordained a priest in about four years.

Bus Operator and Mrs. Amedeo celebrated their 30th wedding anniversary on September 6.

Operator George Coolidge's wife, Mary, was, at this writing, confined to Bethany Methodist hospital with a kidney infection.

Clerk Hadden Phillips was married to Grace Newmeyer on July 21.

—IRVING J. METZGER

Pensioner Receives Timely Gift

LOOP (Agents)—Walter Messner, who retired on pension August 1st, came to the Rapid Transit in 1916, as a conductor and motorman, left, and returned in 1920, as an interlocking and signalman. He started the Club of 'El' Craftsmen in 1942, and was its president until his retirement. The Club has 265 members. As a farewell gift, Walter was presented with a 32-jewel wristwatch.

The Messners are going to reside in their new home in St. Petersburg, Florida.

Mary Brown visited her sister, Margaret, in Pittsburgh, Pennsylvania, and her brothers, Charles, of Cleveland, Ohio, and James, of Washington, D. C.

Ann Dunleavy vacationed in Chicago.

Marie Blanchfield and her aunt, Margaret, had a grand time riding around in the "surrey with the fringe on top" at The Grand hotel at Mackinac Island, Michigan. On the boat trip there, they met Alice Murtagh and Veronica Nickols, who were taking the same tour.

Porter Frank Cosby enjoyed his vacation right here in Chicago. He did some fishing in Lake Michigan and went to see a few ball games.

Porter Ernest Herring also vacationed in Chicago.

Theresa Jarvis and her two sisters, Elizabeth and Josephine, made a trip to Bangor, Michigan, to visit another sister, Jane.

Sara Cadden vacationed with her sister in New York.

Supervisor John Gilhooly's vacation served two purposes — one, gave him time to houseclean, and, two, time to visit with his daughter, a nun who is assigned to a convent in Florida.

Last June, Student Agent Madeleine Dolman was graduated from college. This month, she is teaching fourth grade students at Froebel grammar school.

Carpenter Foreman Robert Heidenblut was most thankful to his co-workers for the kindness and sympathy they gave him when his wife recently passed away.

The Robert Dohertys and their daughter, Betty, vacationed with relatives in Chesterton, Indiana.

Mary Avallone is off the sick list.

Extra Assignment Agent Anthony Balkas also is back on the job.

—EDITH EDBROOKE

47 YEARS



BACK IN December, 1913, Patrick J. Ganley, 3rd International Vice-President, Division 308, Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, A.F. of L., began his transit career as an extra guard at the 61st Street terminal.

Later, he worked as a regular motorman until 1945, when he became secretary-treasurer of Division 308 local. Then, in 1946, he assumed additional duties as part-time International Vice-President, and worked in this capacity until 1948, when he was named to the position he held when he retired.

Everybody Is Traveling Everywhere

NORTH AVENUE — Pleasant vacations were enjoyed by *Herb Foster*, who visited in Grand Forks, North Dakota; *John Billings*, who did nothing but bask in the sunshine at Cedar Lake; *Tony Costa*, who toured Canada and New York; and that amiable look on *Bill Kennedy's* face was something he picked up at Lake Delavan, where he says he had a dandy time.

Joey York divided his time between Twin Lakes and Lake Delavan; *Ray Kostoch* toured Colorado Springs, where he had an enjoyable vacation.

William Redmond toured around Lake Michigan.

E. H. Oglesby has pleasant memories of his trip to California, where he enjoyed the scenery along the coast . . . *Florence and Jerry Blake* enjoyed their vacation at Michigan City, where Jerry docks his boat. He reports fishing is good in these parts.

Clerk Pete Norris rode the cable cars and enjoyed the sights in and around San Francisco, California.

So far we have not received any snapshots from our vacationers. Won't you send us a photo of the fish that did not get away?

Operator Herbert Monson and *Helen Kime* were married on July 29. Their reception was held at the Old Homestead.

Switchboard Operator Ray H. Stratton became a grandpappy again, when a granddaughter, *Roberta Ann*, was born.

Operator Bill Weidenhamer recently was a patient at St. Elizabeth hospital, where he underwent surgery.

Operator Sam Gianpiccolo also is doing nicely after undergoing recent surgery at the Mayo clinic.

Wedding anniversaries being celebrated this month are: the *Carl Christensens*, their 27th on September 1; the *Joe (Frank) Kents*, their 24th on September 4; the *Joe Macks*, their 25th on September 5; *Mr. and Mrs. Frank J. Buetow*, their 32nd on September 6; the *Maurice Ballestros*, their 28th on September 9; the *Larry Caseys*, their 23rd on September 17; the *Fern Foxes*, their 33rd on September 29, and the *Frank De Nottos*, their 24th on September 29. The *Lester O'Sheas* will celebrate their 32nd anniversary on October 1.

Remember fellows, this is your column and you make the news. Won't you keep me informed? Don't forget those photos!

—JOE HIEBEL

Vacationer Lands A Prize Catch

NORTH PARK—*Garrett Foy*, who vacationed at Butler Lake, landed a northern pike. The prize catch weighed 16 pounds, 10 ounces.

Jim Rasmussen took a plane to Europe, where he toured Denmark and Hamburg, Germany.

Pete Buchanan toured Arkansas. *Alvar Alsterlund's* wife died on August 8.

Lowell Brubach's father died on August 6.

Lt. Paul S. Johnson, son of *Operator Paul Johnson*, recently was assigned as a Navy pilot at Alameda, California.

—ELMER RIEDEL

Cruises Along Missouri Lake

NORTH SECTION (Agents)—*Georgia Myers* spent a pleasant time with her family on a boat, cruising down the Lake of the Ozarks in Missouri.

Grace Leslie was blessed with the births of two granddaughters, who were born miles apart—one in Denver, Colorado, the other in South Haven, Michigan—but only one day, in time. Grace was so thrilled, she took a trip to Canada to celebrate.

John Ellis' father passed away on August 9 in Effingham, Illinois.

Margaret Lavin took two of her granddaughters with her to Detroit, where they visited Margaret's brother and sister.

Gregory Bojan became a grandfather for the first time when *Catherine Marie* was born on August 17.

—ELIZABETH HAWKINS

Loses A Daughter To Gain A Son

SKOKIE SHOPS—*Sherrill Brzozowski*, daughter of *Carpenter Sygmunt Brozowski*, was married on August 5 to *John Kellner* at Our Lady of Grace church. An evening reception was held at Rosco hall, where about 225 guests attended.

Louis Lesko, shopman, underwent surgery on his hands.

George Larson, shopman, *Stanley Kokoszka*, electrician, *George Rother*, laborer, and *Axle Peterson*, carpenter, recently were on the sick list.

Reporter E. E. England met *Operator Nicholas P. Mueller*, North Park, who recently underwent eye surgery, and reported that Nick soon will be getting his contact lenses.

Harold Tait, electrician, and his family visited relatives in Phoenix, Arizona.

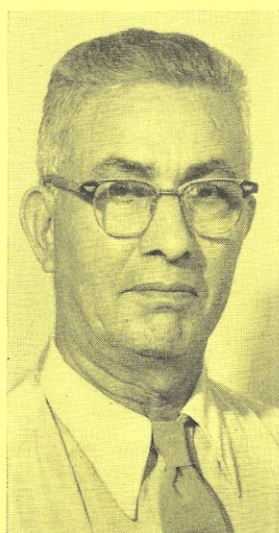
Al Schmitz, upholsterer, went to Washington, D. C.

E. E. England and *Frank Wagner* and their wives visited friends of the Wagners in St. Louis, Missouri, during a recent weekend. Frank is a motorman at Kimball.

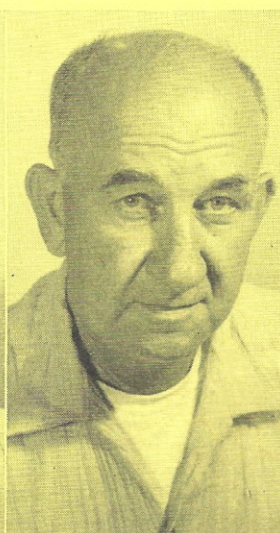
This is the last column *Co-reporter Dave Gurwich* will be signing. He wishes all his friends goodbye and good luck for the years to come.

—DAVE GURWICH and
EVERETT E. ENGLAND

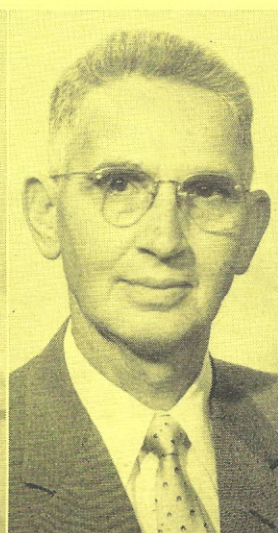
40-YEAR EMPLOYES RECENTLY RETIRED



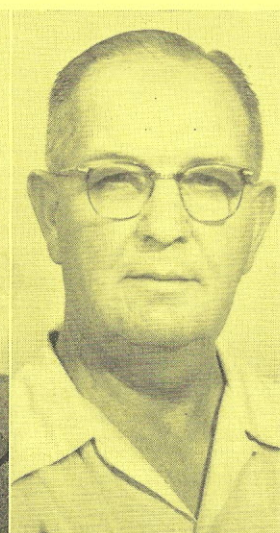
Mario Lena, car cleaner, West Section, September 1, 41 years.



Otto Sonntag, operator, North Park, September 1, 40 years.



Thomas Lopresti, armature winder, Skokie, September 1, 42 years.



Henry Umlauf, ticket agent, West Section, September 1, 40 years.



John L. Zeiher, motorman, South Section, September 1, 44 years.

RECENT DEATHS AMONG EMPLOYEES

H. F. BEHRENDT, 77, retired carpenter, Way and Structures. Died 7-17-61. Employed 6-25-34.

ELVIS BELK, 45, clerk, Howard. Died 7-28-61. Employed 6-19-43.

W. T. BERTRAM, 79, retired conductor, South Section. Died 7-18-61. Employed 3-8-10.

JAMES BITTOURNA, 55, clerk, Stores department. Died 8-10-61. Employed 1-4-26.

HENRY BOLDT, 51, clerk, Training and Accident Prevention department. Died 7-19-61. Employed 4-20-34.

BEN BORGENSON, 84, retired conductor, North Avenue. Died 7-28-61. Employed 10-18-17.

VICTOR CERULLI, 46, motorman, South Section. Died 7-14-61. Employed 4-3-46.

G. W. DAILY, 90, retired motorman, Armitage. Died 7-14-61. Employed 5-7-10.

WILBUR DESHAZOR, 47, operator, 52nd Street. Died 7-30-61. Employed 1-13-44.

P. J. DEVER, 72, retired conductor, Limits. Died 7-29-61. Employed 4-19-17.

JOSEPH DIVARCO, 50, laborer, Way and Structures. Died 7-19-61. Employed 5-9-42.

JOSEPH DRIGOT, 76, retired car repairman, Cottage Grove. Died 7-28-61. Employed 12-10-18.

A. N. DYBBRO, 75, retired agent, West Section. Died 7-29-61. Employed 7-31-46.

F. E. GEROME, 71, retired conductor, Devon. Died 7-20-61. Employed 1-27-20.

JOSEPH GLAB, 79, retired car repairman, Elston Avenue. Died 7-25-61. Employed 11-14-16.

JOHN HIGGINS, 56, operator, North Avenue. Died 7-17-61. Employed 11-16-27.

ROBERT HOLMES, 29, operator, Archer. Died 8-8-61. Employed 1-17-55.

T. J. HUGHES, 77, retired motorman, Devon. Died 7-22-61. Employed 10-23-11.

THEODORE JASKOLSKI, 54, operator, 69th Street. Died 7-28-61. Employed 11-29-43.

C. A. JOHNSON, 74, retired conductor, North Section. Died 7-16-61. Employed 3-3-10.

STANLEY KRASULA, 58, machinist, West Shops. Died 7-22-61. Employed 1-10-38.

JOHN KURGAN, 77, retired carpenter, South Shops. Died 7-19-61. Employed 6-5-23.

JORGEN LARSEN, 80, retired carpenter, West Shops. Died 6-7-61. Employed 8-20-08.

E. C. LEFEBER, 76, retired motorman, Limits. Died 7-16-61. Employed 8-2-06.

E. H. LILGA, 78, retired motorman, 69th Street. Died 8-1-61. Employed 2-15-16.

A. J. MACHTEMES, 64, retired conductor, South Section. Died 7-11-61. Employed 2-9-18.

MICHELE MANNINO, 81, retired watchman, Way and Structures. Died 7-14-61. Employed 11-4-30.

MATTHEW MARTH, 67, retired gateman, West Section. Died 7-16-61. Employed 10-14-43.

A. H. MAVIS, 91, retired motorman, Kedzie. Died 7-5-61. Employed 3-17-96.

M. J. McNAMARA, 66, retired compressor mixer operator, Way and Structures. Died 7-20-61. Employed 7-23-36.

WILLIAM O'CONNOR, 80, retired motorman, Kedzie. Died 7-13-61. Employed 6-3-20.

J. J. POWERS, 80, retired motorman, North Avenue. Died 8-1-61. Employed 11-27-25.

H. A. RIEDEL, 86, retired motorman, Lawndale. Died 7-30-61. Employed 10-31-99.

R. L. RODGER, 68, retired foreman, West Shops. Died 7-13-61. Employed 10-11-23.

GEORGE SCHELKOPF, 63, receiver, Forest Glen. Died 8-13-61. Employed 7-2-31.

C. H. SCHERENBERG, 69, retired motorman, Kedzie. Died 7-11-61. Employed 1-9-20.

F. J. SIRR, 74, retired superintendent, North Section. Died 7-17-61. Employed 12-2-08.

ANDREW SMITH, 63, motorman, West Section. Died 7-22-61. Employed 8-20-20.

G. F. THORNTON, 62, retired motorman, Kedzie. Died 7-8-61. Employed 6-12-28.

S. A. TREPIEDI, 74, retired laborer, Way and Structures. Died 7-24-61. Employed 6-19-36.

W. A. WAKEFIELD, 72, retired bus repairman, Archer. Died 7-24-61. Employed 4-8-09.

C. A. WATHIER, 72, retired unassigned, Personnel department. Died 8-1-61. Employed 3-1-44.

A. J. WILHAN, 69, retired motorman, 77th Street. Died 6-25-61. Employed 6-26-22.

WILLIAM WOLFF, 76, retired gateman, West Section. Died 7-30-61. Employed 1-5-43.

EUGENE WRIGHT, 59, operator, 77th Street. Died 7-30-61. Employed 1-15-44.

Top-Honor Student Attends University

PURCHASING AND STORES—*Joan Loitz*, daughter of *Order Clerk Fred Loitz*, was graduated from Taft high school with top scholastic honors and is attending the University of Illinois.

Camille L. Gajewski, clerk-typist, transferred to Treasury as a typist, replacing *Esther Lassen*.

(*Storeroom 20—Blue Island*)—*Stock Clerk Jim Bittourna*, who became a proud grandparent for the very first time on June 25 when a baby girl, *Aimee Gail*, was born to Mr. and Mrs. *Bob Bittourna*, of California, died of a heart attack while on vacation.

(*South Division*)—*Stock Clerk John McMahon's* wife, *Mary Ann*, is at home recovering from recent surgery.

Stock Clerk Ray Tieri is back at work after being on the sick list for five weeks with a fractured foot.

Stock Clerk Mike Griffin presently is still on the sick list.

Stock Clerk Harry Schober and his wife recently became the proud grandparents of a baby boy, *Christopher Chukas*, who was born to their daughter, *Mary Ellen*.

Assistant Divisional Storekeeper Art Eggert (South) and *Al Mix* (Storeroom 20) spent a week in Marinette, Wisconsin, attending the Anslu Chemical company's Fire School.

Stock Clerk Jack Gubbins' mother recently died.

Fork Lift Operator Harold Lowery and his wife spent a week's vacation fishing at Ash Resort, Hayward, Wisconsin.

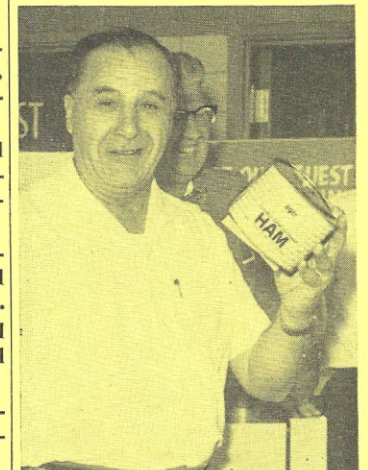
CLERK RETIRES



SEVERAL FRIENDS of *Clerk Robert Franz* (right) surprised him with cake and coffee at the 61st Street terminal when he retired on pension August 1, after 24 years of service. Presenting Bob with a Savings Bond on behalf of his co-workers is *L. J. Hickey*, station superintendent, South Section.

Reported by *Verna Hartney*

WINS A HAM



DURING THE 2nd Quarter I.S.C. presentation at Forest Glen, *Operator Edward Lawrence*, who also is a board member of Division 241, won a ham. Ed was among those operators who made no trip sheet errors and was not involved in any accidents throughout this year.

NEWLYWEDS



RECENTLY MARRIED at Luther Memorial church were **Marcia Sorensen**, Job Classification, and **Michael Lung**. The honeymooners traveled to Niagara Falls and toured the New England states. Upon their return, the new groom quickly packed his duffle bag and reported for two weeks of training with his National Guard unit.

Reported by *Mary E. Clarke*

Stock Clerk Carl Waldmann is spending his vacation in Duluth, Minnesota, while **Stock Clerk George Viker** and his wife are vacationing at Leech Lake, Minnesota.

Stock Clerk John Kurgan and his wife spent their vacation rock-hunting in Wyoming; but, due to the unexpected death of John's father, returned home immediately.

—D. JANE BELL

Dad Receives Visit From Daughter

SCHEDULE-TRAFFIC — **William Devereux**, schedule maker, enjoyed a visit from his daughter, **B. V. M. Sister M. Williamette**, who received her B.S. degree from Clarke college, Dubuque, Iowa.

Walter Thomas drove his new white Ford to Champaign, to visit with his son, **Paul**, who is a student at the University of Illinois.

John Franzen and **Robert Sedlack**, schedule makers, will spend their vacations in and around Chicago.

Ted Cowgill, schedule maker, and his family are enjoying their ranch in Jordan Valley, Oregon.

George Johannes, schedule maker, and his family are at Eagle River, Wisconsin.

Jacob Sumner, schedule clerk, and his family drove to Minoqua, Wisconsin, while **John Bennis**, traffic clerk, drove to Park Falls and Rhinelander, Wisconsin.

Phil Leahy, schedule clerk, drove to Colorado.

James Brennan, traffic checker, and his family drove to Sarasota, Florida.

Another Florida vacationer was **Joseph Billis**, traffic checker. He and his family also drove through the sunny south.

Walter Schweinfurth, traffic checker, visited his mother in California.

—GERTRUDE F. ANDERSON

Operator's Son Makes Him An In-Law

69TH—**Richard Williams, Jr.**, son of **Operator Richard Williams**, was married to **Celine Rypel** at St. Rita church on September 9.

The 44th annual Laymen's retreat at Notre Dame in South Bend, Indiana, was held on August 10 through August 13. More than 100 men from all CTA departments attended.

Operator Ed Tierney and his wife drove to southern California to visit their son, who is stationed at Camp Pendleton.

Operator Fred Hahn and his sons enjoyed their vacation fishing at Pistakee Bay, Illinois.

Operator Leo Griffis had an enjoyable trip to New York.

Operator John Mulligan has been on the sick list due to a slipped disc.

Operator Ed Tierney and his wife celebrated their 25th wedding anniversary on September 5.

Operator Charles Pold and his wife are making a train trip to Pasadena, California, to visit with Mrs. Pold's mother who is ill.

Operator Tom Williams went to San Francisco, California, during his vacation.

Operator Scotty Higgins and his family went to Canada. They made visits to friends they hadn't seen in years.

Janitor Charles Edmundson's father recently died.

Operator Al Jensen and his family enjoyed their annual trip to Murphysboro, Illinois.

Friends and relatives attended Mass at St. Basil's church on August 15 to honor **Operator John Lynch** and his wife, who were celebrating their 25th wedding anniversary.

(Repairs)—**Repairman Leo Uspe** had an enjoyable vacation in northern Wisconsin, where he did some fishing.

Clerk Jimmy Ahern enjoyed his vacation fishing in Michigan. Also, Jimmy and his wife celebrated their 20th wedding anniversary on September 20.

Patrick Fitzgerald returned from his trip to Ireland.

—THOMAS S. ELPHICK

A Different Kind Of Horse Play

SOUTH SECTION—**Switchman Keith LaFaire** has the pleasure of owning and riding his own Palamino horse, called **Goldie**.

Motorman Dan Kendell and his wife vacationed in California, visiting Disneyland and Knott'sberry Farm.

Agents John Dundon and **Michael Donohoe** returned to work after being on the disability pension list for a while.

Assistant Station Superintendent James Blaa and his family camped out during their vacation at Turkey Run state park and enjoyed hiking the trails.

PHOTO OF MONTH



IT LOOKS as if two-month-old **April Yvette Hoyer**, granddaughter of **Agent Minna King**, North Section, is contemplating a very serious decision. The proud parents of our thoughtful young lady are Minna's son, **Harvey**, and daughter-in-law, **Jackie**.

Reported by *Elizabeth Hawkins*

RETIREE



AFTER MORE than 15 years of transit service, **Conductor Joseph Nugent** (right) retired on pension August 1. Presenting Joe with a farewell gift is **R. W. Sanford**, assistant superintendent, Kimball terminal.

Reported by *Angelo Bianchini*

Motorman and **Mrs. Pat Moran** vacationed at Lake Delavan and Beloit, Wisconsin.

Our new agents are **Jean Keating**, **Opal Madison**, **Kay Perrin**, **Marie Heffernan** and **Kathleen Forbis**.

Conductor John Danek and his wife flew, via jet, to California. While taking a sightseeing tour around the Hollywood homes, they had a surprise meeting with **Dean Martin** on the lawn of his home.

Agent Ella Rexford is back at work after being on the sick list for some time.

Clerk Joe O'Connor and **Agent Ann Feaheny** recently were married.

Receiving commendations for their clear announcements were **Conductors Thomas Douglas** and **McRayfield Caldwell**.

Shop Clerk Henry Piotrowski presently is on the sick list due to a broken arm.

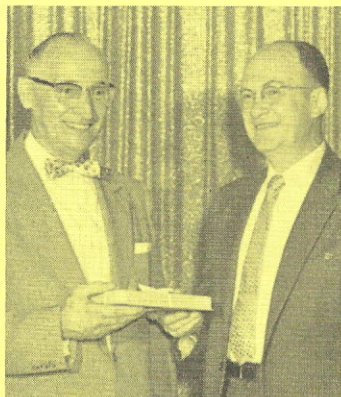
Yard Foreman Wally Brown and his wife went fishing in Oklahoma during their vacation.

Conductor Stanley Zielinski and his family stayed at a cottage near Lake Geneva, Wisconsin, during their vacation.

The **Homer Alsen** family was most thankful for the kind sympathy shown them when **Towerman Homer Alsen** recently passed away.

—VERNA HARTNEY

NEW PENSIONER



RETIRING ON August 1, after 40 years of service, was Walter H. Messer (left), signal maintainer, Electrical. During a party in his honor at the Gay Spot, Foreman Paul Cleaver, West Section, is presenting Walt with a farewell gift.

Photo by Bill Limanowski

Carpenter Relaxes In New Boat

WAY AND STRUCTURES — George Schindler, carpenter foreman, rapid transit division, is now the proud owner of a new 17-foot motorboat and spends his weekends at many of the neighboring lakes.

Pearl Heidenblut, wife of Bob Heidenblut, carpenter foreman, rapid transit division, passed away on July 23.

Helen Rusakiewicz, wife of "Rusty" Rusakiewicz, died suddenly on August 11.

Your Reporter is being married to Tom Tipi on September 23 at St. Gerald's church in Oak Lawn.

My Neighbors

By BILL PAULSON



"Bust 48—waist 48—hips 48 .. Monotonous, isn't it?"

A reception at Jacy's restaurant for 300 guests will follow the ceremony. Marlene and Tom will move to Toledo, Ohio, where Tom is stationed with the U.S. Army.

—MARLENE NEHER

New Grandpappy Passes Out Cigars

WEST SECTION (Agents) — Agent Dave Grafman passed out cigars to celebrate the arrival of a new granddaughter, Laura Marie Grafman, who was born on July 20.

Agent Jim Morrow vacationed at Delavan, Wisconsin.

Agent Victor Brown motored to Florida during his vacation.

Agent Jimmy George picked up a coat of tan and the latest dance steps during his vacation at Lake Geneva, Wisconsin.

Agent and Mrs. George Bohakel tried out their new Impala on a trip to St. Louis, where they visited with relatives.

Agent Martin Tezak spent most of his vacation painting and redecorating the old homestead.

Agent Steve Gibbons, Ed Segeron, Carole Schildt and your reporter all enjoyed their vacations at the ever popular, "porchville," U.S.A.

—GORDON KELLY

FOR AND ABOUT OUR PENSIONERS

BEVERLY—Hughie MacDonald, retired motorman, 77th, now resides just outside of Los Angeles.

Ed and Grace Butler, of 709 Naxon street, Hot Springs, Arkansas, entertain many pensioners and ex-servicemen who are visiting thereabouts.

Tom Pappas, who is considering a trip to Greece, visited with his old pal, George Grassel, at Stockers nursing home, 2346 W. 129th street, Blue Island, Illinois.

John Burke's sister-in-law, Helen Hawkins, recently passed away.

Chris and Blanche Stovelbeck, formerly of Arizona, now are residents of Hammond, Indiana.

Martin Godvin and his wife, who managed an apartment house in Glendale, California, now are residing in Long Beach, California.

Tom Flood, 69th and Archer, was saddened by the recent loss of his wife.

—WALTER C. STONE

GENERAL OFFICE—Ernie Tocci, retired superintendent, 69th, is starting a new career as a full time teacher of Latin at Mount Carmel boys' high school. Mr. Tocci is

an authority on the Latin, Greek, Italian, and Spanish languages.

Incidentally, we are happy to report that Mr. Tocci rapidly is recovering from recent surgery.

—MARY E. CLARKE

NORTH AVENUE — Pensioner Bill Echols recently paid a visit to Chicago. He sent regards to all his friends and says they'll be hearing from him through his column in the "Union Leader."

—JOE HEIBEL

SOUTH SECTION — Retired Clerk William Gallagher recently made a visit to our 61st street office.

Retired Conductor Joseph Kordek is visiting with his son, who lives in El Paso, Texas.

Retired Towerman Bill Ter-munde recently made a visit to Loomis street.

—VERNA HARTNEY

SCRIBE RETIRES



ONE OF the original reporters for the "Inside News" section of TRANSIT NEWS, David E. Gurwich, material supply clerk, Skokie Shops, retired on pension September 1, after more than 19 years of service. He began his reporting at the Throop street terminal in 1947. Then, in 1950, he transferred to Skokie, where he has since collaborated with Everett E. England. Dave and his wife, Anne, plan to take a three-month trip to Florida, and may, eventually move to California.

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, October 3, at Odd Fellows Hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above time and address.

THE DIVISION 308 Pensioners Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, October 19, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings which are held the third Thursday of each month at the above time and address.

Glee Club Seeks Men Singers

MEN WHO have choral experience and have lost contact with a singing group are invited by the Glee Club of the Chicago Association of Commerce and Industry to join other qualified members at rehearsals in preparation for appearances during the new season.

The club, now beginning its 50th season, is a non-professional group composed of men from business, industry and the professions who enjoy singing and good fellowship. A professional director conducts the rehearsals and concerts for the glee club, which specializes in presenting some of the finest music for men's voices.

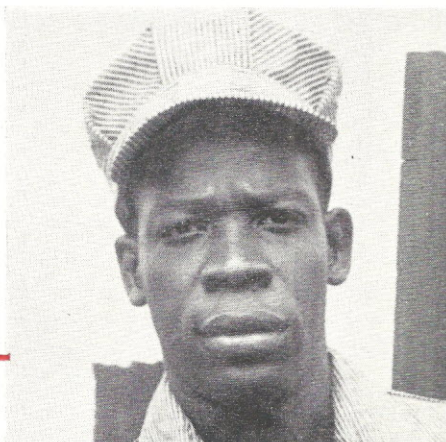
Rehearsals are held each Monday night from seven to nine o'clock at a downtown location from September to May. Men who are interested in qualifying for the singing group are asked to contact George J. Seiler, supervisor of real estate, at CTA's general offices, MOhawk 4-7200, extension 830. Mr. Seiler is a member and past president of the glee club.

INQUIRING REPORTER:

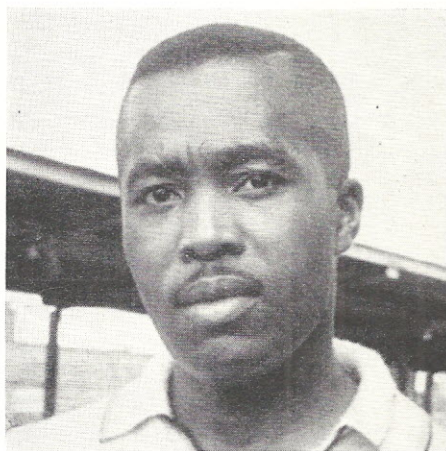
Verna Hartney

LOCATION: South Section—
61st Street

What results, if any, have you
had from following hunches?



EDWARD FREEMAN, Porter: "To me, a hunch is an expression of desire. I have had many, but the one that I followed through with was in buying a parakeet. Teaching it to do many tricks and talk gives me many enjoyable hours. I had no idea about training a bird, but I had a hunch I'd have a 'winner' if ever I owned one."



DAVID SHEPHERD, Switchman: "Back in 1950, I used to ride the State street route to and from work. On the night I had to report for a weekly drill with my Army reserve unit, I was debating whether or not I should just get off the streetcar and go directly to the Armory from work, or go home first. Well, I followed a hunch and went to the Armory. Later that evening I learned that the streetcar I had been riding on was involved in an accident shortly after I followed my hunch and got off."

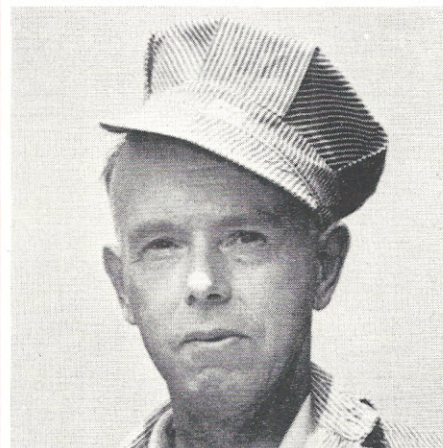


JAMES MARTINEK, Chief Clerk (with Inquiring Reporter Verna Hartney): "When a new gas station had its opening day, the attendant asked me to sign a ticket for a free prize. Ordinarily I wouldn't enter one of these drawings,

but I had a hunch about this one and I signed the ticket. The day before Thanksgiving, I received a call from the station attendant telling me I won a turkey and a basket of food for our holiday dinner."

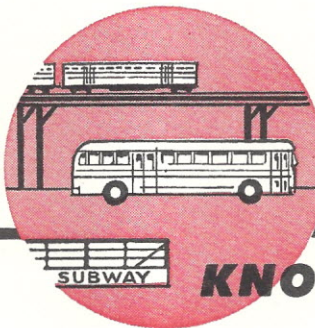


THOMAS FRANAHAN, Conductor: "When I first was hired by CTA, I decided to turn the job down. Later, I had a hunch I did the wrong thing, so I called back and was re-hired. This hunch really paid off for me. I like my job very much and my co-workers are a swell group to work with."



PATRICK MORAN, Motorman: "Several years ago I was debating about buying a new home and going into a new neighborhood. I followed a hunch and bought a home. Since then, my wife and family have been so satisfied with the house and neighborhood, where we have some really wonderful neighbors, that I'm certainly glad I followed my hunch."

to serve our riders better . . .



KNOW YOUR CTA ROUTES



A MODERN shopping center in the near northwest suburb of Norridge is the Harlem-Irving Plaza. Over two blocks in length, the plaza includes a large department store and a continuous row of smaller establishments.



DAY CAMP activities sponsored by the Chicago Board of Education provide recreation for children in the vicinity of the Ebinger school. Located at Octavia and Farwell, the school includes facilities for volley ball, basketball, baseball and table tennis.

ALTHOUGH THE Harlem (No. 90) bus route operates between terminals in Chicago, it passes through or borders four northwest side suburbs.

From the off-street terminal at Grand and Nordica buses operate west on Grand and north on Harlem along the Elmwood Park city limits to Wellington street. Further north, at Irving Park, the buses leave Chicago to operate through Norridge and Harwood Heights, but Chicago is entered again at Foster avenue. North of Albion avenue buses operate down the city limits bordering Niles, and the turn west at Touhy brings the route within Chicago again and to within one-half block of Park Ridge.

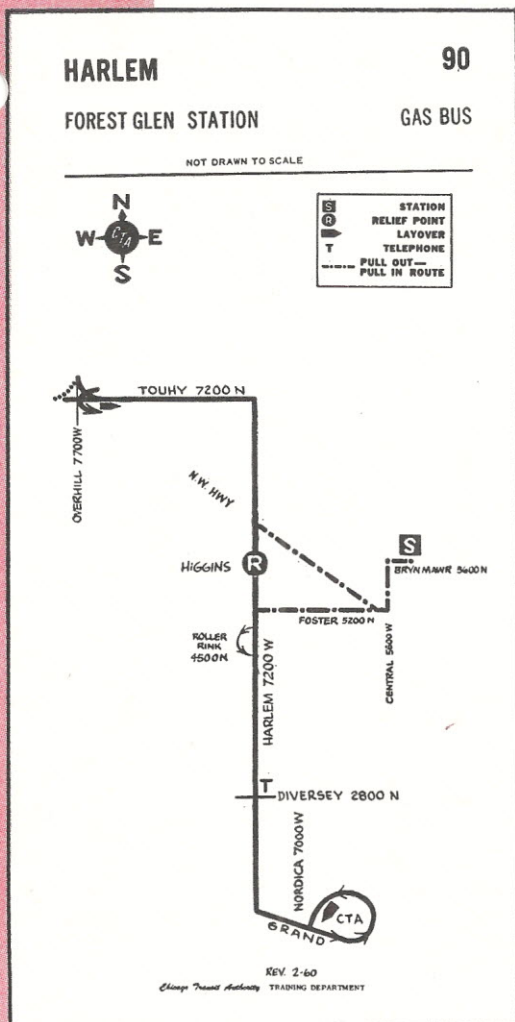
Buses on the Harlem route are scheduled on seven and one-half to eight-minute headways during weekday rush hours and at 15-minute intervals during the rest of the day. Saturday schedules call for buses on 12-minute headways during the mid-day and p.m. rush hours, and at 15-minute intervals throughout the remainder of the day. On Sundays, buses operate on 20-minute headways during the morning and at 15-minute intervals during the afternoon and evenings. Each day, after 10:00 p.m. the night buses operate on 20-minute intervals.

The round trip mileage between outer terminals is 13.88 miles and the one-way running time varies from 23 to 33 minutes, depending on traffic and the time of day. Ten gas buses from the Forest Glen depot are assigned to the Harlem route.

Although most of the Harlem route is through residential neighborhoods, service is given to several shopping



TYPICAL OF the homes in the well-developed northwest side area are these seen on Oriole avenue looking south from Chase street.

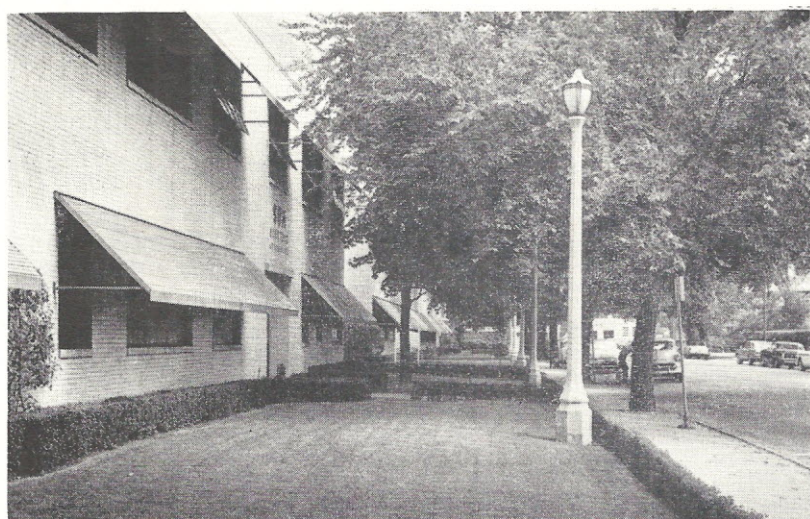


OPERATING FOR three-fourths of a mile down the city limits bordering Niles, the Harlem bus serves a residential district of Chicago, on the right, and the St. Adalbert cemetery and St. Mary of The Lake seminary in Niles on the east (left).

areas. Buses pass through the Grand and Harlem shopping district and the area between Irving Park and Lawrence which includes the Harlem-Irving Plaza, several department stores, a skating rink, and a bowling alley. A small industrial area is located along Avondale avenue near Harlem.

The initial operation on Harlem began October 2, 1945, when buses began running from Overhill via Touhy and Harlem to Farragut. An extension during May, 1946 brought the route south to Foster and west to Canfield, forming a "U"-shaped line. In October, 1946, the route was separated from the Foster line and extended south to Grand avenue and east to Neva. In April, 1951 buses began operating into the Grand and Nordica terminal where a direct connection between Grand and west Fullerton buses is made.

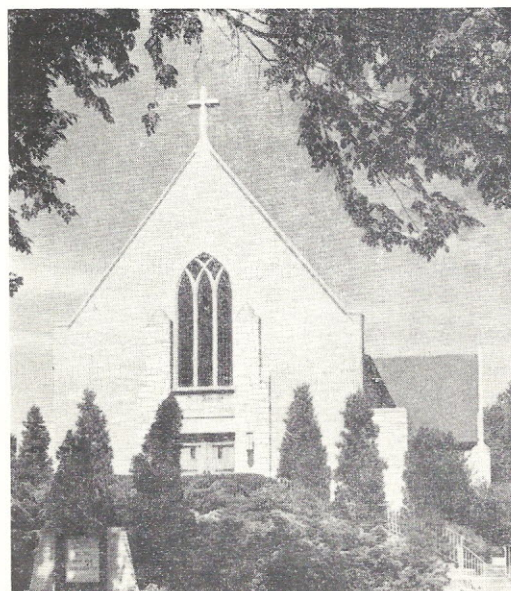
SEPTEMBER, 1961



ONE OF several industries served by the Harlem bus route is the Sun Electric Corporation, a well-known manufacturer of automotive testing equipment, located at Avondale and Highland avenues.



A BEAUTIFUL church edifice on Chicago's northwest side is that of Our Savior Lutheran Church, located at Northcott and Nickerson avenues, only a block from the Harlem bus route.



RECENT SERVICE ADJUSTMENTS

SERVICE ADJUSTMENTS on seven CTA bus routes were approved recently by Chicago Transit Board after a public hearing and are now in effect.

The lines affected are: Morgan-Racine (No. 23), Yates-95th (No. 89), 83rd (No. 83), 115th (No. 115), Addison (No. 152), Taylor-Sedgwick-Sheffield (No. 37) and Roscoe (No. 98).

On three of the lines, Yates-95th, 83rd and 115th, service on Sundays and holidays was discontinued.

On the other four lines, the service changes are:

Morgan-Racine — Discontinuance of all operations except during weekday rush periods from about 6:00 a.m. to 9:30 a.m. and from about 3:00 p.m. to 7:00 p.m.

Addison—On Sundays and holidays, the route terminates at Addison and Lake Shore drive. Through passengers to the downtown area can transfer at the Addison station on the North-South rapid transit route or to one of six intersecting surface routes coming into the downtown area.

Taylor-Sedgwick-Sheffield — Operations discontinued on the Taylor section of the route from Harrison and Wells to Taylor and Western on Sundays, holidays and during "owl" periods on Mondays through Saturdays.

Roscoe — Saturday morning operations discontinued.

On July 30, service adjustments to help reduce overhead expenses become effective on four lines—Elston Supplementary, Elston-Clybourn, Lake and Ogden-Downtown routes.

* * *

DISCONTINUANCE OF gatemen at four of the six street-grade crossings of the Ravenswood rapid transit route where automatic crossing gates have been operating for more than four years was authorized recently by Chicago Transit Board.

Crossings affected are at Francisco avenue, Sacramento avenue, Albany avenue and Spaulding avenue.

The Board's action followed a public

hearing at which staff members cited CTA's satisfactory experience with the automatic crossing gates, which were progressively installed between 1954 and 1957, and pointed out that automatic crossing gates have long been extensively used in protecting at least 70 railroad grade crossings in Chicago and many more in the suburbs.

At two other crossings on the Ravenswood route—Kedzie avenue and Rockwell street—gatemen are on duty during the hours when children cross the tracks on their way to and from nearby schools. At Kedzie avenue, gatemen are used from 7:00 a.m. to 9:30 a.m., and from 12 noon to 5:30 p.m., Mondays through Fridays. At Rockwell street,

gatemen are on duty from 7:00 a.m. to 9:30 a.m., and from 11:30 a.m. to 5:00 p.m., Mondays through Fridays.

* * *

CTA's HYDE PARK (No. 2) route in the vicinity of Drexel Square and Washington Park has been straightened to operate via 51st street and Hyde Park boulevard.

The modification of the line to operate along 51st street and Hyde Park boulevard between South Parkway and Drexel boulevard will eliminate the routing around Drexel Square and through Washington Park.

Formerly, the route operated via Bowen drive between Drexel boulevard and St. Lawrence avenue.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1961 AND 1960, SEVEN MONTHS ENDED JULY 31, 1961 AND 1960 AND
TWELVE MONTHS ENDED JULY 31, 1961

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

	Month of July		Seven Months Ended July 31,		Twelve Months Ended July 31, 1961
	1961	1960	1961	1960	
Revenues	\$10,005,865	\$10,398,291	\$73,772,062	\$77,391,903	\$128,473,075
Operation and Maintenance Expenses	<u>8,725,655</u>	<u>8,772,669</u>	<u>65,847,921</u>	<u>66,264,390</u>	<u>113,133,544</u>
Available for Debt Service	<u>1,280,210</u>	<u>1,625,622</u>	<u>7,924,141</u>	<u>11,127,513</u>	<u>\$15,339,531</u>
Debt Service Requirements:					
Interest Charges	343,609	356,504	2,451,359	2,542,518	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,166,667	1,166,667	
Deposits to Sinking Funds -					
Series of 1947 (2)	135,547	125,060	885,907	815,100	
Series of 1952 (2)	29,583	28,750	207,083	201,250	
Series of 1953 (3)	<u>9,004</u>	<u>8,750</u>	<u>9,004</u>	<u>61,250</u>	
	684,410	685,731	4,720,020	4,786,785	
Balance Available for Depreciation	595,800	939,891	3,204,121	6,340,528	
Provision for Depreciation	<u>800,469</u>	<u>831,863</u>	<u>5,901,764</u>	<u>6,191,352</u>	
Deficit in Depreciation Provision					
or Balance Available for Other Charges (4)	204,669 r	108,028	2,697,643 r	149,176	
Accumulated Deficit in Depreciation					
Provision to End of Previous Period	2,746,528 r	-	253,554 r	-	
Appropriated for Revenue Bond Amortization Funds	-	-	-	41,148	
Deficit in Depreciation Provision					
or Balance Available for Other Charges	<u>\$2,951,197 r</u>	<u>\$108,028</u>	<u>\$2,951,197 r</u>	<u>\$108,028</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>38,922,722</u>	<u>41,561,577</u>	<u>297,649,513</u>	<u>313,923,193</u>	<u>518,482,956</u>
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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, 1962.
- (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. 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. As of July 31, 1961 there is a deficiency of \$71,524 in this fund as earnings to make these deposits were not available for the months of November 1960 through June 1961.
- (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. As of July 31, 1961 there is a deficiency of \$71,524 in this fund as earnings to make these deposits were not available for the months of November 1960 through June 1961.
- (4) 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 \$300,000 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.



DEVIL'S FOOD BIRTHDAY CAKE

IS THE junior-size king in your family going to have a birthday soon? If so, make the birthday party at your house a real celebration with devil's food cake and mugs of milk, which is perfect for a small troop of boys.

To make Favorite Devil's Food Cake, you'll need: 2 squares unsweetened chocolate (2 ounces); $1\frac{1}{2}$ cups sifted flour; $1\frac{1}{2}$ teaspoons soda; $\frac{1}{2}$ teaspoon salt; $1\frac{2}{3}$ cups brown sugar; $\frac{1}{3}$ cup hydrogenated shortening; $\frac{1}{3}$ cup buttermilk or sour milk; 2 eggs; 1 teaspoon vanilla extract; $\frac{2}{3}$ cup boiling water, and Fluffy Frosting.

Melt and then cool chocolate. Combine flour, soda, salt and brown sugar in mixing bowl. Add shortening, buttermilk or sour milk and eggs. Mix to blend. Then beat 2 minutes at medium speed on electric mixer or 300 strokes by hand. Add chocolate and vanilla extract. Mix to blend, then beat 1 minute longer. Add water and mix until thoroughly blended (about 30 seconds.) Turn batter into 2 greased, paper-lined 8-inch layer pans and bake in moderate oven (350°F.) about 30 minutes. When cool, frost.

Fluffy Frosting: $\frac{1}{4}$ cup light corn syrup; $\frac{1}{2}$ cup brown



LET THIS delicious Favorite Devil's Food cake say "Happy Birthday" at your house.

sugar; $\frac{1}{2}$ cup water; 3 egg whites; $\frac{1}{4}$ teaspoon salt and $\frac{1}{2}$ teaspoon vanilla extract.

Combine syrup, brown sugar and water. Bring to boiling and cook until syrup spins a long thread (6 to 8 inches), or cook to temperature of 242°F. Meanwhile, beat egg whites and salt until soft peaks are formed. When the syrup has reached the proper consistency, pour it slowly onto beaten egg whites while beating constantly. Continue beating until frosting is fluffy and forms peaks. Blend in vanilla extract. Spread between cooled cake layers and on sides and top of cake. Makes enough to frost two 8 or 9-inch layers.

BEEF STEW IS HEARTY AND GOOD

THERE'S NO pleasanter aroma than that of beef stew to greet a hungry husband at the end of the day. It's an economical dish, too, because it's just as good the following day when it's warmed up for your school children's lunches. What with cooler weather coming, little tummies will welcome a hot lunch after their morning session of school is over.

The following beef stew recipe may very well become a family favorite in your home.

$1\frac{1}{2}$ pounds of beef
stew meat, cut in
 $1\frac{1}{2}$ -inch pieces
 $1\frac{1}{2}$ teaspoons salt, di-
vided
 $\frac{1}{8}$ teaspoon pepper
3 tablespoons flour
3 tablespoons fat
 $2\frac{1}{2}$ cups water
 $\frac{1}{2}$ cup ale

2 celery stalks, with
leaves finely cut
1 bay leaf
6 whole cloves
12 small white onions,
peeled
6 medium carrots,
scrapped and halved
3 medium potatoes
peeled and halved

Blend together $\frac{1}{2}$ teaspoon of the salt, pepper and flour; roll pieces of meat in blended mixture; reserve left-over flour. Put fat in a heavy kettle; add beef and brown on all sides. Add water, ale, $\frac{1}{2}$ teaspoon of the salt, celery, bay leaf and cloves. Cover; simmer 2 to $2\frac{1}{2}$ hours or until meat

is almost tender. Add remaining $\frac{1}{2}$ teaspoon salt and vegetables. Cover and cook until vegetables are tender. Measure reserved flour. If necessary, add enough additional flour to make 2 tablespoons. Add 3 tablespoons water; stir to a smooth paste. Gradually add to stew, stirring constantly, until thickened. YIELD: 4 to 6 servings.

BEEF STEW is a hearty cool weather choice for family suppers and school children's lunches.





Medically Speaking

By. Dr. George H. Irwin
CTA Medical Director

SLEEP—NATURE'S RESTORER

HOW MANY times have you tossed and turned restlessly in bed, trying almost desperately to go to sleep?

It would not be far amiss to venture that all of us, at sometime or another, have suffered some degree of insomnia.

The causes in many cases may rest within yourself. Scientific studies, conducted recently, have revealed that there are better ways to insure a night of deep, restful slumber than the old time-honored method of "counting sheep."

Here are some of the findings and recommendations resulting from these studies which you may find helpful when sleeplessness becomes a problem:

First, don't worry about being unable to sleep—and you'll sleep better. Doctors have found that fear of insomnia is the biggest single cause of sleeplessness! It's a fear, moreover, that's totally unjustified, for losing a night's sleep—even several—won't damage your health. And if you lie quietly in bed, you get 80% as much rest as if you were in the soundest slumber.

Regular hours help more than you might think; they condition you physically as well as psychologically for sleep. The reason: human temperature rises and falls once every 24 hours. The lowest point, ideal for sleep, will occur just about at bedtime—if you go to bed at the same time every night.

A room temperature 10-15 degrees lower than daytime level is recommended to insure sound sleep. Most people sleep best when the bedroom temperature is 54-57 degrees. Fresh currents of cool air have been shown by researchers to increase the depth of sleep.

Make sure your bedding is really comfortable. Fitted sheets are best because they won't wrinkle and wad damply against the skin. Heavy, tightly woven blankets are less comfortable than the lighter, fluffier types; one of the biggest

reasons for the popularity of automatic man-made fiber blankets is that they eliminate bulk while providing even heat. A new one has a special dual-view control so that you can see the temperature settings from any angle—laying down—even in the dark. A desired change can be made without really waking up! Other advantages to good sleeping are that these blankets are very light in weight and are non-allergenic.

Are your surroundings cheerful? Bedrooms done in soft pastels have a soothing effect on would-be sleepers; drab or bold colors have just the opposite effect.

Have a light bedroom snack. It draws blood to the stomach and away from the brain, increasing drowsiness. And if you eat just before retiring, you probably won't be awakened by hunger pangs in the wee hours.

Try mild exercise just before bed. Some people find that setting-up exercises help them to sleep. Of course, avoid strenuous calisthenics. A nightly walk not only stimulates circulation, but relieves tension—and gets some fresh air into your lungs. When you pop into bed, try stretching and yawning a few times—works wonders for many. Avoid emotional upsets just before retiring. For example: Some persons can get overly stimulated while watching certain types of TV shows before going to bed. These people should choose less-exciting TV fare. Heated arguments before retiring also should be avoided.

Wind the clock, put out the cat, choose your clothes for tomorrow. In short, get all your little habits and rituals out of the way before you slip between the sheets. That way, you won't be kept awake by the nagging consciousness of something left undone.

Sleep Scientists Probe Dreams

What happens once you drop off has been the subject of considerable probing by sleep scientists. Everyone dreams—they've found an average of two hours nightly. Though some people believe that dreams interfere with sound sleep, almost the reverse seems to be true—dreams actually help to keep us asleep! Recently, two scientists at the University of Chicago bombarded sleeping experimental subjects with noises, light flashes, and cold water sprays. Almost half the snoozers stayed asleep by weaving these disturbances into their dreams.

How much sleep do you need? It might be slightly more—or considerably less—than the supposedly "ideal" eight hours a night. Individual needs seem to vary between four and 14 hours a night, with women—for some unknown reason—needing slightly more sleep than men. An elderly man whose work requires great mental alertness may need more sleep than a younger person.

Many insomniacs are prone to try self-medication. This is a dangerous practice and could lead to undesirable results. That is why, if after following the foregoing suggestions you are still unable to sleep well, you should consult your family doctor.

**YOUR ACT
OF MERCY**



GIVE

