

TRANSIT NEWS

OCTOBER, 1961





LAST VESTIGE of an earlier era in Chicago will vanish with the completion of two dismantling projects now being undertaken. The picture at the left shows workmen tearing down the steel structure of the last section of old Humboldt Park "L" route between Damen and Western avenues. At the right, a crane mounted on a river barge removes steelwork of the unused bridge across the Chicago river just south of Jackson boulevard. The bridge, built in 1895 by the Metropolitan West Side Elevated Railway Company, was part of the main line used by trains operated by that company between the Loop and west and north-west sections of the city.

Begin Dismantling Two "L" Structure Sections

WORK IS underway on the dismantling of two sections of elevated structure which have long been out of service as part of the CTA rapid transit system.

The two projects where the steel structure is being torn down involve the remaining section of the discontinued Humboldt Park branch from just west of Damen avenue to Western avenue, and the unused elevated structure between the east side of Wacker drive and the west side of Desplaines street, just south of Jackson boulevard, including the old Metropolitan West Side Division bridge across the river.

The dismantling of the Humboldt Park structure is being done by the National Wrecking Company of Chicago, which will pay the CTA \$7,100 for performing the work and retaining the salvaged steel.

Fitzsimons & Connell Dredge and Dock Company of Chicago is the contracting agency for the dismantling of the structure between Wacker and Desplaines, at a cost to CTA of \$23,000.

Service on the Humboldt Park branch, which paralleled North avenue only 150 feet to the south, was discontinued May 3, 1953, and a limited-stop, weekday rush-hour bus service, supplementing the regular trolley bus service, was established May 5, 1953.

The section of elevated structure between Wacker and Desplaines had not been used since June 22, 1958, when CTA's Garfield route was replaced by the Congress rapid transit route in the median strip of the Congress expressway.

The elevated structure which spans the Chicago river was erected in 1895 by the Metropolitan West Side Elevated Railway Company. The structure was part of the main line which carried Douglas, Garfield, Westchester, Humboldt Park, Logan Square and Chicago, Aurora and Elgin trains into the Loop.

When the Milwaukee-Dearborn subway was placed in service on February 25, 1951, Humboldt Park and Logan Square trains were taken off the structure and routed through the subway. Westchester branch trains last used the structure December 9, 1951, before buses replaced the rapid transit branch. Chicago, Aurora and Elgin trains discontinued operations into the Loop on September 20, 1953. Douglas rapid transit trains stopped using the structure April 4, 1954, when trains were routed over the Lake street route to allow for construction of the Congress Expressway.

In addition to the bridge over the river, another portion of the structure spans the railroad tracks in the Union station. All work is being accomplished without interrupting river or railroad traffic.

COVER: Chicago's southeast side is undergoing dramatic changes as new redevelopment projects continue to rise into being along its streets and boulevards. Federal and privately-financed apartment complexes have replaced old homes and buildings in sad disrepair for years. The picture on our cover is of the Prairie Shores Apartments at 30th and South Parkway, served directly by CTA's South Park route.

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Burton E. Harris, Engineering, General Office.

George Hayes, engine blower, Shops and Equipment.

John J. Hoff, Jr., bus operator, North Avenue.

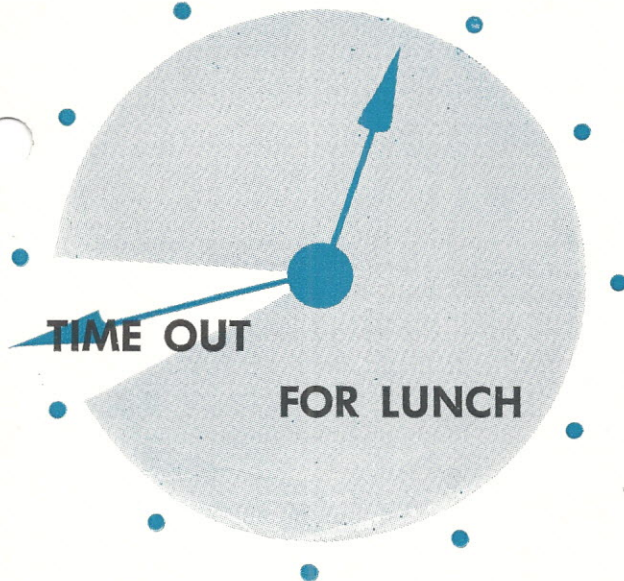
Karl Kassal, bus operator, Archer.

John P. Lambe, bus operator, Lawndale.

RECENTLY RETURNED

Lloyd Cox, bus operator, North Park.

Anthony S. Curcio, clerk III, Employment.



GENERAL OFFICE employees in the Merchandise Mart now have a new food service catering to their appetites in the lunchroom on the seventh floor. And apparently they like the meals prepared for them.

They can now choose from a menu offering several hot lunches, as well as a variety of sandwiches, salads and desserts, plus the usual "coffee and" during break periods.

Newly equipped with a steam table and sandwich counter, the cafeteria-style operation has speeded up the individual service of meals and made it possible for employees to enjoy an unhurried luncheon within the time limit provided by office regulations.

The lunchroom is operated by an industrial catering organization which serves a number of commercial concerns in Chicago and, very important, the food is good, tastefully-prepared and the prices reasonable.

Ray Hynes, supervisor of office services for CTA, reports that some 700 lunches are being served each day to employees during the midday peak period, a much larger number than heretofore. This means that an average of 233 persons are served in each of the three one-half hour lunch breaks.

The lunchroom, which has a seating capacity of 225 at one time, was first opened in September, 1953, as a convenience for general office employees.

CROSS SECTION photo of people enjoying their favorite noon-hour pastime — eating. The cafeteria can seat 225 persons at the tables at any one time and frequently is filled to capacity during regular "breaks."

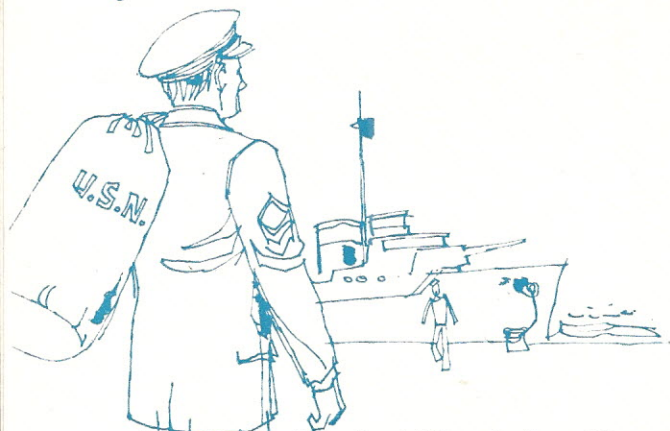


THE LINE forms at the steam table as the cafeteria fills rapidly during the noon lunch "break." Hot, plate specials are featured and are served in a jiffy.

FOR A light lunch or snacks there is the sandwich counter. Cheese and cold cuts between bread or a quick cup of "coffee and" are available for those who prefer these to heavier foods.



"A-WEIGH" HE GOES!



IT WAS "Anchors Aweigh" again for a 62-year-old CTA bus operator, veteran of 27 years of navy service—10 on active duty during two world wars—who is a member of a reserve unit which was called up for active duty on October 1.

It was a big surprise to *Operator Walter J. Frogner*, North Avenue, because he was scheduled to retire from the navy reserve on that date. But his plans were changed when the Defense Department decreed to increase the strength of the armed forces in view of the tense international situation. Frogner, who holds the rating of chief signalman, was placed back on the active service list.

At the time of his restoration to active duty, he was serving as an instructor on the *Daniel A. Joy*, a destroyer escort stationed as a training vessel at the Naval Reserve Armory at the foot of Randolph street. Its crew is comprised of both regular navy and reservists, all of whom were affected by the order to activate the ship.

A navy veteran of both World Wars, his career as a "sea dog" dates back to 1917, when he signed up as a seaman and received his "boot" training at Great Lakes Naval Training station. After completing a four-year hitch he re-enlisted for two more years. When his second term of enlistment expired in 1923, he entered the employ of the former Chicago Surface Lines in 1925 as a streetcar conductor. He was still a transit employee in 1942, when he signed



CHANGES UNIFORM: *Walter J. Frogner* as Navy C.P.O. and as a bus operator.

on again with the navy for the duration of World War II, serving until 1946 when he returned again to civilian life and a job as bus driver. This time he elected to remain in the navy reserve.

Frogner saw plenty of sea duty during the wartime years. He spent most of World War I aboard destroyers and light cruisers carrying troops to Europe. During World War II he was assigned to the *Albermarle*, a seaplane tender used to carry high test gasoline and warheads for bombs. During this tour of duty he saw service in both the Atlantic and Pacific. Early in 1946, he was aboard a laboratory ship that assembled the nuclear bombs for the Bikini atoll tests.

Since completing his first hitch with the navy in 1925, Frogner has a record of 36 years of transit service, including four years of credit for his World War II military leave. He had planned to retire and take his pension from CTA next spring, but since being called back into navy service he decided on an earlier retirement date and left CTA service late in September.

Upon leaving Chicago, the *Daniel A. Joy* is under orders to proceed to Newport, Rhode Island, navy base, where it will be refitted for later assignment.

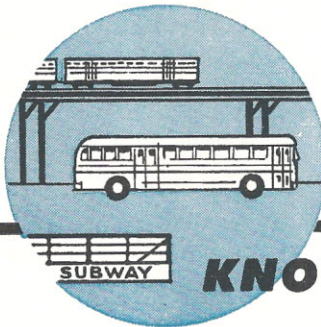
What does Frogner, at 62, think of returning to active navy service? "Well," he said, "it won't be any different from World War I or World War II. Besides, once you're off the water for a while you sort of yearn for it."

A typical observation of an "old salt."

AN ADDITIONAL incentive award to stimulate participation in the Employees' Suggestion Plan is now available to those who submit acceptable ideas. It is an attractive billfold wallet and change purse combination for ladies. Employees whose entries are adjudged worthy of consideration may now choose from four items. The ladies wallet, a man's wallet, a Parker Jotter ball-point pen and a pocket-sized tape measure rule. Any one of the awards is available to either man or woman, depending on which they would like to have. First winners of the ladies wallet were two employees of the Insurance Department shown here. Left to right they are: *Mrs. Margaret Kearns* and *Mrs. Kathleen Andersen*. Both their entries are now being considered by the Suggestion Committee to determine whether they qualify for a cash award.



to serve our riders better...



KNOW YOUR CTA ROUTES

A BUS line providing local and limited service between downtown Chicago and a densely populated south side area is the South Park (No. 3) route.

Operating down South Parkway, buses pass many new housing developments and modern high-rise apartment buildings. Well established communities also served along South Park are Chatham, Greater Grand Crossing, Woodlawn, Washington Park and Grand Boulevard.

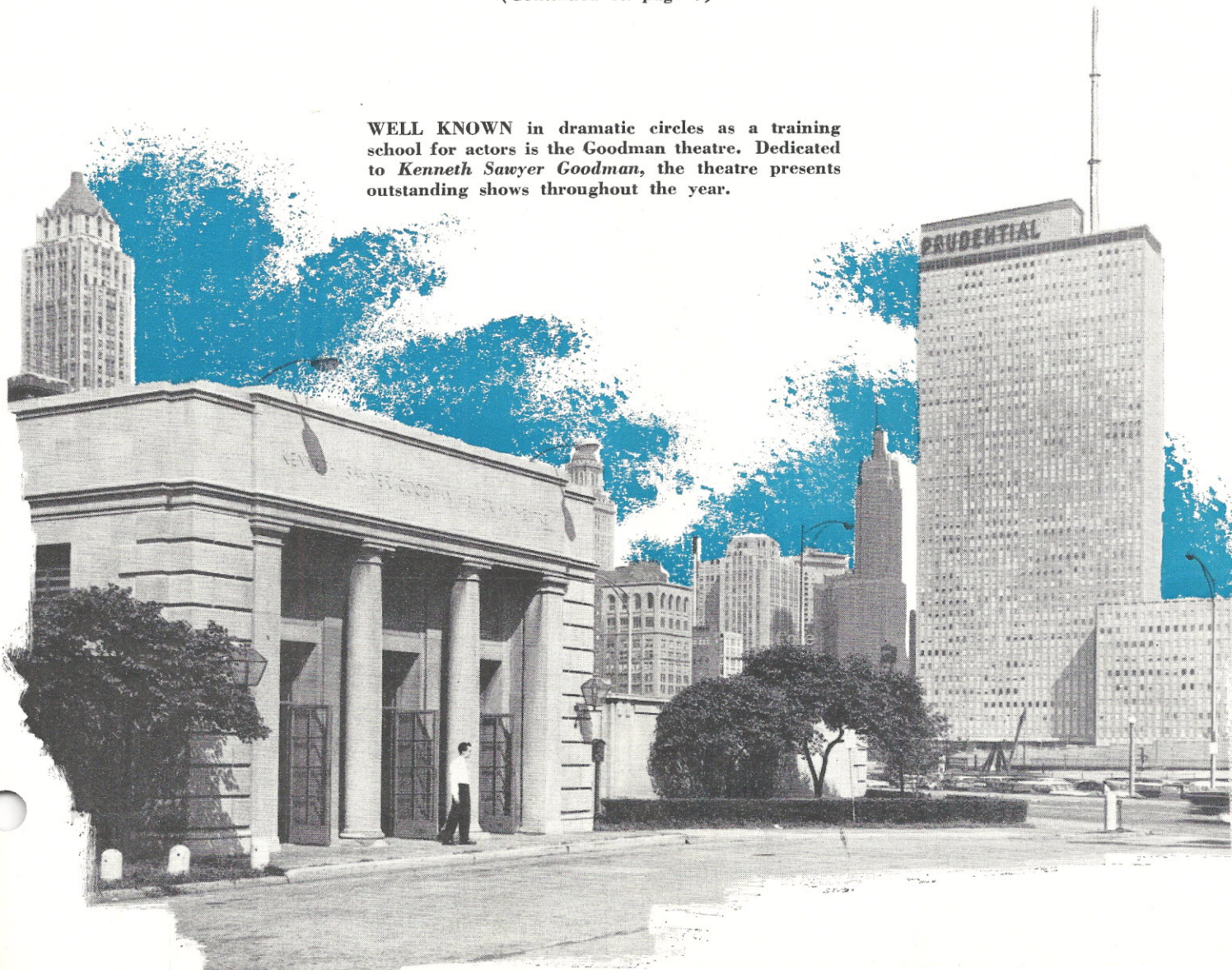
Two of Chicago's biggest parks are located along the South Park bus route. Washington Park, which extends east of South Parkway to Cottage Grove between 51st and 60th streets, encompasses 371 acres. In honor of the first president, for whom the park was named, a statue of *George*

Washington stands at the north entrance of the park at 51st and South Parkway. The park includes many facilities for outdoor sports including tennis, baseball, football, roque, fly casting, skating and swimming. A modern fieldhouse, constructed in 1956, contains club and craft rooms and a spacious gymnasium with indoor handball courts. One of the most scenic parks, Washington Park includes a lagoon and a beautiful rose garden.

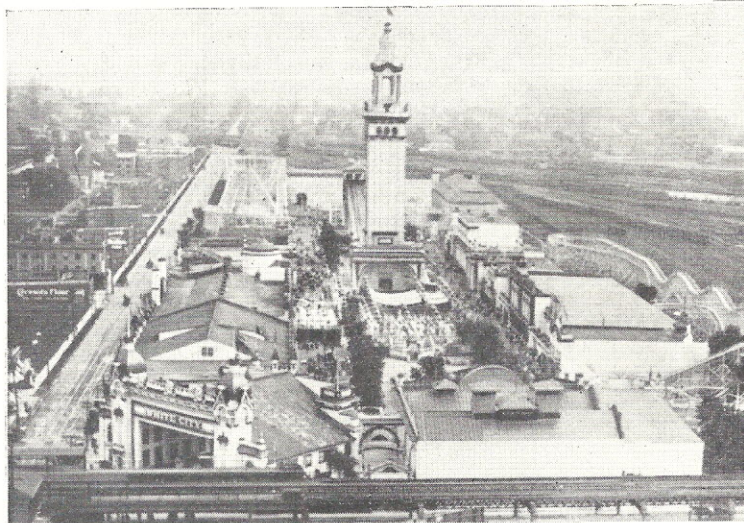
Also served by the South Park bus is Grant Park which stretches east of Michigan Boulevard to Lake Michigan between Randolph drive and 11th place. Consisting of 303 acres, Grant Park is used daily as a place of relaxation for

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WELL KNOWN in dramatic circles as a training school for actors is the Goodman theatre. Dedicated to *Kenneth Sawyer Goodman*, the theatre presents outstanding shows throughout the year.



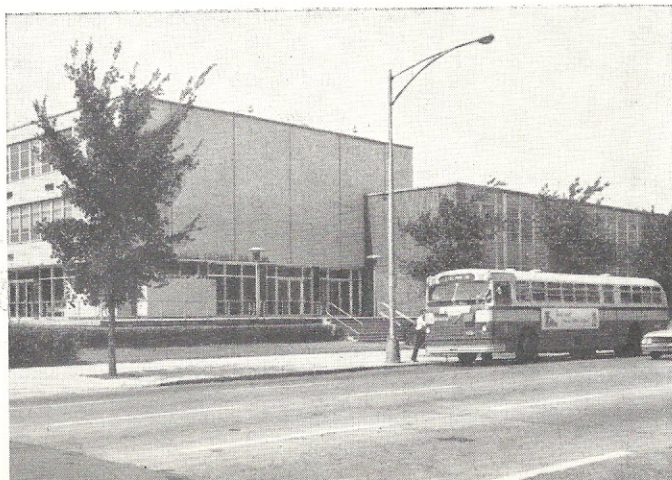
MANY OF the younger generation will not remember White City (shown below) which was a famous amusement park a few decades ago. It was a leading attraction, providing roller coasters and all the fun devices for children and grownups alike. A new high school is to be constructed on the former site of White City at 63rd and South Park avenue, pictured at the left as it appears today.



KEEPING IN step with new south side housing developments, the Lake Meadows shopping plaza was opened several years ago to serve the re-vitalized area. One of the few modern shopping centers in Chicago, Lake Meadows is similar in design and layout to the centers being built in newly developed suburban areas.



OPENED IN 1956, Dunbar Vocational High School is one of Chicago's newest high schools. Located at 30th and South Park, Dunbar offers courses in 27 vocations and presently has an enrollment of 2500 students.



"PASSING OF TIME," the masterpiece of the noted sculptor, Lorado Taft, was dedicated in 1914, to commemorate the one-hundred years of peace between the United States and England. The fountain is located at the head of Midway Plaisance in Washington Park.





THIS AREA between the Prudential building and Lake Michigan is destined for major redevelopment within a few years. Office and apartment buildings costing \$750,000,000 are to be built on air rights over the Illinois Central railroad freight yards. Construction of the first building, a 39-story, 940-room apartment building is scheduled to start in January. An estimated 40,000 people will reside or work in this proposed extension of downtown Chicago.

ONE OF several churches along South Parkway ministering to the spiritual needs of the south side communities, is the Liberty Baptist Church at 49th street.

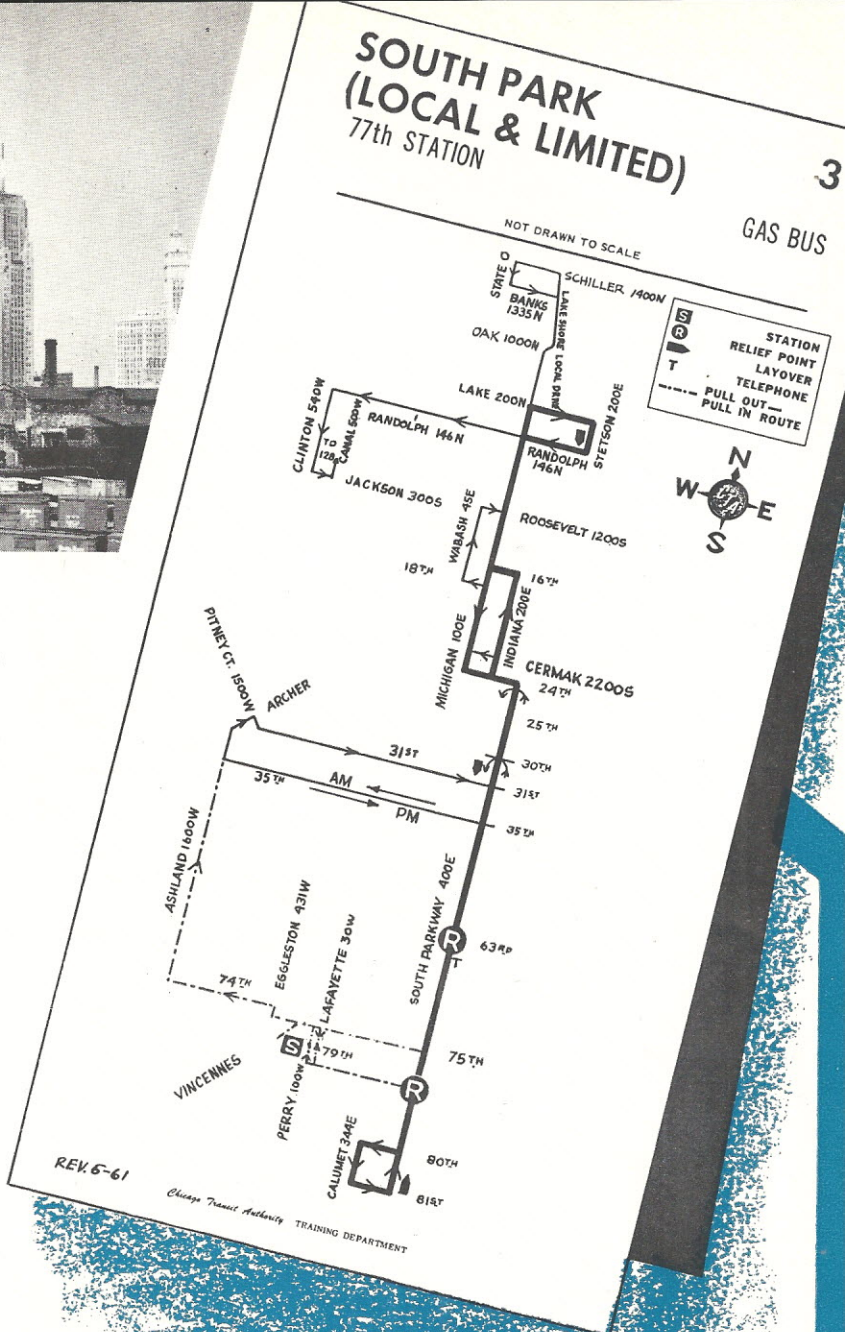
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downtown workers. The park includes facilities for baseball, football, and tennis and its vast spaces are occasionally used for civic ceremonies and other public events. The Grant Park concerts in the bandshell, each summer, feature renowned artists and attendance figures usually exceed 300,000 annually.

During weekday rush hours local buses operate at three-minute intervals from downtown. Limited buses, which also go downtown, make express stops only between 35th street and Garfield boulevard and are scheduled every six minutes. During mid-day and evening hours, buses operate at five-minute intervals north to 30th street and at 10-minute intervals to downtown. Buses operate north of 30th street to the Prudential building between 6:00 a.m. and 11:33 p.m. "Owl" service is provided at 30-minute intervals from 1:52 a.m. to 4:50 a.m.

On Saturdays, buses run at three to three and one-half-minute intervals south of 30th street and on five and one-half to seven-minute intervals from downtown. Hours of downtown service and evening schedules are as on weekdays. Sunday schedules call for buses every five minutes south of 30th street and every 10 minutes from downtown. During the evening headways expand to six minutes on the short line and 12 minutes to downtown. Buses operate north of 30th street between 9:56 a.m. and 11:33 p.m.

Fifty-two propane buses from the 77th street station are assigned to the South Park route. The round trip mileage between outer terminals is 20.42 miles and a one way trip varies in time from 46 to 69 minutes, depending on the traffic and time of day.



Transit service on South Park originated in 1896 on the short stretch between 63rd and 66th streets, when an extension of the Calumet Electric Street Railway's 67th street route brought direct connecting service to the elevated.

The expansion of Chicago Motor Coach service on south side streets and boulevards during 1923, brought four bus routes down different sections of South Parkway between 33rd and 60th streets. Finally, on December 19, 1926, the Chicago Motor Coach began operating the South Park route from Wacker and Michigan to 81st and South Park. Since its establishment the route has been changed only twice. First, in July, 1956, when buses began looping around the Prudential building, and in May, 1958, when one-way streets necessitated the re-routing northbound via Indiana, 16th and Michigan.

TOM DUNN, Vault Clerk (with, left, *Inquiring Reporter Frank Sepanski*): "As a youngster, I enjoyed Halloween immensely. I used to rub burnt cork on my face, put on my oldest clothes and parade up and down the neighborhood. If I collected a dollar in pennies, I went home a tired, but happy boy. The one drawback, though, was washing the cork off my face before I could get into bed."



S. J. GARRO, Legal Adjuster: "I can easily recall many Halloween nights when I performed all the pranks every boy thinks of at one time or another. However, the most memorable of all Halloweens was back in 1946, when my daughter, *Cynthia Marie*, was born. From that day to this, she has been the pride and joy of my wife and me."



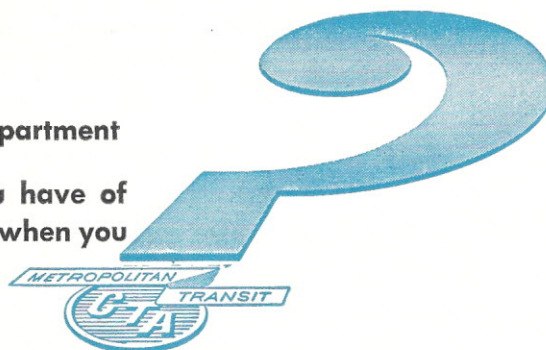
JEANNE LUDMANN, Clerk I: "One Halloween night, when I was a little goblin, my mother made me stay indoors while all my friends were out having a good time. I was so angry, I took my beanblower, a mouthful of hard navy beans, stormed into my bedroom and took aim at the kitchen window next door. Minutes later, I heard our next door neighbor yelling at my friends for breaking her window!"



INQUIRING REPORTER:
Frank Sepanski

LOCATION: Claims Department

What memories do you have of Halloween celebrations when you were a child?



V. D. THORNTON, Blind Case Worker: "When I was a kid, we always started our Halloween celebrations a day ahead of time, because my mother's birthday was on October 30. She used to make taffy and we four kids would have the time of our lives pulling on it. We used to bob for apples in a big tub on the bare wood floor, too."



TIM O'ROURKE, Accident Clerk: "My most memorable Halloween, and probably my father's too, was the time my new bride coaxed me into dressing up like a female and paying my parents a visit. My dad thought this was very funny, so he took me over to the local pub to show me off."

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Daughter Reels In Over-Sized Catch

BEVERLY — Operator Ray Goodwin's daughter, Pat, went fishing for the first time and caught a 32-inch Baracuda, off the coast of Miami, Florida. It was such a thrill that she had the fish preserved and placed on a plaque for her home.

Operator Clifford Howard and his wife, Mary, announced the arrival of a daughter, Mary Ann, who was born on August 19.

Operator Charlie Berryhill and his family are planning to travel to Mexico City, Mexico, or Los Angeles, California, for their vacation.

Operator John Campbell and his wife, Emma, and their three children, Heather, Sandra and Susan, will spend their leisure time in Chicago.

Operator Leon O'Jeda's wife, Mitzie, went to Minnesota for a short and well deserved rest.

Operator Walt Motoyka vacationed with his wife and a cousin at the Lake of the Ozark.

Operator Joe and Louise Thurston vacationed at New York, Wisconsin, and Washington, D. C.

New Arrival

Your reporter and his wife, Betty Ann, are happy to announce the arrival of Winifred Ruth, who was born on August 24.

Repairman John McRea vacationed at Cedar Lake.

Foreman William Magee traveled to Kansas City, Missouri, for a week.

Operator Bob Malone's son, George, was graduated from Great Lakes. George now is stationed at Clarksburg, Tennessee.

Operator Mike Akai's dog, Giget, a pedigreed toy collie, had seven puppies and all were sold.

Sharon Lynn, whose father is Operator Al Lencioni, recently was graduated from Washington grammar school, where she maintained an E plus average.

SUPERVISOR DIES SUDDENLY AFTER BRIEF ILLNESS

AFTER A brief illness, William M. Howlett, 49, a public information officer for CTA and one of its predecessor companies, the Chicago Rapid Transit company, passed away on September 27.

Mr. Howlett began his career in the transit industry in 1943, when he joined the public information department of the Chicago Rapid Transit company. When CTA acquired the Rapid Transit Company in 1947, Mr. Howlett continued with the consolidated public information department, advancing from public information assistant to the department director through other positions to supervisor of publications, the post he held at the time of his death. Mr. Howlett also was former editor of CTA TRANSIT NEWS.

Surviving are his wife, Mrs. Marguerite Howlett, their two daughters, Mary Louise, 18, a novice of the Sisters of Charity in the mother house at Dubuque, Iowa; Maureen, 16, and Mr. Howlett's son by a previous marriage, William, 27, of Fremont, Wisconsin. Interment was at All Saints cemetery in Des Plaines.



Operator Art Neff's mother, May Stahl, of Park Falls, recently suffered two heart attacks and now is in a convalescent home.

Clerk Tom McGuire, who recently was hurt in an automobile accident, is back at work.

Operator Joe Balnis traveled to Michigan City, Indiana, with his granddaughter, Susan, and grandson, Douglas. They also visited Park Forest and Crown Point, Indiana, where they attended the church where Joe and his wife, Irene, were married 32 years ago.

Operator John Davis and his wife, Loretta, and their children, Theresa, Kenneth and John, traveled to Ravenna, Ohio, to visit with John's folks.

Operator Clarence and Bernice Lee announced the arrival of a baby boy on September 11.

Operator Debora Hillard spent two weeks with his family in Jackson, Tennessee, where they visited with his mother.

Operator Clarence Turner was confined to the Chicago Osteopathic hospital, due to a swollen right arm.

Operator Bud Wieler's two-year-old daughter, Laurie Anne, recently suffered a broken elbow. Bud says the cast is as big as she is.

Operator Charlie Gline's son, Jack, who is a marine corporal at Camp Pendleton, California, recently was home on furlough.

Operator John Mathey went to Norfolk, Virginia, to visit with his son, who is assigned to the U.S.S. Essex. John was accompanied by Operator George Hardy, who visited with his nephew, who is aboard the U.S.S. Enterprise, the first electronic ship.

Anniversaries being celebrated this month are: Operator George and Catherine Hardy, their 17th on October 7; Operator Clarence and Marguerite Cowan, their 26th on October 15; Operator Thurmon and Pearl Jolly, their 20th on October 15; Operator Walter and Kathleen O'Connor, their 15th on October 16; Ticket Agent George and Phyllis Goerner, their 28th on October 27, and Operator Ed and Clara Maloney, their 38th on October 30.

—WALTER C. STONE

Sudden Snowfall Changes Plans

ACCOUNTING — (General) — Helen Lowe, who planned to go horseback riding at a ranch in Woodland Park, Colorado, during the Labor Day weekend, decided to do a little sightseeing instead when 13 inches of snow blanketed the area.

(Revenue)—Our nine new employees are: Transfer Clerks John Dorynek, Peter Ganc, Ronald Krywanio, Allen Milos, John Vidas and James Rizzuto, Division and Western, and Ticket Clerks Shirley Stenzel, Mary Curtin and Muriel Eggert, Merchandise Mart.

Joseph Gingras transferred to Stores.

Lorraine Kozlowski and Katerina Weber transferred to IBM.

Ronald Mancal was promoted to revenue clerk.

Resume Studies

Geraldine Arini, Helen Bremer, Robert Novelle and Joseph Salerno resigned from CTA service to resume their educations.

Irene Herman, ticket clerk, who had been in the hospital for observation, is well on the road to recovery.

Felix Palilunas, assistant revenue accountant, Harold Donihi, revenue supervisor, Ray Corbel, Revenue, and Tom McCormick, Treasury, recently participated in the CTA golf tournament at Woodridge country club.

Mary Nedin enjoyed a two-week railroad tour, which covered Wyoming, Colorado, Montana and Utah. She found Pikes Peak, the Rockies and Yellowstone National Park especially inspiring.

Marie Folz, her husband and their daughter, Barbara, drove to Green Bay, Wisconsin, for a few days of relaxation.

(Payroll)—Alice Novalich and her husband, Lou, enjoyed a two-week vacation motoring through Atlantic City, New Jersey; Washington, D. C.; New York City, New York, and Niagara Falls, Canada.

(Budget)—*Sig Shonts* recently was a guest soloist at a 25th ordination anniversary of his friend, a priest, who celebrated with a mass and banquet.

(IBM)—*Emil Rusinak*, manager, Mart Motors softball team, brought home a second place winner this year, ending the season with a record of seven wins and five losses. The team made a final win over Quaker Oats to clinch second place. Emil's teammates voted him to play on the All-Star team.

(Real Estate)—*Ivan Miller* enjoyed a scenic motor trip to upper New York state in the Finger Lakes region, including Lake Placid and the Adirondacks. He returned home via the Canadian side of Niagara Falls.

—MARIE E. HAVLIK and
EILEEN E. NEURAUTER

Three Sons To Fill His Shoes

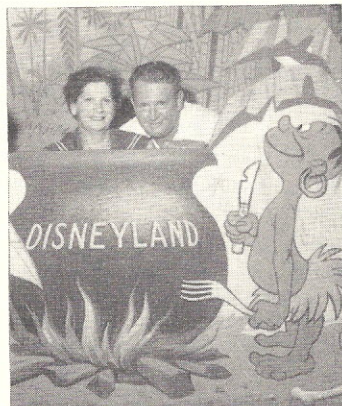
CLAIMS—*Claude Worland* recently announced the birth of his third son.

Wilbur Hamilton, legal counsel, is back at work after recuperating from recent surgery.

Statementman Harry Lawrence's wife also is recuperating from recent surgery.

Legal Investigator Harold Doody's sister recently passed away.

VACATIONERS



ENJOYING THE festivities at Disneyland, California, during their recent vacation were *Eileen Neurauder*, "Inside News" reporter for Accounting, and her husband, *Rudy*. The Neurauders also toured Los Angeles, the Catalina Islands and San Francisco.

Charlene Conlan resigned from CTA to assume residence in the East. Replacing *Charlene* is *Marge Conway*.

We're glad to report that all Claims personnel enjoyed their summer vacations without any mishaps.

—FRANK SEPANSKI

Ranch Life Lures New Pensioner

ELECTRICAL—(Surface Division)—*William Gaw*, chauffeur, Utility, retired on pension September 1, after 27 years of service. He retired early to spend his remaining years on a ranch in Dover Court, Alberta, Canada. Bill was presented with a cash gift.

Adolph Kutz, assistant estimator, and his family attended the 95th Infantry Division's convention at St. Louis, and then vacationed at Starved Rock state park, Illinois.

—GILBERT E. ANDREWS

Operator Is Cited In Renown Column

FOREST GLEN — Operator *Bob Thompson* was cited in *Kay Loring's* "Front Views and Profiles" column in the Tribune for the way he brightens a blind boy's life with a signal every day as he passes one of his Milwaukee avenue stops.

Operator and Mrs. *George Benish* celebrated their 24th anniversary by making a trip to Washington, D. C., and then down south. The trip was highlighted by a speech by Senator *Barry Goldwater* and a meeting with Vice-President *Lyndon B. Johnson*. They also witnessed the Air Force's maneuvers in North Carolina, and went deep-sea fishing in the Gulf of Mexico.

Operator *Ray Dalke* also traveled to the Carolinas during August.

Operator *Miles Coleman* vacationed in Hot Springs, Arkansas.

Clerk *Frank Carpino* and his wife visited the Smoky Mountains.

Operator *Frank Urban* flew to the west coast, where he visited in the San Fernando valley.

Supervisor *Fanstill* and his family toured the Grand Canyon area.

Operator *Pete Grant*, who is visiting in Ireland, recently sent us a card.

MOTHER-TO-BE IS FETED



PROUDLY DISPLAYING the gifts she received from co-workers is *Marquerite Kuper* (seated), Insurance, who resigned from CTA service on September 15. Wishing her best wishes from the Insurance Department are (left to right): *Cathy Andersen*, *Carole Schmitz*, *Pat Farnham*, *Lela Lyons*, *Margaret Kearns*, *Ann Golding*, *Carroll Cass*, *Pat Fiorita*, *Mary Flanagan*, *Kay Corcoran*, *Noreen Byrnes* and *Adrienne Traskus*.

Reported by *Julie Prinderville*

Operator and Mrs. *John Miller* celebrated their silver wedding anniversary October 21.

Operator *Ed Kruser* is back on the job, after recuperating from surgery.

Operator *Rolf Lotz* was married to *Joan Huenink* on August 12.

Operator *George Nelson* and *Margaret Granatelli* were married on August 19. Operator *John Perkins* served as best man.

Operator *John Hakanson's* mother passed away on August 27.

Operator *Val Church's* father passed away in August.

—EARL W. McLAUGHLIN

Engaged Couple Plan Fall Wedding

GENERAL OFFICE—(Staff Engineering)—*Mary Ann Tagler*, typist, recently received a diamond engagement ring from *Bernard Jagodzinski*. The couple plan to be married during the Fall of 1962. *Mary Ann* is the daughter of *South Section District Superintendent Angelo Tagler*.

Frank Misk's wife recently passed away.

(Job Classification)—Prior to *Barbara Mettler's* marriage on October 21, she was guest of honor at a surprise bridal shower. Among the CTA gals who attended the party were: *Marcia Lung*, *Kay*

Killeen, *Pat Steinbeiss*, and *Ann Zahumensky*. *Carmella Cecala* and *Deanna Witt*, former CTA gals, also were there.

Ann Zahumensky spent a delightful vacation at Cape Cod and Hyannis Port, where she rubbed elbows with President *Kennedy* and his wife while they were attending Sunday Mass at St. Francis Xavier's church.

(Employment)—*Florence Florek* was welcomed to CTA as a typist in our department.

Genevieve Bagger's mother recently passed away.

Marianne Walsh recently underwent a tonsilectomy at Loretto hospital.

Campers

(Training and Accident Prevention)—*Frank Johnson*, his wife, *Dodie*, and their three children, *Bruce*, *Kris* and *Doug*, recently spent their vacation camping in Door County and Kettle Moraine state forest. One of the highlights of their trip was a day spent at the Wisconsin State Fair.

Ruth Havlik and her sister, *Marie*, Accounting, and other members of their family drove to Banff, Alberta, Canada. They took a tour of the Columbia Ice Fields to view the glaciers, and rode a snowmobile over the ice. They also visited Lake Louise and the Lake Louise Chateau, where they saw the

August blooming of the Iceland poppies that surround the Cha-teau, and took a gondola chair-lift ride to the top of Sulphur Mountain. They also visited the beautiful "Cascades of Time" gardens at the foot of the Cascade mountains and an old Indian trading post.

Joseph O'Sullivan and his wife, Helen, journeyed to Dubuque, Iowa, during their vacation and enjoyed a family re-union at Eagle Point park. They watched the activity at one of the many locks on the Mississippi River. They also spent a day at Sisters Lake near Niles, Michigan, and at Michigan City.

John McKenna, his wife, Ruth, and their daughter, Margaret, and son, Thomas, motored to New York. It was the first time the children had seen Niagara Falls and they were thrilled with the colorful evening illumination display. On their return trip they camped in Canada and Michigan.

—MARY E. CLARKE

City Folk Enjoy Ranch Life

GENERAL OFFICE—(Transportation) —Mr. and Mrs. G. A. Riley and their daughter, Pat, motored to Grant, Colorado, where they took up residence at a dude ranch. Their time was spent horseback riding in the mountains, and ky-acking down the rapids.

Bob and June Quetschke and their offspring, Phil and Bob, Jr., motored to Hancock, Minnesota, which is 40 miles from a point where North and South Dakota meet up with Minnesota. They took up residence with friends on a grain and cattle ranch, where they cut grain and attended to ranch chores. One day was spent in South Dakota at the Sissiton Indian Reservation.

The flying Krauses—Wanda and Jack—"jetted" to the Diamond Motel in Florida over the Labor Day weekend to attend the wedding of Ray Klein, Jr., and Trudy White. Ray is the son of Ray Klein, Sr., former CTA supervisor who now lives in Florida.

Menetta Connors, telephone operator, motored with her sister and family to a ranch in Colorado, and

SECRETARY RETIRES



MORE THAN 38 years of service came to a close on October 1 when Mickey Daly, secretary to the Superintendent of Transportation, retired on pension. Presenting Mickey with a retirement gift from her many friends is her former boss, Charles E. Keiser, general superintendent of Engineering.

then went on to the Black Hills in South Dakota and Yellowstone National Park.

Bernadette Kizior, Mary Barry and Aileen Ward traveled by train to the Berkshire mountains of Massachusetts; the White mountains of New Hampshire; the Green Mountains of Vermont; Lake George, in the heart of the Adirondacks, where a ride in the Tram Car at Lafayette, highlighted the trip, and finally to the north-east coast of the United States.

James Tucker and his son, Robert, motored to Colorado, where they visited silver mines and ghost towns. The highlight of the trip was an all-day ride on the "Silver-ton," which operates between Durango and Silverton along the Rio de Las Animas, and is a cherished link with the past.

Frank and Florence Krause enjoyed a conducted tour from Chicago through the golden west, with stops at Banff Springs hotel, Lake Louise, Seattle, Mt. Rainier, Portland, Glacier National Park and the Blackfoot Indian Reservation. A trip also was conducted through Logan Pass Continental Divide, which is about seven thousand feet above sea level.

Agents Merge

Two of our part-time agents have merged . . . Dennis Headley, son of Radio Dispatcher Everett and Mrs. Headley, was married to Catherine Radek at St. Angela's church. Reverend Don Headley, brother of the groom, performed

the ceremony.

Radio Dispatcher Fred Limmel and his wife, Lillian, spent their vacation at their annual sojourn, Berryville, Arkansas.

(Insurance) — Kay Corcoran transferred to Public Information to assume the duties vacated by Denise Benshish, who transferred to the Law department.

Pat Fiorita, who recently was "pinned" by George Riley, has now been "ringed."

Pat Farnham has resigned from this department to take up residence in Eau Claire, Wisconsin, where her husband has been transferred.

Marguerite Kuper resigned from service to await the arrival of the stork. Her co-workers feted her at the Well restaurant and presented her with several baby items.

Noreen Byrne, stenographer, Duplicating, transferred to this department to replace Marguerite.

Auto Mishap

Marilyn Ferraro, while peacefully driving along, was hit in the rear of her car by a truck, which caused Marilyn to be off sick for a spell.

Carol Schmidt vacationed in Nassau; Port au Prince, Haiti; Kingston, Jamaica, and Port Antonio.

Ann Golding and her husband, Harry, vacationed with friends at Hayward, Wisconsin.

Pat Schulget is a new employee in this department.

(Stenographic) — Adele Monson and her son, Jimmie Arnoux, re-

cently returned from a vacation at the Y.M.C.A. camp in the Antioch region. They spent their time horseback riding, fishing and swimming.

(Public Information) — Tony Curcio recently returned from a two-year "vacation" with Uncle Sam and now is answering Charter Service's phones.

Arlene Zittman, a newcomer to CTA, replaced Rose Marie Costello, clerk-typist, who transferred to Steno-Duplicating.

—JULIE PRINDERVILLE

Our Boys Attend Convention Fare

KEDZIE—The 36th annual Amalgamated Association convention was held in Toronto, Canada, and was attended by our board members, Timothy Heffernan, Charles Seebok and Supervisor William Kearns, Robert Feldman and Edward Barry.

Receiver Jerry Blake spent his vacation touring Michigan and Indiana.

Receiver Frank Fournier and Edward O'Keefe made short trips in and around the Chicagoland area.

Janitor Lawrence Bragulla underwent eye surgery. Filling-in for Larry was Tom Moran.

Clerk Ellsworth Ehrhart recently moved into his new home.

—C. P. STARR

OLD PALS



WHILE VACATIONING in Wisconsin, Operator Harold Bradshaw (left), Beverly, visited Pensioner Ed Cavanaugh at his farm in New Osborne. Also included in Ed's property is a man-made lake.

Reported by Walter Stone

41 YEARS



BEGINNING HIS transit career on September 23, 1920, **William J. Russell**, conductor, Desplaines, retired on pension October 1, after 41 years of service. Bill plans to move to California, where his son, **Raymond**, is a script writer.

Travelers Celebrate Silver Wedding

LOOP (Agents) — **Arnold Carlstrom** and his wife celebrated their 25th wedding anniversary with a trip east. They went sightseeing in Washington, D. C., and New York city. They also visited friends in Wilmington, Delaware; Trenton, New Jersey, and Philadelphia, Pennsylvania. The round-trip ticket and check was a gift from their daughter.

Student Agent Rita Rejewski is teaching second grade at Canterbury school in Markham, Illinois, while finishing her course in teaching at National college.

Dorothy Parker and a friend drove to North Carolina, and took the scenic route over the Skyline Drive and Blue Ridge Parkway through the Shenandoah Valley.

Towerman Joseph Vargo is back at his post after being hospitalized for dental surgery.

William Henderson and **Charles Wright**, trackmen, vacationed in the Chicagoland area.

Porter William Reynolds also vacationed in Chicago.

Frances Brona's family had their annual picnic gathering at Sturgeon Bay, Wisconsin.

Old Chicago was OK for *Assignment Agent Justine McCarthy's* vacation

Supervisor John Gilhooly's daughter, **St. John Terrence**, a sister of the Third Order of St. Dominic, left for Juagama, Puerto Rico, to assume teaching duties.

Platformman Patrick McGowan took short trips around Chicago during his vacation.

On the trip west to take her mother home to Los Angeles, California, **Edna Davies** stopped to show her mother the Petrified Forest, Painted Desert and Grand Canyon. Edna and her daughter spent several days fishing and boating at Catalina Island. On their trip home, they went to Cortodoyence, Mexico, for more fishing. Edna's mother enjoyed traveling so much she decided to return to Chicago.

Supervisor Clarence Overman and his wife visited his brother and went to the State Fair in Red Wing, Minnesota. The Overmans also spent some time at Fox Lake.

Platformman William Holmes and his family are enjoying their new home.

Agent Mary and **Northside Supervisor Fred Ohnesorge** put their vacation to good use by getting ready for their niece's visit from Ireland. They also visited friends in Madison, Wisconsin.

—EDITH EDBROOKE

Vacation Includes Family Visit

LIMITS — **Operator Tom Guinan** and his family spent a week visiting with Tom's mother, who lives in Springfield, Illinois, and then traveled to California for two weeks.

Operator John Kane spent his vacation at his home in Butternut, Wisconsin.

Operator Shoestead and his wife enjoyed an excursion boat trip down the Ohio river from Cincinnati to Kentucky lake.

Charles Freeland and his wife traveled aboard the Santa Fe's El Capitan bound for California, where they enjoyed three pleasant weeks.

Emil Schreiber spent his vacation in North Carolina amidst the beautiful Smokies.

Your new reporter, **George Clarke**, and his wife spent three

RECENT DEATHS AMONG EMPLOYEES

VINCENT BELFIORE, 62, laborer, Way and Structures. Died 9-1-61. Employed 7-25-42.

J. J. CALVEY, 78, retired group leader, Building Department. Died 8-3-61. Employed 3-17-21.

J. J. CIHLAR, 65, retired gateman, West Section. Died 8-3-61. Employed 1-29-31.

JOHN CONROY, 38, guard, North Section. Died 9-9-61. Employed 5-2-60.

VICTOR DECOCK, 86, retired car repairman, Shops and Equipment Department. Died 8-15-61. Employed 8-17-18.

GUSTAV DRAWERT, 81, retired clerk, Treasury Department. Died 8-13-61. Employed 10-21-99.

HARRY EVERETT, 69, retired supervisor, Central District. Died 9-6-61. Employed 10-9-20.

J. J. GALLAGHER, 79, retired clerk, South Section. Died 8-13-61. Employed 9-25-11.

O. E. HAACK, 63, retired laborer, West Shops. Died 8-24-61. Employed 6-15-18.

C. R. HENRY, 75, retired motorman, West Section. Died 9-9-61. Employed 5-16-24.

F. J. HETZEL, 71, retired bus cleaner, Shops and Equipment. Died 8-5-61. Employed 3-19-29.

J. E. HOWLAND, 80, retired agent, South Section. Died 8-27-61. Employed 7-22-53.

H. A. JOHNSON, 66, retired operator, North Park. Died 8-24-61. Employed 2-12-21.

H. L. KOCK, 60, retired chauffeur, Way and Structures. Died 8-6-61. Employed 8-23-26.

MICHAEL KOHLER, 59, repairman, 52nd Street. Died 8-24-61. Employed 5-29-43.

GEORGE KNUSMAN, 85, retired motorman, Kedzie. Died 8-4-61. Employed 7-24-06.

OTTO MARECEK, 82, retired motorman, Archer. Died 8-7-61. Employed 4-25-14.

J. J. MURPHY, 80, retired motorman, Devon. Died 8-17-61. Employed 8-20-10.

ARTHUR McFADDEN, 52, operator, 69th Street. Died 9-4-61. Employed 2-24-42.

J. J. O'BRIEN, 71, retired conductor, 77th Street. Died 8-29-61. Employed 11-10-20.

A. C. PETT, 66, retired motorman, 69th Street. Died 8-16-61. Employed 3-12-24.

JOHN RILEY, 82, retired motorman, Limits. Died 8-29-61. Employed 8-9-05.

JOSEPH RIZZI, 61, foreman, Way and Structures. Died 8-24-61. Employed 2-28-30.

L. C. SKIPPER, 64, retired motorman, Devon. Died 8-19-61. Employed 11-21-27.

P. J. STAUNTON, 77, retired conductor, North Section. Died 9-2-61. Employed 5-11-15.

SAMUEL STOCKTON, 93, retired motorman, South Section. Died 8-17-61. Employed 6-12-95.

ANGELA TALTY, 83, retired agent, North Section. Died 6-10-61. Employed 7-10-14.

P. A. VAILLANCOURT, 76, retired motorman, 77th Street. Died 8-17-61. Employed 3-10-07.

W. K. WALLACE, 81, retired towerman, North Section. Died 8-30-61. Employed 5-16-02.

H. H. WEISS, 73, retired trolley tender, South Shops. Died 9-6-61. Employed 1-18-24.

ROBERT WILSON, 93, retired conductor, Cottage Grove. Died 8-24-61. Employed 11-1-02.

MACK WRIGHT, JR., 57, mechanic, South Shops. Died 9-7-61. Employed 7-30-47.

weeks at their Loda, Illinois, home and also at their Bayles Lake spot, which is one mile west of Loda.

Operator Art Maas enjoyed his vacation in Schiller Park and Rockford, Illinois.

Operator Walter Jackson spent two weeks in northern Wisconsin.

Operator Roy Meyers and his wife spent their vacation in Terre Haute, Indiana. Incidentally, their son recently was graduated from Northwestern University with a degree in Journalism and has a good job in Bloomington, Illinois.

Barney Loftis, janitor, spent his vacation in Pennsylvania.

This column is open to all Limits employees and it's up to you men to make it an interesting one. Give all news items to me or leave them with the receiver for my attention.

—GEORGE DAYLE CLARK

The Fish Are Still Biting

NORTH PARK—Harold Julitz reported good fishing at Ellison Bay, Wisconsin.

Barney Adams said he had a wonderful time at Waupaca, Wisconsin.

John Paakonen visited with friends at Ironwood, Michigan.

Mel Horning caught the limit at Crystal Falls, Michigan.

Bob Peterson drove to Las Vegas, Nevada.

Ray Kenaley enjoyed a California vacation, visiting with his son, who is in the Air Force.

Mr. and Mrs. Arthur Stern celebrated their 25th wedding anniversary on September 2.

Eursel Edgell's father passed away on August 23.

—ELMER RIEDEL

The Old Timer



"One nice thing about being a man is that you don't have to kiss someone who hasn't shaved for two days."

Western Site For Two-Week Trip

PURCHASING AND STORES—Natalie Kaczowski, Purchasing, returned from a two-week vacation in Colorado Springs, where she visited Denver, Estes Park, Pike's Peak and many other points of interest.

Emily Krautsak recently spent ten days in New York and Cape Cod, where she had a wonderful vacation.

Cheryl Jean Stallman recently was welcomed to our office as a clerk-typist, replacing Camille Gajewski, who transferred to Treasury.

(Storeroom 42)—Stock Clerk Nick LaCorcia's father recently passed away.

—D. JANE BELL

Operator Gives The Bride Away

NORTH AVENUE—Operator Max Janowski's daughter, Eleanor, was married to Michael Lydon on September 16 at Queen of Angels church. Following the ceremony, a reception for 200 guests was held at Habetler hall.

Union Boardmember Jerry Blake and his wife enjoyed the scenery in and around Toronto, Canada, where they attended the convention.

Operator Jim Nolan visited Yellowstone National Park during his tour of twelve states.

Clerk Art Olson finally got to visit California. His trip to Los Angeles was planned for last year but had to be postponed.

Frank (Joe) Kent spent his vacation in Montana.

Instructor Fred Hanson spent his vacation in Michigan.

Lester O'Shea reported good fishing at Paddock Lake.

Carl Christenson reported that fishing was poor at Bangs Lake.

Tom McGovern spent his vacation making short trips to nearby lakes.

Operator Frank Pritchard toured Wisconsin and Michigan. The highlight of his trip was seeing Mackinac Island.

Emergency surgery ruined the well-planned vacation of Connie O'Shea. He was to visit his 90-year-old father in Ireland. Instead, Connie was rushed to St. Ann's hospital.

Carl Windmueller is recuperating nicely after undergoing recent surgery. He was a patient at the Illinois Research hospital.

Eddie Winters returned from Ireland, but his wife, Mary, who is quite sick, has gone to Lourdes, France.

Sister M. Edward Ann, O.S.F., daughter of Instructor E. Brodd, received her B.A. degree from Alverno college in Milwaukee, Wisconsin, and will teach senior chemistry at Archbishop Ryan high school in Omaha, Nebraska.

Wedding bells rang out for Operator Ken Mettler's daughter, Barbara, and Frank Kotz on October 21. Barbara works in CTA's Job Classification department.

Wedding anniversaries being celebrated this month were: the Lester O'Sheas, their 32nd on October 1; the Joe Lazzaras, their 33rd on October 7; the James Walshes, their 23rd on October 18; the Mike Lucases, their 26th on October 21; the Ray Ebels, their 33rd on October 27, and the Mike Bystreks, their 26th on October 30.

—JOE HIEBEL

NEWLYWEDS



FOLLOWING THEIR wedding ceremony at the First Presbyterian church, Decatur, Illinois, on September 2, Carole M. Prudik, student ticket agent, and her new groom, Donald Bryant, of Jacksonville, Florida, enjoyed a reception at the Redwood restaurant. The newlyweds honeymooned in the Smoky mountains and will make their home in Jacksonville.

New Pensioners

Frank Boehm, repairman "B", Shops and Equipment. Employed 3-2-42.

Thomas Dabulskis, bus repairman "A", Shops and Equipment. Employed 6-1-27.

A. S. Daly, stenographer V, Transportation Department. Employed 8-27-23.

M. J. Dungan, conductor, North Section. Employed 8-30-23.

George A. Enger, mail clerk, Office Services. Employed 11-22-23.

John Foley, laborer, Way and Structures. Employed 11-4-42.

W. L. Frogner, operator, North Avenue. Employed 2-20-25.

M. C. Gerbec, agent, North Section. Employed 4-10-44.

J. E. Gurney, laborer, Stores Department. Employed 7-24-18.

P. J. Keil, operator, 77th Street. Employed 6-4-26.

O. A. Link, shopman II, Skokie. Employed 3-18-43.

W. V. Nadolny, motorman, Howard Street. Employed 1-28-27.

E. J. O'Dea, operator, 77th Street. Employed 10-17-27.

H. O. Quimette, operator, North Avenue. Employed 4-10-23.

P. E. Rehfeldt, conductor, North Section. Employed 6-7-18.

W. J. Russell, conductor, West Section. Employed 9-23-20.

J. F. Smith, chauffeur, Way and Structures. Employed 6-29-18.

M. H. Strutz, operator, North Avenue. Employed 4-30-02.

I. G. Uldale, operator, North Park. Employed 4-21-27.

David Walsh, collector, North Avenue. Employed 12-15-26.

DISABILITY RETIREMENTS

I. A. Price, ticket agent, South Section. Employed 1-13-48.

W. H. Steinmeier, conductor, West Section. Employed 4-22-20.

Grandpappy Claims A Big Nine

SCHEDULE-TRAFFIC—George Ryan, schedule maker, became a grandfather for the ninth time on September 18, when his daughter and son-in-law, Mr. and Mrs. Robert Tufo, of Phoenix, Arizona, announced the arrival of their second son.

William Devereux, schedule maker, vacationed in Toronto, Canada, where he also attended the Division 241 convention.

George Kahlfeldt, traffic checker, and his wife became parents for the second time when a son, Daniel Fred, was born on September 8.

Ray Primeau, supervisor of schedule clerks, recently underwent surgery and now is recuperating at home.

—GERTRUDE F. ANDERSON

Typist Enjoys Hayride Party

SKOKIE SHOPS—Catherine Ann Harnett, typist, and a group of friends recently enjoyed a good, old-fashioned hayride from the Happy Day riding stables.

Julius Elenbogen, machinist, presently is in Cuneo hospital.

Mario Ziocchi, carpenter, also is hospitalized.

Laborer George Roth, who was on the sick list for a long time, is back on the job.

Louis Lesko, shopman, who is recovering from surgery on his hands, stopped in for a visit.

Walter Onysio, shopman, enjoyed the stock car races in Milwaukee.

Al Schimitz, carpenter, recently had the rear end of his new car smashed.

Electrician Louis Kariolich's son now is stationed at the submarine school in Connecticut.

Electrical Foreman Fred Feinden's son now is attending the University of Illinois.

Anthony Arini's daughter, Geraldine, who was employed with CTA during the summer, now is a freshman at Illinois.

—EVERETT E. ENGLAND

For And About Our Pensioners

BEVERLY—Pat O'Connor and James Condon visit with Mike Ryan, of 9412 S. Elizabeth, every Wednesday for a few games of pinochle.

Phil Vaillancourt, of 77th, who recently passed away, was buried at St. James cemetery, Strasburg, Illinois.

John Mahon, General Office, meets regularly with Pete Conway and Dennis Murphy for a round of golf at Olympic Fields.

Bob and Jennie White, of Fenwick, Michigan, presently are motoring through the west.

Ed Butler's health has improved greatly. Anyone wishing to send him a card can address it to Veterans Hospital, Roosevelt Road, Little Rock, Arkansas.

George Grassel, of 77th, presently is confined to the Oak Forest County Home, Ward 32, Oak Forest, Illinois.

Dan Urquhardt recently was a visitor at White Pigeon, Michigan.

Tom Hughes flew to the Division 241 convention in Toronto, Canada.

Les Emily Paine covered 5,083 miles on his latest trip, with no car trouble. After he arrived home, he incurred two flat tires.

Clifford Calhoun, who now lives in Kansas City, Missouri, recently paid a visit to Operator Frank Black.

—WALTER C. STONE

ELECTRICAL—Carl Hoffman, retired chief operator, Franklin substation, sent word that he and his wife bought a home in Fullerton, California. Their new address is 521 Hill Avenue, Fullerton, California.

John Woods, retired chief operator, Broadway substation, vacationed at Rocky Mountain National Park.

—GILBERT E. ANDREWS

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, November 7, 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, November 16, 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.

NORTH AVENUE—Herb Almond who now resides in California, recently made a trip to Chicago and paid a visit to his many friends at the depot.

—JOE HIEBEL

SCHEDULE-TRAFFIC—Tony Hess, retired schedule maker, recently underwent surgery at Hines hospital.

—GERTRUDE F. ANDERSON

SKOKIE SHOPS—David Janssen retired carpenter, recently paid a visit to his friends at the shops.

August Nimtz and August Feinden were among the well-wishers at Dave Gurwich's retirement party.

—EVERETT E. ENGLAND

SOUTH SECTION—Motorman Sam Stockton, who retired on pension on October 1, 1941, passed away at the age of 93 in Pasadena, California, where he had been residing. Attending the funeral were: Pensioners Charles Rummel, towerman, and Edgar Lewis, motorman.

The Agents' Pension Club recently held a dinner and meeting at Nielsen's restaurant.

Retiring on pension September 1 were: Agents Rose Heidenblut, George Neighbor and Kathleen McInerney; Motorman John Zeiber, and Amalgamated International Vice-President Patrick Ganley.

Retired Agent Flora Hanrahan recently went to Lakewood, New Jersey, to see her grandson, who was ordained a priest.

Retired Switchman Robert Johnston and his wife now are living down in St. Petersburg, Florida, and Bob is improving with his long bout of illness.

Retired Agent Nellie Bresnahan went to Galveston, Texas, recently to see her grandson, who was ordained a priest in the Oblate Order.

Stopping in for a nice chat recently at 61st Street was Retired Superintendent of Agents and Porters Joseph Nonkovich.

—VERNA HARTNEY

WEST SECTION (Agents)—Retired Agent Molly Shields and her husband, Tom, retired board member at West Towns, enjoyed their trip to the convention held in Toronto, Canada, where they enjoyed a sightseeing trip to Niagara Falls.

—GORDON KELLY

VACATIONING PENSIONER



DURING HIS recent vacation, (left) Retired Repairman Joseph Ciesla, Elston, traveled to Pikes Peak. Accompanying him on the trip were his daughter, Irene, and son-in-law, Chester Lis. The trio also toured Denver and Pueblo, Colorado. Joe retired on pension in February, 1951, after 28 years of service.

43 YEARS



MORE THAN 43 years of transit service came to a close when **Paul E. Rehfeldt**, conductor, Howard Street, retired on pension October 1. Paul began his career on June 7, 1918, as an extra guard with the former Northwestern Elevated Company.

Motorman Enjoys European Trip

SOUTH SECTION — (61st Street)— Motorman and Mrs. John Seery flew, via jet, to Ireland, and then visited England, Spain and Lourdes, France.

Station Superintendent **L. J. Hickey** took the train to Van Nuys, California, to visit with his son and daughter and their families.

Conductor **Pharaoh Cain** vacationed at Louisville, Kentucky, visiting the horse farms.

Our recent new employees are: Trainmen **Joseph Bury**, **Patrick Daly**, **Eugene Boothman** and **Bernard Royer** and Agent **Frank Churchill**.

Restful Holiday

Superintendent of Agents and Porters **Leo Bien** and his family enjoyed the sunshine and fresh air at a resort in Genoa, Wisconsin.

Agent **Josephine Meyer** visited with relatives in Washington and Oregon.

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

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

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

Home Address.....
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

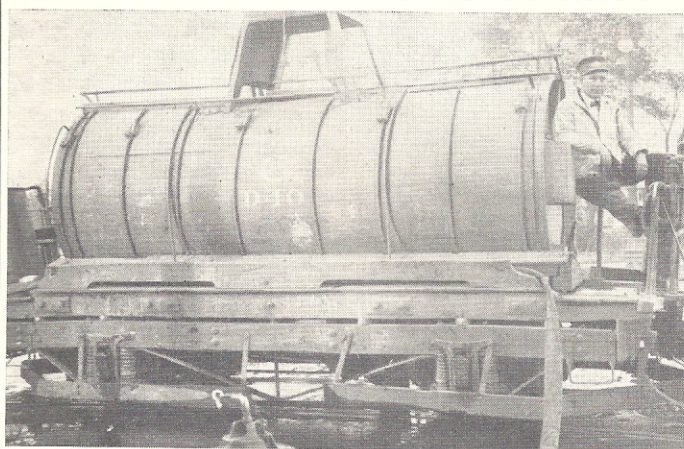
department, located at.....

I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

MOTORMAN RECALLS MEMORIES



ONE OF our old-timers, Retired Motorman **Adam Longhouser**, Archer, recently was going through his book of memories when he came across this photo taken way back in 1916. It shows him driving an old Chicago Surface Lines' sprinkler car. Mr. Longhouser, 83, who began his transit career on August 8, 1913, retired on pension in 1944.

Towerman **Robert E. Lee** proudly announced the birth of a baby girl, **Stephanie**, who was born on August 27.

Conductor **John O'Connor** was married to **Jane Newell** on July 9 at Seven Holy Founders church. John is the son of Relief Station Superintendent **Michael O'Connor**.

Our new clerk is **James DuPree**.

Switchman **Edward Reilly** and his wife tried water skiing for the first time at Puckaway Lake, Wisconsin, and managed, after a fashion, to stay up on the skis. They also did some fishing at the Wisconsin Dells.

Motorman **Fred Gronemeyer** and his family vacationed in New York city, where they took in the sights.

Chief Clerk **Jim Martinek** and his wife, **Dorothy**, celebrated their 25th wedding anniversary with a reception at Lawndale-Crawford Post 98 hall on August 20.

On the sick list were: Agents **Helen Shannon**, **Laura Pepperl** and **Frank Reynolds**; Motormen **Thomas Beggan** and **James Norris**; Conductor **William Munnelly**; Switchman **Joseph Herold**, and Clerk **Bob Schorn**.

Porter **Chris Lampros'** daughter, **Angela**, was married to **Stephan Samaras** on July 3 at St. Constantine's church.

Supervisor **Robert Brown** and his wife visited with their son and his family in Oxford, Mississippi.

—VERNA HARTNEY

Installation Honors Go To Painter

WAY AND STRUCTURES—**Jim McTigue**, painter, rapid transit division, was installed as finance officer of the Harold A. Taylor Post No. 47 of the American Legion on September 23. Incidentally, Jim and his wife, **Eleanor**, will celebrate their 25th wedding anni-

TROPHY WINNER



DISPLAYING A trophy she recently won at the Back of the Yards carnival is **Joanne Skerrett**, daughter of **Pat Skerrett**, bus overhaul, South Shops. Joanne won first place in the freckle contest.

Reported by **Ray Walsh**

SEASONED GOBS



YOU MAY think that these sailors are two different boys, but they are two separate photos of *Dave Olenick*, 17-year-old son of *Toolmaker Wally Olenick*, South Shops. Dave, who presently is stationed with the U. S. Navy at Muffet Air Force base in California, was two years old when the first photo was taken.

Reported by Ray Walsh

versary at the Harold A. Taylor hall on November 25.

Josephine Keegan, sister of *Jim Walsh*, assistant superintendent of maintenance, rapid transit division, passed away on August 23.

Joe Rizzi, surface track foreman, rapid transit division, died on August 24.

Harry Metzger, trackman, rapid transit division, presently is confined to the hospital.

Earl Lynch, painter, rapid transit division, suffered the loss of his brother on September 15.

Well, folks, this is the last column I'll be writing for the TRANSIT NEWS. By the time you read this, I will be married to *Tom Tipi*, as I mentioned in last month's issue, but will be living in San Antonio, Texas, instead of Toledo, Ohio, as was mentioned before.

—MARLENE NEHER

Mishap Curtails Vacation Fun

SOUTH SHOPS — *Harold Thomas* and his family vacationed in northern Michigan. While there,

Harold's wife, Emily, fell and seriously injured her leg. She presently still is using crutches.

Tool Crib Attendant Tom Gushes spent a four-week vacation in and around Chicago.

Mr. and Mrs. Tony Scianna became grandparents for the third time when *Michael Anthony Kammerer* was born to their daughter, *Marilyn*.

Walter Widinski and his wife vacationed at Niagara Falls, Canada. On the way, they stopped and visited with their son, *Don*, who was vacationing in Dowagiac, Michigan.

Joe Lukso, converter department, visited friends in Indiana and Michigan during his two-week vacation.

Shop Laborer Ben Malone visited relatives in Alabama and then spent some time relaxing at home, during his vacation.

Carl Welin, machine shop, spent a four-week vacation in the Chicago area, making a few short trips to points of interest.

Upholsterer John Loris and his wife, *Margaret*, recently spent six weeks touring Europe. They "jetted" to Paris, France, and then went on to Roumania, to visit with relatives. They also traveled to Zurich, Switzerland; Milan and Rome, Italy; Denmark, and Sweden.

—RAY WALSH

Porter Enjoys Extended Trip

WEST SECTION (Agents) — *Porter Henry Bradley* vacationed in California, Mexico, and Reno, Nevada.

Agents *Martin Tezak* and *Tom O'Shaughnessey* are back on the job, after recuperating from illnesses while on their vacations.

Porter Dennis Warfield vacationed in Nashville, Tennessee, where his daughter and her husband and family reside.

Agent Edith Mauro's husband re-entered the hospital for surgery.

Agent and Mrs. Larry Fricot celebrated their 30th wedding anniversary on September 4.

Agent Julia Brousek anxiously is awaiting the time for her parakeet's eggs to hatch.

—GORDON KELLY

HOW TO MAKE YOUR MOVE

MOVING DAY, whether you're moving across town or across the country, is a time of confusion. There are endless details to remember and deal with. You can cut the confusion to a minimum and get details under control, however, if you plan ahead and know what to expect.

Today, more young families—families just "getting started"—are on the move across America. According to a guide, recently published in a popular household magazine, there are three types of moves, classified by the distance to be traveled:

1.) *Local moving* is within city limits, plus a variable number of miles outside the city, as defined by law. The charges, usually unregulated by law, are by the hour.

2.) *Intrastate moving* is within a state or for a short distance across state lines. Charges are on a weight-mileage basis.

3.) *Interstate moving* across several states is also charged on a weight-mileage basis, regulated by the Interstate Commerce Commission.

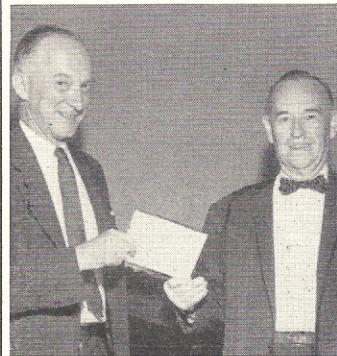
Moving company estimators can tell you just how much your goods will weigh and how much the move will cost. When the estimator calls, take him over the entire house and be sure to show him everything, or the estimate will be off. You can save money by picking a weekday, at a time when traffic won't be heavy.

Insurance protection for your household goods is not automatic, even though your mover is bonded and insured. You should buy additional coverage for all forms of loss or damage, says the magazine. This costs only about 50 cents per \$100 of value.

Moving is a cash proposition. Before he unloads, you must pay the driver in cash or certified check, unless you have made other arrangements beforehand.

You can really economize on a local move by doing it all yourself. Remember, however, that moving is a tiring business, so plan to make a series of small moves, instead of one big exhausting one. This is true only of short-haul moves, however. To keep track of those incredible numerous moving details, keep check lists of things to do.

NEW PENSIONER



RETIRING ON September 1, after more than 14 years of service was (right) *John Canady*, engineer, Specifications. During a luncheon in his honor at *Henrici's* restaurant, John was presented with a gift from his co-workers by *C. W. Ricker*, chief specifications engineer.

Reported by Mary E. Clarke

Agents Receive Citizenships

NORTH SECTION (Agents) — *Marie Weber* became an American citizen on September 13. Two of her co-workers, *William Keane* and *Laverne Chrashtka*, were witnesses.

Helen Mackaski also received her citizenship papers on September 18.

Ed Plath and his wife recently took a trip to Colorado Springs. The also toured Estes Park, Yellowstone National Park and other points of interest in the area. On their return trip home, they stopped at Manitowoc, Wisconsin, where they did some fishing.

Frances Binnie took a sightseeing trip to Mackinac Island.

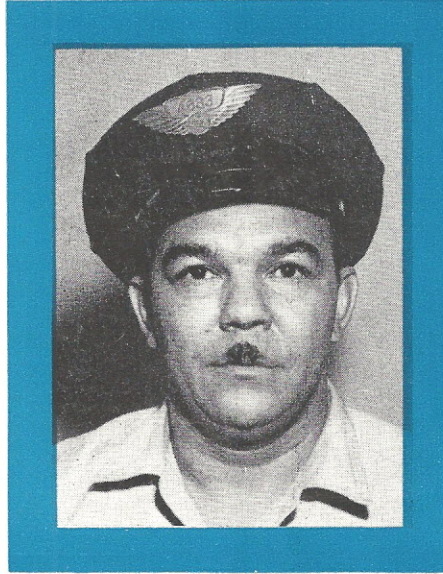
Stella Gibes went to northern Michigan to spend some time with her mother and dad. She also stopped at Detroit, to visit with her brothers and sisters.

—ELIZABETH HAWKINS

OUR PUBLIC SPEAKS



Operator Johnson



Operator Nicholas

LETTERS OF commendation about the service CTA employes give passengers are concrete indications that courtesy is of prime importance in the mass transportation business.

Passengers appreciate courteous acts performed for them. Proof of this are the many letters they write to the Serv-

ice Section of the Public Information department citing the courteous, efficient and capable manner in which our employes, who come directly in contact with the public, handle situations. Reprinted on this page are a couple of letters which show that courtesy costs nothing but means a whole lot in winning satisfied customers.

Conrad A. Johnson

"I am a regular CTA patron. This morning, I ran a short distance in order to catch my bus. When I was aboard, the driver evidently sensed that I did not have time to buy a newspaper. He inquired as to whether I wanted one, and when I told him I did, he stopped his bus at the next corner where there was a newspaper stand. I got off, bought the paper and returned to the bus.

"This thoughtful driver's number is 8503 (Conrad A. Johnson, Limits)."

Ralph A. Nicholas

"My sister and I had recently taken a ride on the south side of Chicago, where we wanted to do a little sightseeing.

"We want to take this opportunity to commend highly Driver Number 4683 (Ralph A. Nicholas, 52nd Street) for his excellent driving during a rush-hour period, his consideration for passengers in one or two difficult situations, and his kindness towards us in answering our questions in a courteous manner.

"As we left the bus, we both agreed that we would write to let you know we appreciate this driver's efficiency and courtesy."

BECAUSE OF some discourteous action or misunderstanding, unfavorable comments such as these also find their way into our mailbag:

"I was standing at the rear exit door waiting to alight from the bus I was on.

As soon as the driver opened the door, I noticed that a parked car was alongside the door, leaving very little room for me to walk through. I asked the driver to please pull up a little, explaining the situation. He pulled up, all right. He took me to the next stop."

COMMENT: A serious accident could have occurred if this passenger had alighted in the narrow space. Deliberately ignoring a patron's request and inconsiderately taking her past her stop is a serious offense against CTA operating regulations. By simply moving his bus past the parked car, this operator would have created "goodwill" instead of causing grounds for complaint.

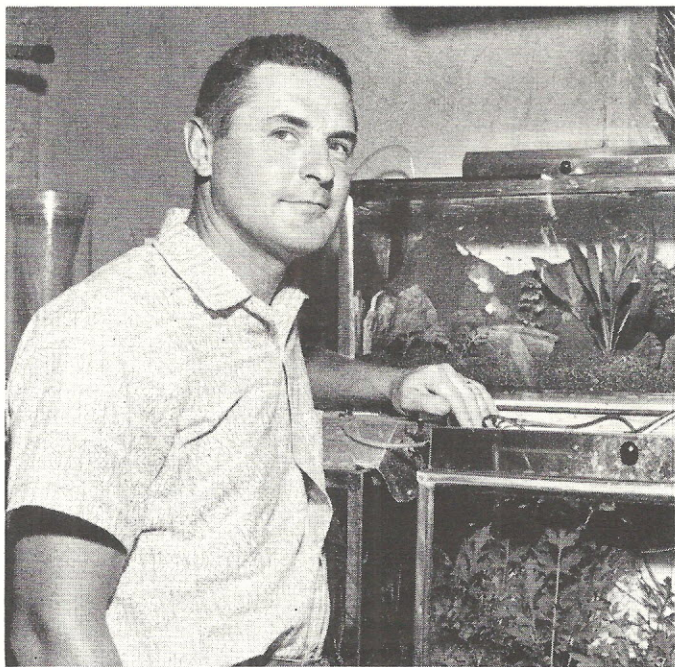
"My husband, our two small children and myself boarded a bus. The operator deliberately kept us waiting before accepting our transfers and complained that my husband did not know how to board a bus.

"After we were seated and rode for a while, our little boy became ill and the driver became more unpleasant. He ordered us to get off the bus because he said we were interrupting him in his work. Also, he was ill-mannered to other people on the bus, too."

COMMENT: Operators who behave in this manner are harming themselves and CTA. We must be continually mindful of the importance of our patrons using our service and remember that CTA customers are one of our most important assets. Curt and discourteous service leads our patrons towards other means of transportation.

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

	Sept. 1961	Aug. 1961	Sept. 1960
Complaints	1,861	1,301	994
Commendations....	82	108	83



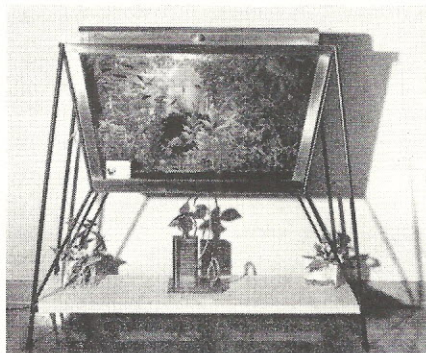
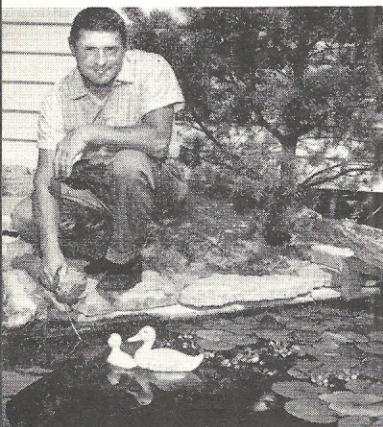
ASIDE FROM raising his own plant life for the tanks, Tony also raises brine shrimp which is used to feed the fish. In this photo, he is checking the air hoses attached to the conduit plastic tube, making sure his underground filtering system is in good order.

Tony's TANK TOWN

JUST HOW does somebody get started with a hobby?

In the case of *Anton (Tony) Rigler*, "B" helper, Electrical department, his keeping a promise was the beginning of what has become a "king size" aquarist's dream.

AFTER LOOKING over and feeding the thousands of fish he keeps in tanks in the basement, Tony's next job is feeding the fish in the outside pond. These water lilies are a good camouflage for hiding the screen that separates the larger fish from the tiny tropical species.



DISPLAYED IN clear view, under the prize winning aquarium, is the trophy *Anton Rigler*, "B" helper, Electrical department, was awarded at the recent Flower and Garden Show held at McCormick Place.

When Tony brought a German shepherd puppy home to his daughter, *Antonette*, she in turn took her piggy-bank and bought him a 23-gallon fish tank. This was two years ago, and Tony has since acquired 50 tanks, ranging from five to 23-gallon capacities, and was awarded a first place trophy at the recent Chicago Flower and Garden show for his natural life-like aquarium display. Ironically, Tony, who is an executive board member of the Southwest Aquarist's Club, entered his display only because he felt a sense of duty to the club. No one was more surprised than he when the judges announced his tank a winner.

One of the award winning points was the plant life and its arrangement in the tank. Tony raises his own greens and often supplies his fellow-aquarists' tanks.

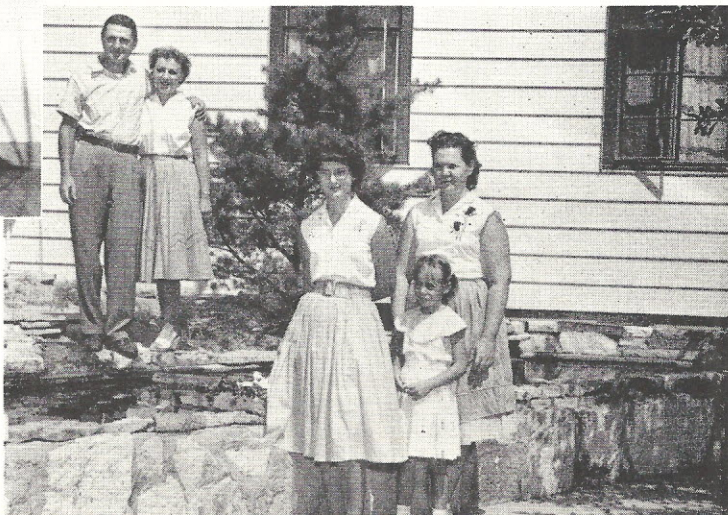
His collection of fish species range from guppies to helteries, more commonly called swordtails. Most of his tanks are kept in the basement, where he has set up an underground filtering system. One of his proudest projects is the plastic conduit tubing he has running along the side walls of the tank room, which his family fondly dubbed, 'Tony's Tank Town.' When he sets up a new tank, Tony drills a hole in the plastic tube and inserts the tiny filtering hose that is attached to the tank.

Tony's hobby isn't confined to the house and basement. Outside, in his backyard, he has a 12' x 4' reinforced concrete fish pond, which is, at one point, four-feet deep. Believe it or not, this all started with an old wash tub that a friend gave him to put in his backyard. As time passed, he revised the original excavation until it now houses goldfish, crappies, blue gills and tropical fish. At one time, there also were a couple of bass, northern pike and a catfish. When asked how he managed to have the sporting fish in the pond, Tony said, "I guess I'm like the famous man who believed in bringing 'em back alive."

The big problem now is where he will put the some 1500 or more tropical fish he now has in the screened-off part of the pond during the winter.

Guess what town is rapidly going to become overly-populated?

ALTHOUGH IT takes a lot of work and time, *Anton Rigler's* family enjoy and take pride in the results of his efforts. Standing at the sight of what used to be a small hole filled with a wash tub are Tony, with his wife, *Irene*, and their three daughters (left to right) *Sharon*, a new member of the Southwest Aquarist's club, *Mary* and *Antonette*.



Supervisor Aids in Rescue of Woman



Supervisor Robert Guthrie

QUICK ACTION by an off-duty CTA supervisor probably saved the life of a

distressed lady recently when he rushed to her rescue.

Supervisor Robert Guthrie, badge No. 174, District "C," was taking his wife to work one morning recently when, as he passed an apartment building at 4353 North avenue, he noticed a woman hanging by her fingertips from a third story window.

He told his wife, who was driving, to stop the car and when it halted he hurried across the street, climbed the stairs to the third floor apartment, broke down the door, and pulled the protesting lady back into the room.

She was subsequently taken to the County hospital for examination and treatment.

Supervisor Guthrie is a former Chicago Motor Coach Company employee who started as a bus operator in 1933. He was serving as an inspector when that property was taken over by CTA and was named a supervisor at that time.

Rider Applauds Bus Operator

A LOCAL newspaper man, while riding on a CTA bus, noted the discourtesy of an operator towards a blind man who boarded his vehicle. The newspaper writer made the incident the subject of the leading article in his daily column.

After the article was published, some of his readers commented by mail, reporting that they had observed CTA operators whose manner and conduct in their contacts with the public were exemplary. We quote from one of the letters he received:

"For every gripe, let there be a commendation!

"There is a driver on the Diversey line who is the exact opposite of the driver you describe. Although I was too shy at the time to commend him personally, I now come forth in bold acclaim for those who deserve it.

"It is raining—as only in Chicago—a white stick looms in the distance—so easy to ignore, but not this driver. To the heart warming gratitude of every passenger, he goes out in the rain, helps the blind man aboard, finds a vacant seat, and assists him to the curb at his destination. It was something to renew one's faith in humanity and CTA drivers. Somehow the rain didn't matter that day.

"And some time I shall tell you about leaving my purse, money, credit cards and all, on a Lake street 'L' and receiving it intact together with a refusal of compensation. I guess I just like people."

The writer of the letter did not identify the operator, either by badge number or bus number. But the commendation is none the less a fine testimonial for an operator who knows the real meaning and value of good personal service.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF AUGUST 1961 AND 1960, EIGHT MONTHS ENDED AUGUST 31, 1961 AND 1960 AND
TWELVE MONTHS ENDED AUGUST 31, 1961

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

	Month of August		Eight Months Ended		Twelve
	1961	1960	August 31, 1961	1960	Months Ended Aug. 31, 1961
Revenues	\$11,238,029	\$10,898,593	\$85,010,092	\$88,290,496	\$128,812,511
Operation and Maintenance Expenses	<u>9,115,949</u>	<u>9,382,592</u>	<u>74,963,870</u>	<u>75,647,182</u>	<u>112,866,901</u>
Available for Debt Service	<u>2,122,080</u>	<u>1,516,001</u>	<u>10,046,222</u>	<u>12,643,314</u>	<u>\$15,945,610</u>
Debt Service Requirements:					
Interest Charges	343,110	355,590	2,794,470	2,898,109	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,333,333	1,333,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	135,547	125,060	1,021,453	940,160	
Series of 1952 (2)	29,583	28,750	236,667	230,000	
Series of 1953 (3)	<u>9,004</u>	<u>8,750</u>	<u>18,008</u>	<u>70,000</u>	
	<u>683,911</u>	<u>684,817</u>	<u>5,403,931</u>	<u>5,471,602</u>	
Balance Available for Depreciation	1,438,169	831,184	4,642,291	7,171,712	
Provision for Depreciation	<u>899,042</u>	<u>871,887</u>	<u>6,800,807</u>	<u>7,063,232</u>	
Balance Available for Other Charges or Deficit in Depreciation Provision (4)	539,127	40,703 r	2,158,516 r	108,473	
Accumulated Deficit in Depreciation Provision or Balance Available for Other Charges to End of Previous Period	2,951,197 r	149,176	253,554 r	-	
Appropriated for Revenue Bond Amortization Fund	-	<u>41,148</u>	-	<u>41,148</u>	
Deficit in Depreciation or					
Balance Available for Other Charges	<u>\$2,412,070 r</u>	<u>\$67,325</u>	<u>\$2,412,070 r</u>	<u>\$67,325</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>40,653,329</u>	<u>43,454,617</u>	<u>338,302,842</u>	<u>357,377,810</u>	<u>515,681,668</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.
- (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 Aug. 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 \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve,

When you feel like criticizing the younger generation, just remember who raised them.

Living in the past has one thing in its favor. It's cheaper.



Little Clown Outfit (Fig. 1)

6 kitchen towels
elastic tape
binding tape
gauze for collar ruff

1. To form back, join 2 towels lengthwise, sewing down approximately $\frac{2}{3}$ of length to crotch.
2. To form front, join 2 more towels in same way. If desired, a front opening can be left by beginning stitching about 10" from top.
3. Join front and back sections, stitching top from corners to center 4" for shoulder seams.
4. Join side seams, beginning 8" from top to form armholes, and stitching to lower edge.
5. For sleeves, join 2 towels along both selvages (so that sleeve stripes will run in same direction as body of suit). Cut in half. Gather one end of each half and set in armholes.
6. To complete legs, sew inside of front and back sections together as far as crotch.
7. Shirr gauze at neck to form ruff. Stitch $\frac{1}{2}$ " hem in neck for binding tape tie.
8. Stitch hem at wrists and ankles and insert elastic.

Big Sultan's Outfit (Fig. 2)

8 towels
elastic tape

1. To form back of coat, (see figure 2) join 2 towels lengthwise.
2. Next, join 1 towel to each side, leaving 8" open for armholes.
3. Fold back front sections 2" to form lapels. Join shoulder seams.
4. For pants, (see figure 3) join 2 pairs of towels lengthwise. Sew along entire outside seam.
5. Stitch inside leg seam from bottom to crotch. Join back from crotch upward to waist. For front, leave 5" or 6" opening at top. Stitch from this point down to crotch.
6. Hem waist and ankles. Insert elastic.

Gypsy Skirt

6 towels
2 face cloths
trim

1. Join 6 towels lengthwise to form circle. Hem and insert elastic at waist.
2. Decorate base of skirt with fancy stitching and decorative trim (use rickrack, bias binding; curtain edging, etc.) as shown in figure.
3. For pockets, place face cloths diagonally toward top of skirt. Stitch to skirt at sides and bottom.



THE NIGHT of October 31 will find legions of goblins, ghosts and, perhaps, even spacemen roaming the countryside. While Halloween is celebrated with enthusiasm across the country, the actual observance varies widely. For a big city dweller, Halloween generally means dressing up in big sister's clothes, smearing on her makeup and setting out to waylay strangers for "treats."

For those who live in the country, the event centers on finding the biggest shopping bag possible, then trooping out in costume to collect tribute from expectant neighbors.

There's no doubt that Halloween is a happy occasion for children. However, it's questionable whether their parents look forward to the event with the same degree of enthusiasm. For grownups, Halloween means not only providing "treats," but also struggling to deck out small fry in costumes.

Here are instructions for stitching three Sew and Save party costumes from kitchen towels and face cloths. No pattern cutting is required to fashion the costumes, which are simple enough to sew either by hand or by machine.

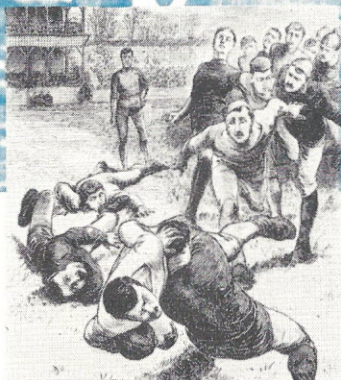
ODDS ARE that even with a second look you won't be able to guess that the gypsy skirt and sultan's outfit have been fashioned from kitchen towels.



FOOTBALL

THEN AND NOW

AN 1883 artist's conception of football as it was played in the days of rough-and-tumble before helmets and protective padding came into use.



A RARE photograph (circa 1890) of one of football's most controversial formations—the flying wedge. One of the game's early mass plays, it caused many people to attack football for its brutality. The flying wedge was outlawed as the game developed in the early 20th Century under the leadership of Walter Camp, father of American Football.

THE SCORE was 0 to 0 with seconds left to play. Then, a player plucked the pigskin out of the air, cradled it in his arm, and ran for a touchdown while the rival eleven gaped in astonishment!

The year: 1823. The place: Rugby school, England. The event: the first touchdown in football history. Until then, football was a kicking game; ball carrying was unheard of.

Brought to America by early settlers in the 17th century, the game gained great popularity among fishermen in New England coast villages who played in bare feet on the sandy shores.

Football is the only American sport developed and popularized through college play. In 1876, representatives of Harvard, Yale, Princeton and Columbia formally adopted a set of rules similar to those governing the English Rugby Union.

But slowly, a distinctly American game emerged—the number of players was reduced from 15 to 11, and they were assigned to specific positions. The modern scrimmage was introduced; rules for running, kicking and passing were modified.

By the 1890's the Army-Navy rivalry had been established; other colleges around the country began challenging the supremacy of the Eastern schools. Each big contest was the social event of the season.

The sport began to gain prestige, and when the Yale Bowl was opened in 1914, the imagination of the public was completely recaptured. The 25-acre concrete amphitheatre with its 80,000 capacity is still one of the centers of the football world.

Among the football heroes cheered in the days when the mammoth stadia first rose in America was *James Francis (Jim) Thorpe*, called the greatest athlete of the 20th century.

In 1912, the Sac and Fox Indian from Carlisle (Pa.) University scored 25 touchdowns and 198 points—in 1911 and '12 he was halfback on *Walter Camp's* All-American teams.

The great sports writer, *Grantland Rice*, pinned an unusual nickname on Notre Dame's 1924 backfield. Today, the names *Miller, Crowley, Layden* and *Stuhldreher* are remembered by few—but every public school youngster has heard of The Four Horsemen of Notre Dame!

Small as football players go today (*Miller*, the heaviest, weighed 170), The Horsemen and the Seven Mules, their line, made up the greatest team *Knute Rockne* ever coached, according to many of the game's experts.

Rockne himself was the dominant football figure of his day. The celebrated coach took Camp's forward pass, much-discussed and little-used by coaches of the day, and practically built his offense around it, quickly converting the rest of football's strategists.

While the colleges were packing 'em in at 50,000 a game, pro football was having its growing pains. Not until the end of the '20's did professionals gain "respectability," and if it hadn't been for four men—*Joe E. Carr, George Halas, Tim Mara* and *Harold (Red) Grange*, they might have had a longer wait.

Halas—end, captain, coach and owner of the Chicago Bears led his Monsters of the Midway to championship after championship, electrifying the Midwest. Carr built a powerful National Football League. Mara, who'd never seen a football game before 1925, bought the New York City franchise that year for \$2,500, bringing pro-ball to the big city. And Grange . . . housewives who didn't know a gridiron from a golf course knew the life history of Red Grange!

All-American halfback in 1923, '24 and '25, Grange joined the Chicago Bears in 1925. And when the Bears met the Giants that year, 60,000 tickets had been sold in advance; up until that time, advance sales rarely reached the 1,000 mark.

Today's college and pro gridiron heroes enjoy nationwide popularity via television. But today's stadia around the country—as in the days of Thorpe and Grange, Camp and Rockne—will again explode with the roar of cheering thousands when this season's opening kickoffs sail into the air!



Medically Speaking

By. Dr. George H. Irwin
CTA Medical Director

BEWARE THE COMMON COLD

WE ARE approaching the season when colds are most prevalent. As the years roll by we have the usual epidemics of colds. Some years are worse than others. The scope of this problem is really tremendous when we realize that about 80 per cent of the population have colds every year. To further illustrate the magnitude of colds and their effects, statistics show that American industry loses six billion dollars in working time each year. Americans will spend between \$325,000,000 and \$400,000,000 this year for cold and cough remedies. Why do people continue to do this when the U.S. Public Health publishes that there is no known drug which will cure a cold?

The cause of colds is a virus, the nature of which but little is known. A virus is a general term for the infectious agent of a disease. The reason so much difficulty is encountered in the study of virus diseases is because viruses are not easy to isolate. Bacteria are much easier to isolate and study while most viruses go through the finest filter known. The virus resists isolation, drying and freezing. If you can't catch them it is a real problem to find out what will stop their growth. Another problem which comes up in the study of colds is that the strain or species of viruses change from year to year.

Colds occur in all climates and in all seasons, but in the United States, they are most prevalent in fall and spring. Children have about twice as many colds each year as adults. Also, mothers of school-age children are more prone to colds than fathers. Therefore, it would seem that the school-age child is an important carrier. There is evidence that colds are spread chiefly by respiratory droplets caused by sneezing and coughing, or by infected articles such as handkerchiefs.

The symptoms of the common cold are well known so there is no need to mention them here. However, the point should be made that the symptoms and treatment of the cold in the early stages differ from those in the latter stages.

In the early stages the viruses alone are responsible for the symptom, whereas later on bacterial invasion by the streptococcus and staphylococcus takes place and often produces complications such as sinus infections, ear trouble, pneumonia, etc.

Some practical suggestions for the prevention and care of the common cold follow:

The first and the most important preventative step is to keep in top physical condition. This can be done by following the simple rules of good hygiene; namely, adequate sleep, moderate diet, reasonable exercise, proper clothing and correct heating and ventilation of living and working quarters. You may further improve your resistance by avoiding fatigue and large crowds, such as in theaters and churches.

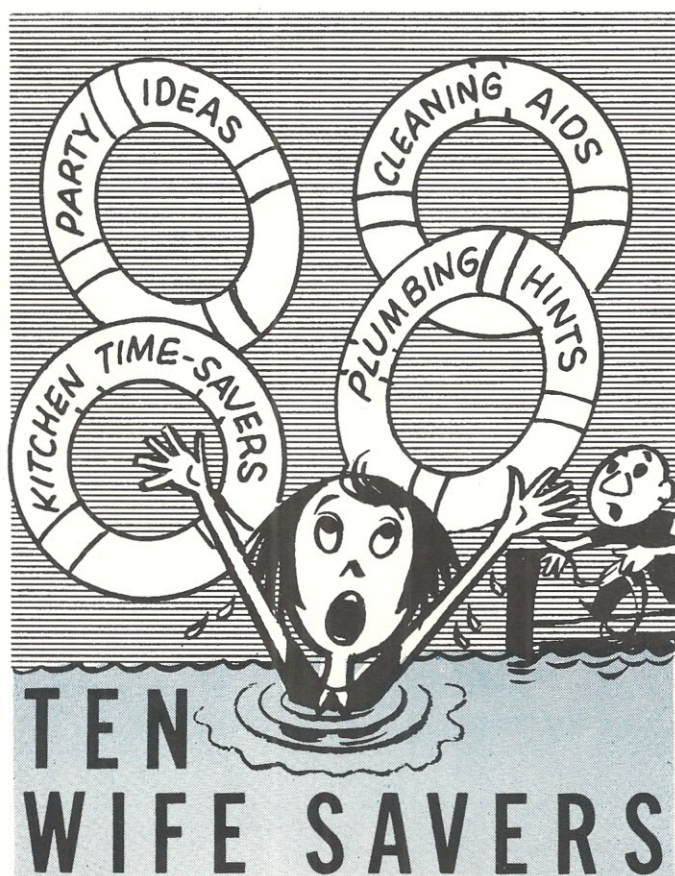
Use of Vaccines and Vitamins

To be considered in the prevention is the use of cold vaccines and vitamins. Regarding the vaccines it should be stated that they are not universally effective. However, there is some evidence that certain people are helped by the use of vaccines or "cold shots." As a rule they do no harm so a trial may be indicated. The same may be said about vitamins. A person on a well-balanced diet may not require vitamins to keep up their resistance. On the other hand certain people with vitamin deficiencies may find them beneficial. These are questions for your family doctor to decide. Generally speaking the use of penicillin or any antibiotic is not effective in the control of colds especially during the first few days.

In case you do contract a cold, here's what should be done:

- (1) Stay home. If you go out you will only spread the cold virus by talking, sneezing and coughing.
- (2) Treat your cold as an infectious disease. Cover all sneezes and coughs. Be considerate of others. That means using your own towels, dishes and utensils and doing everything else you can to keep the infections from spreading. When blowing your nose use disposable tissues or clean handkerchiefs.
- (3) When you have to, blow your nose gently through both nostrils.
- (4) Go to bed, especially during the first day or two.
- (5) Take a warm bath or shower for as your muscles relax and the small arteries in the skin open up you will feel better.
- (6) Eat a well-balanced diet, but include a generous amount of fluids, such as water, fruit juices, tea, milk or coffee. This will help your elimination.
- (7) Use steam from a kettle or a vaporizer to relieve nasal congestion. Keep the vaporizer far enough away to avoid getting the steam directly in the face.
- (8) Greasing your throat or chest has no special merit.
- (9) If you are not better in a few days or if fever persists, consult your personal physician.

CLOSING OUT the golf season for 1961, at least for all but the most never-say-die golf enthusiasts, employees of the general offices held their annual end-of-summer tournament at Woodridge Golf Club on September 16. The weather man cooperated with a perfect day and the free-swinging participants couldn't blame the elements when making alibis for their scores. This foursome from the Training and Accident Prevention Department was caught by the cameraman as *John McKenna* (right) gets set to club a long drive down the fairway. Watching him, and no doubt kibitzing a little are, from left: *Stuart Maginnis*, *Joseph O'Sullivan* and *Bernie Ford*. There were 73 entrants on hand at tee-off time, and all were present and accounted for at the last hole despite devious excursions into the rough to recover balls that just didn't go in the direction in which they were aimed.



A POPULAR movie of not so long ago featured a mythical ship, the USS Reluctant, which was described as a forgotten transport carrying supplies "from Tedium to Apathy and back, with an occasional visit to Monotony."

Unfortunately, the work-a-day lot of most housewives seems to follow the same route.

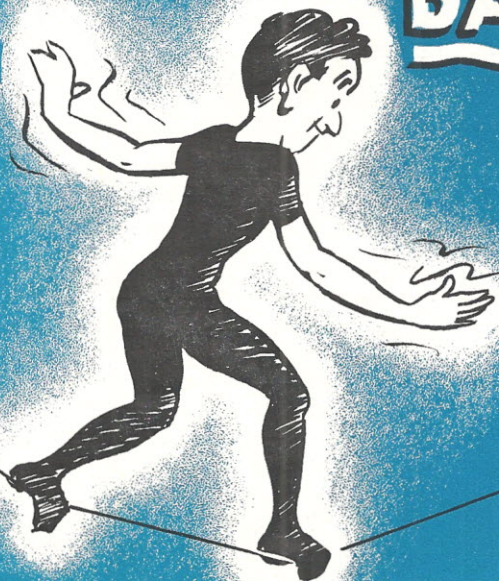
The man of the house can help correct this situation with 10 simple "wife saving" tips that are guaranteed to save her time and nerves—as well as buoy her spirits.

Why not throw the little lady these handy wife preservers tonight? Here they are:

1. How can you prevent ice trays from adhering to the freezing compartment of your refrigerator? Easy. Just rub Vaseline petroleum jelly on the bottom of the trays.
2. Is your rug curling up on you? To correct it, sew rubber fruit jar rings at the corners of the underside. They will help prevent rugs from slipping and sliding.
3. Notice a rip on your curtains? To mend it quickly and invisibly, apply colorless nail polish; then press the torn edges together with your fingertips. Party guests will never know the curtains were mended.
4. To make sure packages are tied tightly, wet the string first. The string will shrink as it dries!
5. Are annoying white spots caused by carelessly placed glasses marking your mahogany furniture? Make them vanish with a thin layer of petroleum jelly.
6. If a picture or mirror obstinately hangs crookedly, paste some coarse sandpaper to the bottom edge of the frame, rough side facing the wall.
7. You needn't call a plumber when the kitchen sink is stopped up. Probably it's due to grease. Pour a cupful of table salt and one of baking soda down the drain, followed by a pot of boiling water. You'll find the grease will dissolve almost at once.
8. Fruits and tea stains can be removed from linen by covering the spot with petroleum jelly. Allow it to remain for several hours, then wash in warm, soapy water.
9. To remove dog and cat hairs from upholstery, your guests will appreciate your gently patting its surfaces with a damp piece of sandpaper.
10. To paint bottoms of doors, without taking them off their hinges, use a toothbrush.

This requires a nice sense of

BALANCE...



HUMAN RELATIONSHIPS
require a nice sense of **BALANCE, too...**



...TACT, SAFE OPERATION
and HELPFUL FRIENDLINESS !

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