

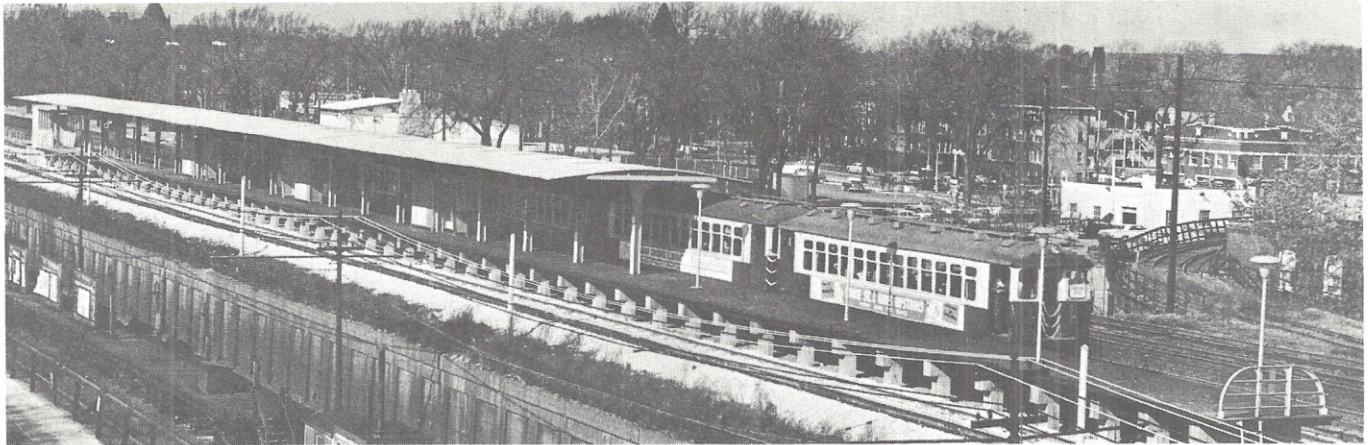


Transit News

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Published monthly by and for employes of the Chicago Transit Authority, under the direction of the Public Information Department. DAVID E. EVANS, Editor





Lake Street Begins Service on New "High Line"

LAKE STREET "L" trains are now rolling on high along the newly elevated section west from Laramie avenue to Harlem avenue following dedication ceremonies held October 27.

Realization of the 56-year old dream came the following day, October 28, when trains in regular service began operating over the new right-of-way on the Chicago and North Western railway embankment.

Thus was marked another major advance in mass transportation in the Chicago area, one that is of particular benefit to the city's West Side and the western suburbs. Likewise it brought to fruition an improve-

ment long advocated by civic leaders, public officials and business groups of the area.

Two dedication ceremonies opened the new elevated facility. The first took place on Lake street, south, between Mason and Austin, with CTA Board Chairman V. E. Gunlock as master of ceremonies. This was followed by a similar observance at Marion avenue and North boulevard in Oak Park, at which Clarence Willard, representing the Oak Park Chamber of Commerce, officiated.

At the Chicago celebration, speakers hailing the completion of the project included: Mayor Richard J. Daley, Roger F.



↑ A SPECIAL six-car train transported officials and guests between the ceremonies at Austin avenue and Harlem avenue for an inspection tour of the new facility. This photo shows the train at the Ridgeland station in Oak Park.

THIS VIEW taken when the colors were being posted by the color guard of Austin high school band shows the speakers stand and a section of the crowd at the ceremonies dedicating the elevation of the Lake street rapid transit route on October 27. The scene is Lake street, south, east of Austin boulevard.

OUR COVER: The influence of modern design of the five new stations which serve the newly-elevated section of the Lake rapid transit route is apparent in the photo taken at Central-Parkside station. Island-type platforms are long enough to accommodate eight-car trains and feature metal canopies extending over the roofs of cars to protect boarding and alighting passengers from rain, sleet and snow. Adding to the attractive appearance is the distinctive color scheme which serves to identify each station.



Nusbaum, deputy chief highway engineer, who represented Gov. Otto Kerner; Homer S. Brown, president, Village of Oak Park; Seymour F. Simon, president, Board of Cook County Commissioners; Fred B. Farrell, regional engineer, Bureau of Public Roads; B. R. Meyers, vice-president and chief engineer, Chicago & North Western Railway Company; Alderman Daniel J. Ronan, 30th Ward, and Alderman Paul T. Corcoran, 37th Ward. Music by the Austin High school band and a professional military band enlivened the proceedings.

At the Oak Park ceremonies, Chamber of Commerce and village officials took over the program which was chairmaned by Clarence Willard, attorney and head of the arrangements committee. Speakers included Congressman Harold Collier of the Ninth district and State Senator Arthur J. Bidwill of the First Illinois district.

Officials and guests were transported between the ceremonies at Austin avenue and Harlem avenue for an inspection tour on a special six-car train which, incidentally, was the first passenger train to travel over the new tracks.

PARTAKING IN actions simulating the destruction of crossing gates at Austin boulevard as a part of the Lake street elevation ceremonies, are, left to right: Alderman Ronan, Seymour F. Simon, Alderman Corcoran, Mayor Daley, Mr. Gunlock and William W. McKenna, CTA Board member.

MASTER OF ceremonies at the dedication ceremonies for the Lake street track elevation was V. E. Gunlock, CTA Board chairman. Behind Mr. Gunlock on the speakers stand are, from left to right: Alderman Daniel J. Ronan (30th); Alderman Paul T. Corcoran (37th); Roger F. Nusbaum, Illinois Division of Highways, representing Governor Otto Kerner; Mayor Richard J. Daley; and Seymour F. Simon, chairman, Cook County Board of Commissioners.

After the ceremonies, CTA crews began removing the trolley wires on the ground level routes and started making the permanent connection of tracks at Laramie avenue. Simultaneously, other crews began making the temporary connections between the new station and platforms, which could not be done while trains were operating at street level. The new stations are being completed, now that the street-level tracks at the station locations have been removed.

Relocation of the outer two and one-half miles of Lake street tracks to the North Western right-of-way was a \$4,000,000 project financed jointly by the City of Chicago, the Village of Oak Park, Cook County, the State of Illinois and the U. S. Bureau of Public Roads, and the CTA.

The cost was shared as follows: the U. S. Bureau of Public Roads and the State of Illinois, \$1,000,000; County of Cook, \$1,000,000; Oak Park, \$800,000; the City of Chicago and CTA, \$600,000 each.

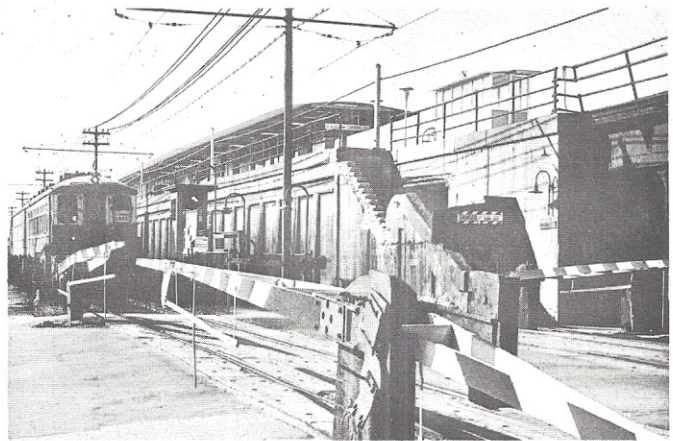
The elevation project has been widely proclaimed as a triumph for public agency cooperation and as a possible precedent and pattern for mass transit projects in the future.

Relocation of CTA's tracks also introduces a concept new to local transit operations in Chicago. Never before have rapid transit trains shared a right-of-way with other than electrically-operated passenger carriers. The influence of this modern





PART OF the crowd attending the Oak Park ceremonies, held at Lake and Harlem in the suburb, is shown as it assembled to hear community officials and business leaders hail the Lake Street elevation project. The Fenwick high school band of Oak Park participated with a concert as part of the official program arranged by the Oak Park Chamber of Commerce.



ONE OF the last trains to operate over the street level tracks is seen as it makes a stop at Oak Park avenue station. Since this picture was taken, the crossing gates have been removed and soon the tracks will disappear. The new platform, at the top of the picture, is already in use. When the new station building is completed, escalators will lead to the platform.

trend is further emphasized in the construction features of the five new stations.

Each station has island-type platforms long enough to accommodate eight-car trains, bright lighting and each is distinguished by a different color scheme. Metal canopies are wide enough to extend over the roofs of cars at train stops and protect boarding and alighting passengers from rain, sleet and snow.

Four of the five stations - Central-Parkside, Austin-Mason, Oak Park-Euclid and Marion-Harlem - have double entrances. The fifth, Ridgeland, is a single-end station.

Three stations - Central-Parkside, Austin-Mason, and Oak Park-Euclid - have escalators that are reversible during off-peak hours. The weight of a passenger on a treadle activates the escalator to take him either up or down.

One of the more important benefits gained by the elevation project is the elimination of 22 grade crossings - 14 in Oak Park and eight in Chicago. Removal of the grade crossings will mean greater safety and less congestion of traffic along Lake street and allow the heavy flow of pedestrian and vehicular traffic to move through the affected intersections unimpeded by rapid transit operations.

Other important improvements for the Lake Street route are scheduled for the immediate future. Foremost is the purchase of "New Look" rapid transit cars of the latest design, featuring the most recent advances in rider comfort and high performance speed.

To finance the purchase of this equipment, replacing the cars now in use, CTA has contracted to borrow \$7,500,000 from the Federal Housing and Home Finance Agency to which it will add \$7,500,000 or more of its own funds. Specifications for bids on these new cars are now being prepared, and, in anticipation of their delivery, the elevated track between Laramie avenue and the Loop is being renovated.

REVERSIBLE, dual-operation type escalators are installed at Central, Austin and Oak Park stations. Normally in rush hours the escalators operate in the direction of the prevailing flow of traffic, but in off-peak hours the escalators operate automatically.



Board Pays Tribute to Gen. Mgr. W. J. McCarter

THE FOLLOWING resolution was passed at a special meeting of the Chicago Transit Board on Wednesday, October 24, 1962. The resolution was introduced by James R. Quinn, who has been a member of Chicago Transit Board since the inception of CTA in 1945. Mr. Quinn followed introduction of the resolution with an outline of the important events in CTA history that have occurred in the month of October.

"Whereas, on October 1, 1962, Walter J. McCarter completed 15 years of dedicated service to Chicago Transit Authority and to the transit riders of the Chicago Metropolitan Area; and

"Whereas, he supervised the consolidation of three large transit operations into a single public service organization, efficiently and economically operated; and

"Whereas, in accomplishing this difficult task with justice and equity, he established the basis for the harmonious labor relations that have characterized CTA operations; and

"Whereas, through inspiring and understanding leadership, he has earned the loyalty of an intelligent and energetic staff; and

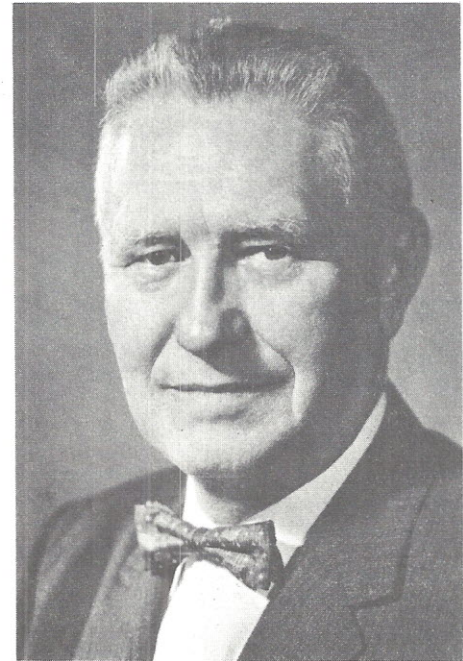
"Whereas, under his supervision, a transit modernization program, unmatched in Chicago's history, has invested or obligated a total of \$175,000,000 of transit revenues in modern rolling stock and modern facilities; and

"Whereas, the rapid progress of the modernization program has resulted in the retirement of all wood and wood-steel rapid transit cars, the introduction of "New Look" buses with a high standard of rider comfort, and substantial improvements in the speed and quality of service; and

"Whereas, as a major by-product of the modernization program, the appearance and automobile traffic capacity of many miles of Chicago streets have been greatly enhanced by the removal of streetcar rail, trolley poles and overhead wires, and by the establishment of more than 100 off-street bus terminals; and

"Whereas, the Authority's snow-fighting activities, coordinated with those of the City of Chicago, now clear the width of all transit streets, enabling automobiles as well as transit buses to operate during periods of adverse weather conditions; and

"Whereas, in its 15 years of existence under his leadership, Chicago Transit Au-



thority has pioneered in the co-ordination of rapid transit with expressways, in the development of prototypes for high-speed, high-performance, lightweight rapid transit cars of the future, in the introduction of instantaneous two-way telephone communications between central operations' control and in-service trains; and

"Whereas, an intensive training and safety program in which he has taken a special interest has established high standards of courtesy in our operations, and has markedly reduced the number of accidents; and

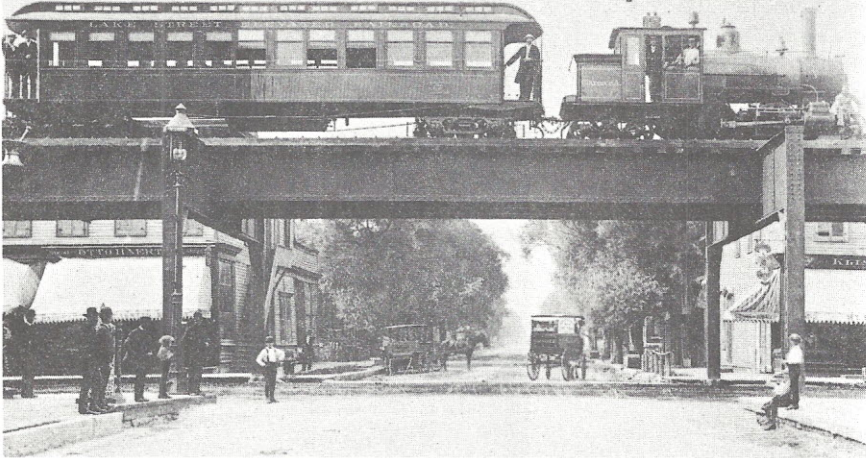
"Whereas, in planning for the future, a \$315,000,000, 20-year program for further improving and extending rapid transit has been prepared under his guidance; and

"Whereas, he is endeavoring to serve the interests of the transit riders of America by accepting the presidency of the Institute for Rapid Transit, an organization recently formed to promote and improve rapid transit; now, therefore,

"BE IT RESOLVED, that the sincere appreciation of Chicago Transit Board be extended to Walter J. McCarter for his meritorious services to Chicago Transit Authority and to the transit riders of the Chicago Metropolitan Area, and

"BE IT FURTHER RESOLVED, that a copy of this resolution be suitably embellished and forwarded to Mr. McCarter."

Lake Street 'L' Starts 70th Year of Operation



RAPID TRANSIT service on Chicago's West Side started November 6, 1893, with the inauguration of elevated operations by the Lake Street Elevated Railroad company.

The route extended from California avenue to Wacker Drive (then Market street) via Lake street, and then south in Wacker Drive to a terminal at Madison street.

Powered by small steam locomotives, the route was operated "left-handed" in the custom of foreign railways.

Rolling stock on the original route consisted of 35 steam locomotives and 135 coaches. The passenger cars were constructed almost entirely of wood and had open vestibules with manually operated gates.

In 1894 service was extended farther west to Laramie avenue and east to State street, almost doubling the route mileage. Two years later the process of electrifying the route was started.

By September 20, 1896, third rail had been installed along the entire route and 38 of the coaches were equipped with electric motors and controls. Each motor car was capable of pulling a train of four coaches.

In October, 1897, when the elevated loop was completed, Lake street operations were extended around the structure to provide direct service to the central business district.

ELEVATED STRUCTURE towering over a 6½ mile stretch of Lake street was constructed in 1893 and 1894. Streetcars had operated in Lake street as early as 1859 and continued operating until 1954, when they were replaced by buses. Wood-steel "L" cars were completely replaced by all-metal cars on the Lake route in 1954 also.

GILT LETTERING and striping decorated the varnished sides of the coach and black painted locomotive as was typical in the steam engine era. Both were acquired new in 1893 to operate on the Lake Street Elevated railroad. The locomotives were replaced in 1896 when a number of the coaches were converted as third rail-operated motor cars.

On April 15, 1899, the route was again extended by a ramp at Laramie avenue to street level and then west to Austin avenue. As operation was at grade level the use of overhead trolley wires was necessitated. Each of the 38 motor cars was equipped with trolley poles. The route was again extended a month later west into Oak Park along South boulevard to Lombard avenue, south to Randolph street and west to the terminal at Wisconsin avenue (Marion street).

When tracks of the ground-level route alongside South boulevard between Austin and Harlem were established as a branch of the Lake street line on June 25, 1901, half of the trains were rerouted from the Randolph street branch.

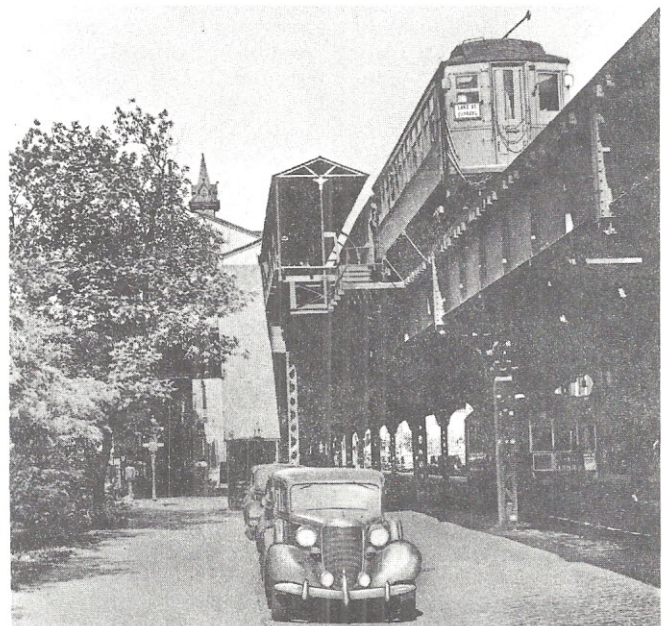
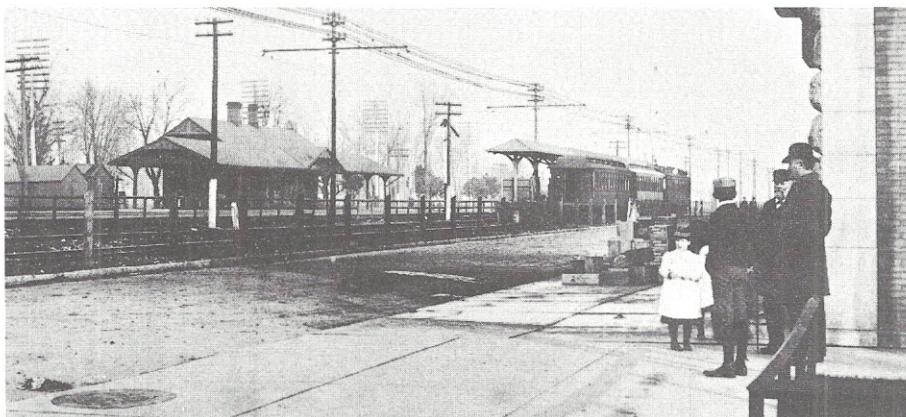


Photo from collection of Charles E. Keevil



LAKE STREET trains were extended down the ramp from Laramie avenue to grade level on April 15, 1899. This scene looking northeast shows both the North Western and elevated railway stations on ground level at Central avenue. The picture was taken November 20, 1899.

The original routing of Lake street trains via Lombard and Randolph was discontinued on November 10, 1902, when all trains began operating along South boulevard to Harlem.

To provide more efficient, dependable service motor cars on the Lake street route were converted for multiple-unit operation in 1906. When operating in multiple-unit, a train consisting of two or more motor cars can be operated to its full motive power from a single controller in the front car of the train.

The final extension of ground-level tracks, between Harlem and Marengo street, Forest Park, was completed on May 14, 1910.

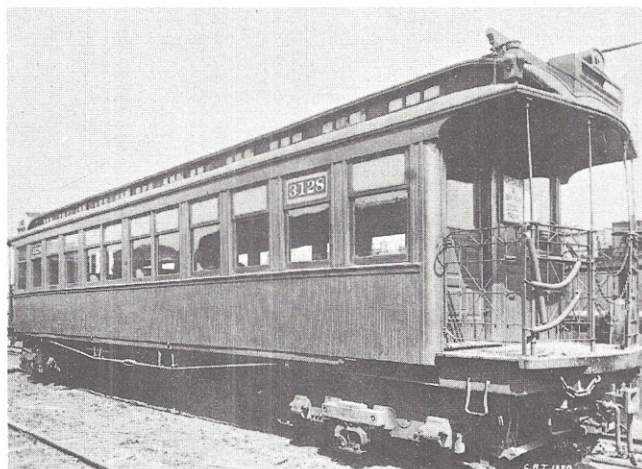
In 1913 when the rapid transit companies were cooperatively consolidated, the right-hand operation on each route was effected; the Lake street route was changed accordingly.

In 1924 when the rapid transit companies were combined under a single management, the Lake street route received some of the recently purchased all-steel, 4000-type rapid transit cars. These were the first steel cars assigned to the route; they replaced a number of the old wooden cars.

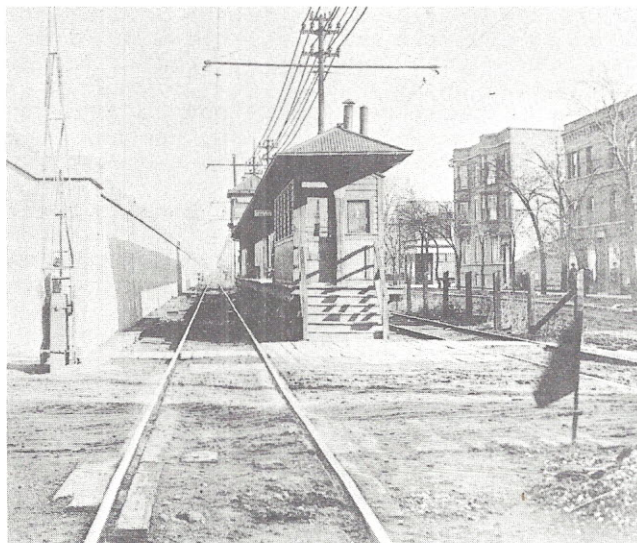
In April, 1948, "A" and "B" stop service was established on the Lake street line on weekdays and Saturdays. Twelve little-used stations along the route were discontinued to speed up the new express-stop operation, and the old Market street stub was abandoned.

On July 6, 1954, service on the Lake street line was modernized by the addition of sufficient all-metal cars to complete replacement of wood-steel equipment.

STREET-LEVEL TRACKS and the Austin Avenue station occupied this site for more than 63 years before the completion of the new tracks on the adjacent North Western elevated embankment. This picture, taken about 1912, shows the original Austin station. In those days the street intersection was unpaved, except for brick-paved or plank walkways.

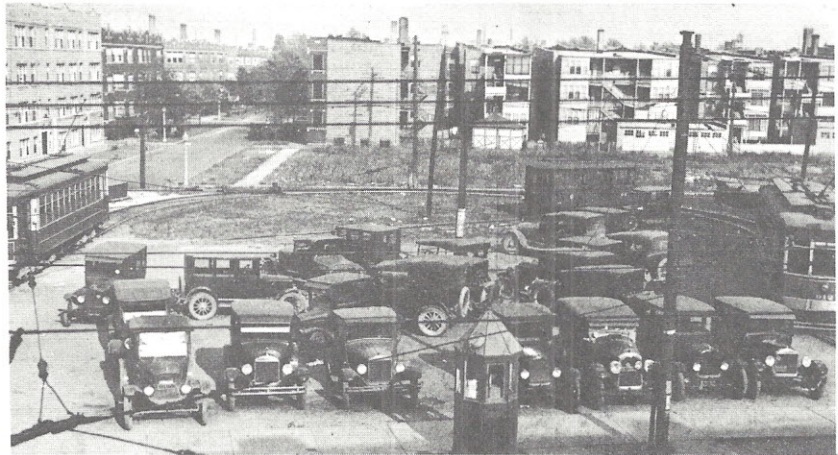


THIS WAS one of the original 125 cars purchased in 1893 to be pulled by steam locomotives on the Lake Street Elevated railroad. It was equipped with motors and electric controls in 1896, and as a motor car pulled trains of up to four trailers. In 1906 it was converted for multiple-unit operation to run in trains consisting of more than one motor car. This car was retired in 1952, with the acquisition of modern all-metal cars by the CTA.





Clark-Arthur Terminal Has "New Look"



MAJOR IMPROVEMENTS have altered both the appearance and operation of the Clark-Arthur off-street terminal. After being enlarged and paved the new facility was opened for certain Clark and Broadway buses on October 3. Buses now encircle the building on the right and pull out onto Clark street from the site of the old terminal. Opened as a streetcar loop in 1911, trolleys ran through it until 1957. The picture on the right shows the terminal as it appeared in the "roarin' twenties" when flivvers parked there. The small, four wheel streetcar laid up on the center track was wreck car P3, a predecessor to the motorized emergency truck of today.

NEW PERMANENT ROUTING FOR DOUGLAS BUSES

A PERMANENT change in routing of the north-west portion of CTA's Douglas (No. 136) buses went into effect October 29, when buses began operating in Central Park avenue between Douglas boulevard and Congress parkway.

The change also includes the routing of buses to Pulaski road to provide direct connections with Lake rapid transit trains and Pulaski buses. The new routing provides additional service to and through the area encompassing the Sears, Roebuck and company plant along Arthington street.

On weekdays and Saturdays, Douglas buses are routed north in Central Park avenue from Douglas boulevard to Congress parkway, instead of in Independence boulevard; then west in Congress parkway, north in Independence and Hamlin, west in Lake street, south in Pulaski, east in Washington boulevard, south in Hamlin and Independence, east in Harrison, south in Central Park to Douglas and east over the regular route.

The terminal on weekdays and Saturdays before 11:30 A.M. is in Hamlin south of

Lake street and after 11:30 A.M. in Hamlin south of Washington boulevard. Sunday service will continue to terminate on the west at Independence Square.

To provide additional service along Homan avenue between Jackson boulevard and Roosevelt road, the routing of Jackson-Independence (No. 127) buses pulling out of and into the station also was changed starting October 29.

Thirteen trips pulling out of the station during the A.M. rush period between 6:50 A.M. and 8:15 A.M. and ten trips during the late P.M. rush period between 5:30 P.M. and 6:50 P.M. are affected. Four trips on Saturdays between 6:50 A.M. and 7:30 A.M. are involved.

Pull out trips from the Kedzie depot are routed west in Jackson boulevard to Fifth avenue, southwest in Fifth avenue to Homan avenue, south in Homan to Roosevelt road, west in Roosevelt to Central Park avenue, south in Central Park to Douglas boulevard, west in Douglas to their terminal at Independence Square. Pull in trips travel the same route in reverse.

C. E. Isaacson Retires; 46 Years With "L"

CLOSING HIS career of more than 46 years of transit service, Charles E. Isaacson, North Section superintendent of agents and porters, retired November 1.

Mr. Isaacson started with the Northwestern Elevated railroad on January 5, 1916, as a clerk in the Lost and Found Department. He successively served as a train clerk and mileage clerk for that company. In 1938 he became the supervisor of service on the Chicago Rapid Transit's North Side routes. He subsequently became the CTA's North Section station inspector in 1948, station supervisor in 1949 and in June, 1951, he assumed the position held until his retirement.

Having worked on the "L" since 1916, Mr. Isaacson vividly remembers when trains were transferred to the elevated structure north of Wilson avenue. During his years of service rapid transit trains were extended into Niles Center (Skokie) and through the State street subway connecting North and South Side elevated structures.



Plans for his retirement include moving to Door County, Wisconsin, where he has owned a farm since 1929. He intends to rest on his eight-acre cherry orchard and do some traveling around the country.

His family includes his wife, Lillian, daughter, Dorothy Schauer and son-in-law, Alfred. Mr. Isaacson is a proud grandfather also, having two grandchildren: 10 year old Doreen and 13 year old Bruce.

NEW TRANSPORTATION DEPARTMENT APPOINTMENTS

NEW ASSIGNMENTS affecting eight Transportation Department supervisory personnel were announced effective November 1 by D. M. Flynn, superintendent of transportation.

The men, and the jobs and locations to which they were appointed are:

W. G. Murbach, station superintendent, Congress-Douglas, rapid transit; M. J. Veltri, assistant station superintendent, West Section, rapid transit; W. J. Rooney, relief station superintendent, rapid transit;

T. M. Stiglic, superintendent of instruction, general office; A. C. Johnson, assistant station superintendent, Forest Glen; M. H. DeWitt, relief station superintendent, Forest Glen-North Park; F. W. Krause, superintendent of agents, North Side rapid transit; E. W. Brodd, senior station instructor, Limits-Keeler.

The appointments were approved by T. B. O'Connor, general superintendent of transportation and shops and equipment, and W. J. McCarter, general manager.



Retired Employee Honored by Red Cross

AT AN annual recognition event held by Chicago Chapter, American Red Cross, on October 10 at chapter headquarters, Mrs. Bernice T. Van der Vries, CTA board member and member of the board of directors of the Chicago Red Cross unit, presented a certificate honoring Robert A. Gilmore, retired CTA employee, for his five years of service as a volunteer Red Cross first aid instructor. Mr. Gilmore retired as material dispatcher with the utility and emergency service on July 1 after 41 years of service.

MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Consultant

THE IMPORTANCE OF FLU VACCINES

THIS IS the time of the year when there is popular interest in flu shots. The interest is more widespread now because public health officials anticipate an epidemic or an increased number of flu cases during the season of 1962 and 1963. The susceptible population, which in the past, included all persons over 65, should be expanded to all persons over 20 years of age. The flu shots are especially recommended for all persons suffering from chronic debilitating diseases, such as chronic heart disease, arteriosclerosis, high blood pressure, chronic pulmonary diseases, diabetes and for all pregnant women. It is also advised for individuals who are connected with medical and health services, public safety, public utilities, public education and communication fields and universities.

There are a few minor side effects which occasionally follow the immunization injections. Locally, a transient stinging or aching sensation may occur and be followed by a slight redness or swelling at the site of injection. Generally, a slight fever, malaise and backache may be noted. If by chance any of these symptoms should develop, they will be noted the first 24 to 48 hours and will be transient. It is estimated that about 75 per cent of all who take the shots are protected.

Contraindications for the use of flu vaccine are rare. If there is a definite history of sensitivity to eggs, immunization should not be attempted.

Asian flu derives the name from the fact that a widespread epidemic of influenza broke out in Asia and surrounding countries in 1957. It was a severe type and was characterized by high fever, (104 degrees), headache, sore throat, aching muscles and extreme weakness. The city of Hong Kong was especially hard hit. United States Army laboratories began an intensive study in that area because it was feared that there were cases spreading to America. Cultures were made of the viruses and flown to Washington for special study. The laboratories here sent samples of the asiatic virus to several large important pharmaceutical companies. With this information at hand the Asian flu vaccine has been developed. The vaccine is being improved each year. The present polyvalent vaccine contains a mixture of several different dead viruses. It

does not protect one from all viral infections but does immunize against the most important ones.

Major nationwide epidemics of influenza have long been known to occur in cyclical fashion. The "A" strains of viruses commonly follow a two to three-year cycle and "B" strains, a four to six-year cycle.

There are several good reasons why one should consider taking the flu shots. First, statistics show from 60 to 75 per cent of all people who take the vaccine are protected from the flu. Therefore, from the general health standpoint, it is a wise procedure. Second, there is a great reduction in human suffering and inconvenience. Third, there is a great savings in manpower. Each person who does not take the injections may lose three to five or more days from work if he happens to develop the flu.

It is well to remember that the serious type of flu can be deadly. In the past five years the death toll from influenza has been over 110,000. The only reliable preventative procedure for flu at this time is the vaccine. Of course, maintaining good resistance by getting abundant rest, fresh air, and a nutritious diet is helpful. Be sure to contact your private physician now regarding the flu vaccine.

There is hope in the future that Interferon, a new antiviral agent, may be the answer for the prevention of influenza. This substance is manufactured in cells which have been invaded by the virus. It prevents other viruses from producing infection in these cells. Scientists in this country and abroad are working intensively on this problem. It may replace and even be better as a preventative than the vaccines, however, it is not available for public use now, so you must depend upon the flu vaccines for the present.

Simultaneously with this article, the November issue of "Today's Health" has just come off the press. A story is headlined "Influenza, Ancient Scourge Still a Threat to Health." Flu epidemics have ravaged mankind for centuries. Only in recent years have scientists identified several strains of viruses causing the disease and been able to develop safe and effective vaccines.



AS HAS been pointed out many times in this space, CTA employes create the public image of the organization they represent. Their actions and attitudes toward those we serve establish an impression of their ability to meet the requirements of the job they are paid to do. Employes who display their irritation and impatience by discourteous treatment of customers help to destroy the favorable impression formed by employes whose sense of job responsibility is reflected by their conscientious performance of duties.

The letters appearing on this page reflect both the pro and con of rider reaction to our service and personnel. They were selected from mail received by CTA's Service Section of the Public Information Department.

On the favorable side is this letter commending Operator M. W. Henderson, badge No. 7076, 77th street station:

"Yesterday I boarded a bus at 111th street and Michigan avenue. This driver was the most courteous and helpful I have encountered in a long time. When leaving one stop he called the name of the next very clearly. He pulled up to the curb whenever possible and cautioned people to take their time getting on and off. When a woman with a small baby signalled him to stop he advised her to wait until the bus stopped. Another example of his thoughtfulness was guiding a blind woman to safety. This man is not only a credit to his job but a credit to the CTA. I have had the opportunity to call your attention to other drivers, but this man is tops!"

Another letter expresses the gratitude of a rider to Operator W. A. Maslowski, badge No. 1777, Archer, for returning an envelope containing cash and personal papers which was left on his bus. The letter follows:

"Please give the enclosed (an envelope containing a \$10.00 bill) to Mr. Maslowski. I want you to know you have a very honest driver. I was never so shocked nor so happy as when I received a card in the mail telling me there was a package for me at Archer station. I had cashed my social security check in the

amount of \$87.00 and it was all in the envelope I left on the bus. Every penny was returned, plus my personal papers. I can never praise Operator Maslowski enough."

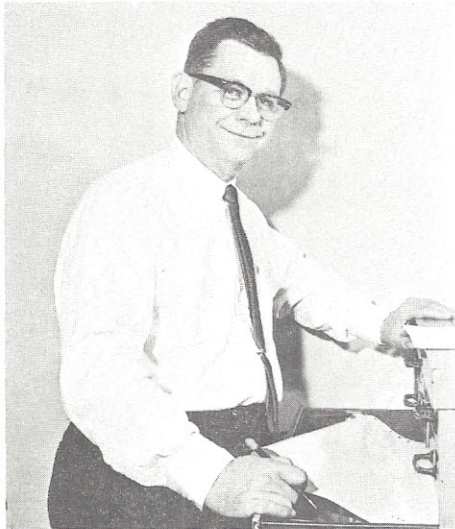
Use of courtesy and tact are two major rules stressed in dealing with the public. When these rules are violated, the result is usually a bad impression of our service. Such a violation is reported in this letter:

"This morning I boarded a southbound bus on Wells street at the corner of Huron. As I boarded, I noticed an elderly gentleman hurrying along the street, from the north, and I said to the driver as I went up the steps, 'One more coming.' As I reached the top step I heard the driver release the brakes, and again said, 'There's one more coming.' Though I am positive he heard me the second time, the operator closed the door and drove off leaving the elderly gentleman who had been hurrying for the bus standing at the curb. As I paid my fare, I asked the operator if he didn't hear me say another man had wanted to get on the bus. I have very seldom heard such a surly, inconsiderate, and disrespectful tone of voice as he said, 'So what; there's other buses; they'll be along.' I know that the ordinary CTA operator is definitely not represented by the man I describe, but an attitude like his certainly does not improve CTA's public relations."

COMMENT: All of our operating employes are constantly reminded that they must be alert to intending passengers and afford every possible convenience to our patrons. The fact that the writer called the operator's attention to the approaching passenger makes his conduct inexcusable.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for October, 1962, September, 1962, and October, 1961.

	October 1962	September 1962	October 1961
Complaints	999	832	1323
Commendations	93	74	96



INQUIRING REPORTER: Mary E. Clarke

LOCATION: General Offices

QUESTION: Has the easy availability of TV dinners or other frozen foods changed your eating habits?

FRANK MISEK, operations planning engineer: "Frozen TV dinners as such have not changed my eating habits. However, I do feel that frozen foods in general have been a boon to mankind. We use frozen vegetables, juices, soups and meat regularly."



STUART W. MAGINNIS, training assistant (with Mary E. Clarke, reporter): "In the Maginnis household we feel you can't beat fresh meats and vegetables for quality and taste. So except for an occasional 'hurry up' meal our family has made very little use of the new frozen foods and TV dinners."



AUDREY PETERSON, secretary to general superintendent of engineering: "The frozen vegetables are, of course, a boon to the working gal. The best of the fresh fruits no longer reach the market so the frozen fruits are the best buy and good, too. TV dinners are for the 'birds'. All in all, not too much change in the eating habits at the Peterson abode. Still making use of my mom's recipes and instructions in the art of cookery."



WILLIAM C. PLATT, assistant superintendent of job classification: "The popularity TV dinners enjoy would be badly shaken if they depended on my support. As a repast, I would rather forego this specialty either in black and white or living color. However, a great deal of research has been directed to this modern concept of food processing and it appears that they provide the nutritional benefits necessary to maintain the human body."



ANITA CURTIS, hiring clerk, Employment Department: "Not at all. Perhaps I haven't given them a fair trial, but of the few varieties I tried, none were particularly palatable. I realize the need for a quick meal on occasion, but for me, TV dinners leave a little to be desired. For quick meals, I still rely on a home-prepared casserole."

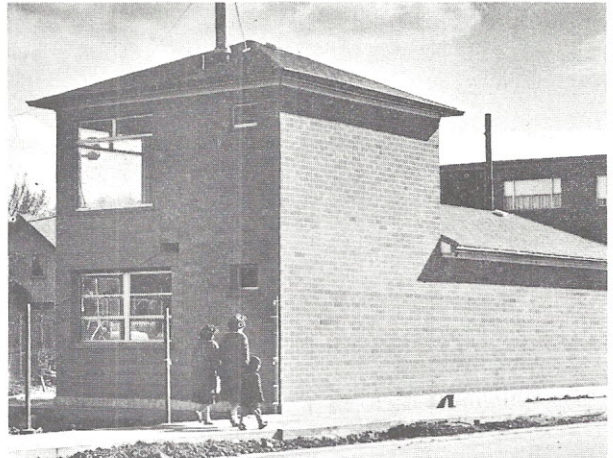
New Interlocking Tower Built at Kimball

MOST MODERN of interlocking towers on CTA's rapid transit system is the one recently constructed at the Kimball terminal on the Ravenswood route.

The new building is part of a project to convert the terminal for all-electric interlocking and block signal operation. When finished, the interlocking plant will operate automatically during the hours when most train movements in the plant are to or from the main line and manually in rush hours when most cutting and adding moves are made between the yard and terminal.

All signals in the terminal will be equipped with wayside track trips to instantly apply the emergency brakes on any train passing a stop signal.

The modern interlocking system will automatically send trains into either the east or west side of the station platform on whichever track is vacant. The controls will dispatch trains out of the terminal on a "first in - first out" basis on an impulse from the master control in the CTA Operations Control Center in the Merchandise Mart. Line supervisors in the Center will constantly remain aware of movements



in and out of the terminal by recording devices.

The modern tan-colored building measures 18 feet by 52 feet and houses relays and signal power equipment on the first floor along with a small signal maintenance shop. On the second floor are controls for both manual and automatic operation. The building stands on the east side of Kimball avenue at Leland.

Other phases of the project include installation of a new track layout and electrical equipment. The plant is expected to be placed in operation next spring.

COMMITTEE CONDUCTS ANNUAL FIRE INSPECTION

CTA SUPERVISORY personnel and Chicago Fire Department representatives teamed up to conduct a system-wide inspection of CTA properties during National Fire Prevention Week, October 8-12. Members of the committee appointed to inspect the South Shops, 77th and Vincennes avenue, are shown in the above pictures. At the left, John T. Burke, (center) safety supervisor, checks card on a chemical fire extinguisher which notes dates on which required inspections were made. At the left is W. A. Ashley, assistant superintendent of insurance and pensions, and at the right are others of the inspection team looking on as J. J. Replinger, superintendent of shops, explains how fire hose installations help to prevent spread of flames in the event of shop fires. With him, left to right, are: J. W. Dain, general foreman, South Division; A. J. Fitzsimons, general accountant; F. W. Krause, superintendent of instruction, Transportation Department; William Scott, acting general foreman, South Division, and R. C. Gavert, divisional storekeeper.



CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF SEPTEMBER 1962 AND 1961, NINE MONTHS ENDED SEPTEMBER 30, 1962 AND 1961
AND TWELVE MONTHS ENDED SEPTEMBER 30, 1962

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

	Month of September		Nine Months Ended September 30,		Twelve Months Ended
	1962	1961	1962	1961	Sept. 30, 1962
Revenues	\$11,033,011	\$10,884,462	\$103,314,415	\$95,894,554	\$138,030,607
Operation and Maintenance Expenses	9,025,767	8,817,193	84,902,086	83,781,063	113,739,043
Available for Debt Service	<u>2,007,244</u>	<u>2,067,269</u>	<u>18,412,329</u>	<u>12,113,491</u>	<u>\$24,291,564</u>
Debt Service Requirements:					
Interest Charges	327,684	342,651	3,020,420	3,137,122	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,500,000	1,500,000	
Deposits to Sinking Funds -					
Series of 1947 (2)	144,887	135,547	1,247,940	1,157,000	
Series of 1952 (2)	31,250	29,583	281,250	266,250	
Series of 1953 (2)	<u>9,510</u>	<u>9,004</u>	<u>157,120</u>	<u>27,011</u>	
	<u>679,998</u>	<u>683,452</u>	<u>6,206,730</u>	<u>6,087,383</u>	
Balance Available for Depreciation	1,327,246	1,383,817	12,205,599	6,026,108	
Provision for Depreciation	<u>882,641</u>	<u>870,757</u>	<u>8,265,153</u>	<u>7,671,564</u>	
Balance Available for Other Charges or Deficit in Depreciation Provision (3)	444,605	513,060	3,940,446	1,645,456 r	
Appropriated for Revenue Bond Amortization	-	-	950,141	-	
Accumulated Deficit in Depreciation at beginning of period	-	2,412,070 r	843,082 r	253,554 r	
Balance Available for Other Charges or Deficit in Depreciation Provision at close of period	<u>\$444,605</u>	<u>\$1,899,010 r</u>	<u>\$2,147,223</u>	<u>\$1,899,010 r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>39,800,700</u>	<u>39,509,447</u>	<u>377,366,115</u>	<u>377,812,289</u>	<u>505,085,589</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, 1963.
- (2) Equal monthly installments to currently retire Series of 1947, 1952 and 1953 Revenue Bonds by purchase in the open market, after invitation for tenders, or by call on next interest date.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

Three Named to C&M Supervisory Posts

THREE NEW appointments affecting supervisory personnel of the Construction and Maintenance Department were announced recently by Harold S. Anthon, superintendent of that department.

A. W. Malmquist was named assistant superintendent of track in the Track and Structures Division reporting to the superintendent of Track and Structures; R. J. Shanklin became superintendent of buildings, and V. B. Olson was appointed special pro-

ject coordinator. The latter two report directly to the superintendent of construction and maintenance.

Mr. Malmquist has been associated with Chicago transit companies since July 22, 1938; Mr. Shanklin, since January 1, 1937, and Mr. Olson, since September 1, 1930.

The appointments were approved by Charles E. Keiser, general superintendent of engineering.

Good Police Work Brings Commendation

A CTA policeman, who shot and fatally injured a law violator who attacked him when he sought to apprehend the man following the holdup of a CTA bus operator, was commended personally by Board Chairman V. E. Gunlock recently.

He is Charles A. Berglund who joined the CTA police force on April 13, 1962. The incident which brought him special recognition occurred just a few weeks after he became a member of the CTA special detail. The letter of commendation from Mr. Gunlock reviews the details of Berglund's action when confronted by the holdup man who was fleeing the scene of the robbery. The letter follows:

"It is a pleasure and a privilege for me, on behalf of Chicago Transit Board and the management of Chicago Transit Authority, to convey to you our most sincere appreciation of your outstanding performance of duty on May 21, 1962.

"At the risk of your life, you pursued into a dark alley one of two men whom you had observed in the act of robbing a CTA bus operator. When this dangerous law violator turned and came at you with a long butcher knife, you were compelled to fire in self-defense.

"Subsequently all of the facts relating to this event were reviewed by a



Coroner's Jury, which returned a verdict of justifiable homicide and commended you for bravery.

"It is always regrettable when life is lost in enforcement of law, but men daily facing the hazards of enforcing the law must at all times be prepared to defend their lives. In recent months, two CTA plant guards have been seriously wounded by dangerous characters armed with knives, and at least six others have sustained superficial cuts."

Left to right in the picture are Mr. Gunlock, Officer Berglund and A. J. Dinella, assistant superintendent, CTA Department of Police.

ISC AWARDS TO KEDZIE, 61ST STREET

IN A close competition between two stations, Kedzie nosed out Forest Glen to win the third quarter award in the Interstation Safety Contest between surface system operating stations.

Kedzie's point score was 71.82, chiefly because the station set a new accident par for September. Forest Glen's runner-up score was 69.36.

In the rapid transit system contest, 61st street came through with a perfect score of 50.00 for its second consecutive winning performance. This was based on its current combined traffic and passenger accident frequency rate.

Presentation of plaques to the winning stations was made November 6 at Kedzie and November 8 at 61st.

RECENT CTA ADDITION TO THE ARMED FORCES

Casey, John E., Clerk, General Office

RECENTLY RETURNED

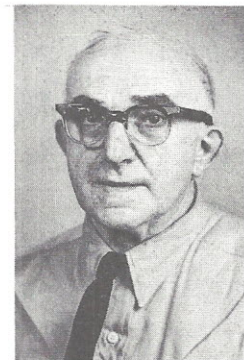
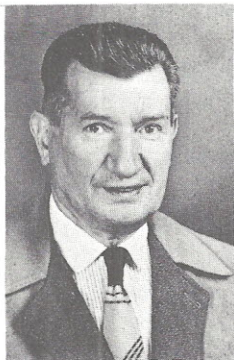
Hayes, Ronald James, Cleaner, Keeler

Haywood, Bertrand W., Operator, Kedzie

Paschke, John Tyrell, Operator, Limits

NEW PENSIONERS

- G. D. ALTON, Operator,
Kedzie. Emp. 10-20-21.
- CYRIL BALDWIN, Auto Mechanic,
South Shops. Emp. 2-05-47.
- EDWARD BECHTEL, Gateman,
Lake St. Emp. 7-31-45.
- N. E. BOHLIN, Payroll Clk. II,
General Office. Emp. 1-13-44.
- H. E. BRETZ, Ticket Agent,
Kimball. Emp. 3-06-43.
- ANTON BUCAN, Trackman,
Track & Structure. Emp. 11-06-41.
- ANTHONY CATANZARO, Bus Cleaner,
North Avenue. Emp. 4-23-29.
- R. H. DEITZ, Operator,
Archer. Emp. 12-17-24.
- MAX DOWMONDZ, Ticket Agent,
West Section. Emp. 8-01-23.
- MICHAEL DUGGAN, Bus Cleaner,
69th Street. Emp. 7-09-29.
- T. J. EGAN, Supervisor,
District "D". Emp. 5-16-23.
- R. C. ELSER, Traffic Checker,
General Office. Emp. 8-04-20.
- H. A. FISHER, Operator,
Forest Glen. Emp. 10-15-25.
- J. J. FITMAN, Operator,
Beverly. Emp. 10-15-29.
- L. F. GODBY, Ticket Agent,
Loop. Emp. 1-13-40.
- J. F. GRIFFIN, Serv. Trk. Chauff.,
Utility & Emer. Emp. 6-20-26.
- L. P. HENDRICKS, Traffic Checker,
General Office. Emp. 2-09-26.
- P. P. HOWLEY, Janitor,
Forest Glen. Emp. 7-22-25.
- M. T. HYLAND, Operator,
Kedzie. Emp. 8-31-27.
- C. E. ISAACSON, Superintendent,
North Section. Emp. 1-05-16.
- EDWARD JENNINGS, Shop Trac. Oper.,
South Shops. Emp. 10-06-45.
- J. T. KUBES, Gateman,
Lake Street. Emp. 9-24-37.
- VINCENZO LAVECCHIA, Watchman,
Track & Structure. Emp. 10-17-30.
- WILLARD MACHESNEY, Gateman,
Lake Street. Emp. 1-22-26.
- F. C. McDOLE, Switchman,
South Section. Emp. 12-12-23.
- A. T. MORAN, Ticket Agent,
North Section. Emp. 5-23-23.
- J. M. MUELLER, Operator,
North Park. Emp. 2-03-20.
- A. S. NICPON, Plant Guard,
General Office. Emp. 9-06-29.
- DENIS O'KEEFE, Operator,
77th Street. Emp. 9-13-26.
- E. J. O'MARA, Plumber,
Building Div. Emp. 7-20-26.
- M. J. PERRIN, Inspector,
General Office. Emp. 1-24-51.
- R. M. PIERSON, Ticket Agent,
West Section. Emp. 3-12-47.
- D. M. RAIMAN, Ticket Agent,
West Section. Emp. 10-16-45.
- J. J. RUH, Sup. Shop Cleaning,
West Shops. Emp. 12-07-18.
- C. A. SCHROPE, Operator,
Forest Glen. Emp. 2-24-26.
- JOSEPH SCIABICA, Car Cleaner,
North Terminal. Emp. 11-20-39.
- W. S. SHANKS, Operator,
77th Street. Emp. 3-06-43.
- P. H. SKERRETT, Clerk II,
South Shops. Emp. 2-11-26.
- BERNARD SMITH, Operator,
North Avenue. Emp. 5-06-24.
- S. R. SMITH, Superintendent,
West Section. Emp. 2-23-16.
- VINCENT SPATARO, Bus Cleaner,
Kedzie. Emp. 11-21-42.
- W. E. SPENCER, Laborer,
West Shops. Emp. 5-21-35.
- A. J. THINEMAN, Stock Clk. II,
South Div. Emp. 5-16-16.
- E. H. TRESKETT, Foot Collector,
Howard. Emp. 4-29-18.
- S. F. VITACCO, Operator,
Limits. Emp. 11-29-43.
- B. J. ZYCHAL, Watchman,
Track & Structure. Emp. 1-30-29.



THREE TRANSPORTATION Department men who retired on November 1 after more than 40 years of transit service are pictured above. They are (from left to right) Edwin H. Treskett, George D. Alton and John M. Mueller.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

ACCOUNTING (Revenue) -

LOIS JAHNKE is still talking about her European tour and round trip by air. She visited eleven countries including England, Germany, Italy, Monaco, Liechtenstein, and Belgium. Highlights were a Rhine river steamer trip, a cog railroad trip to Mount Pilatus, a visit up in the dome of St. Peter's for a beautiful panoramic view of Rome, a gondola ride in Venice, a canal boat river trip in Amsterdam, dinner at the Five Flies restaurant in Amsterdam, and seeing GENERAL DEGAULLE and KING OLAF of Norway in Paris. She also enjoyed seeing many art treasures, beautiful old churches and castles.

MARGARET MILLER took a short trip to Springfield to visit historic sites and spent the rest of her vacation relaxing at home...VIOLET HOLT visited a friend in Beloit, Wisconsin, but for the most part enjoyed a stay-at-home vacation.

RUTH and MARIE HAVLIK recently visited the birthplaces of CARL SANDBURG at Galesburg, Illinois, and MARK TWAIN at Hannibal, Missouri. Enroute to Hannibal, they made a stop at the historic Nauvoo, Illinois, Mormon settlement and visited the Joseph Smith properties, viewing the beautiful fall coloring along the Mississippi river enroute. In Hannibal they visited the Mark Twain Museum, the Clemens Law Office, Becky Thatcher's home, Cardiff Hill and other locations made famous in "Tom Sawyer."

WAYNE HEATTER is the new transfer counter...KARL GAEGER transferred from Steno-Duplicating to Accounting...GERALD WILSON, VIRGINIA HARRER, MARK PIZZA, and PETER PLUTA received promotions within the department.

TOM BOLDT and ROGER TORBIK transferred to Steno-Duplicating and CAROLINE TAMUL to Stores Department.

(Voucher) -

CLARA LAWRENCE took the first week in October to attend the Eastern Star convention held at the Medinah temple in Chicago. Later she drove with friends to Morton, Illinois, for the weekend and attended a reception for the newly installed Worthy Grand Patron of Illinois...PAUL LASKY transferred to Staff Engineering.

(Payroll) -

ROSEMARY and PAT KENNY, Treasury Department, drove to the East Coast to visit upper New York State including Lake Placid, and then went on to Boston. On their return trip they stopped at Niagara Falls, Canada.

- Marie Havlik & Eileen Neurauter

CLAIMS -

ROBERT McVEA, son of JIM McVEA, statementman, is an honor student at Tilden High school and has qualified for the finals in the National Merit Scholarship program. Lots of luck in the final, Robert...TIM ZINNINGER, a new file clerk, was awarded a wallet for an accepted suggestion.

HERMAN WIRTH, receptionist, won two tickets to the Ice Follies when his name was picked from a list of Chicago Tribune subscribers...MARGE LYNCH and two friends spent a week in Las Vegas...DORIS SULLIVAN and her hubby are spending a week at Hot Springs, Arkansas.

Several of the men visited JOHN WILLIAMS, who is at home regaining his strength and brought him a



THIS LATEST addition brings to three the number of children in the LAZZARA family. JOYCE MARIE was born to JOE LAZZARA and his wife on July 11. Joe is a clerk in Keeler's bus repair.

gift from the department...Farewells are in order to three vault clerks. JERRY MROZ went to 77th street. JOHN LEON is leaving the company, and JOHN CASEY is spending six months in the marines.

HOWARD CLARK, inside adjuster, just sold his home and is now looking for a new one.

- Frank Sepanski

ELECTRICAL -

JOHN MICHNICK, superintendent of power distribution, on vacation wrote from Boulder Junction, Wisconsin. His report: "Caught my limit of walleyes; going after bass and muskie. Weather is fine."

ARVIN WILMONT, chief operator at Broadway, and his wife, PAULINE, motored some 1,200 miles on a vacation in the heart of the Ozark mountains. They visited the Bagnel Dam electric plant while there.

THEODORE KAWOL, former chief clerk, now retired, stopped off in Chicago for a few days. Arrived via jet to attend his wife's sister's funeral.

- Gilbert Andrews

FOREST GLEN -

We extend our sympathy to Operators JOE BENEDICT on the loss of his wife and BEN CZELUSNIAK on the loss of his sister. We wish the best of luck to HAROLD FISCHER and JANITOR PETE HOWLEY who are taking their pensions on November 1...OPERATOR JOHN HARTMANN and his wife motored to Colorado Springs, Colorado, to visit JOHN JR. and his wife. JOHN WAYNE is with the U.S. Army stationed at Fort Carson, Colorado.

Congratulations are in order for OPERATOR LeROY NELSON who became a grandfather on September 22, also to RAYMOND T. GRAY who became a grandfather on October 12...OPERATOR O. ROBINSON motored to Mississippi on his vacation.

JANITOR FRANK WEST spent his vacation in San Diego, California...CLERK EDWARD VANCLEVE and his wife drove to Door County, Wisconsin, and enjoyed the beautiful autumn scenery...With the Christmas holiday coming upon us rapidly, there will be the usual hustle and bustle of shoppers with children and packages. You can help to make it a joyous holiday by being extra cautious and spreading good will.

- Frank Carpino



TWO SUPERINTENDENTS who retired on November 1 were feted recently at a dinner commemorating the event. They are C. E. ISAACSON, North Section superintendent of agents and porters, and S. R. SMITH, West Section superintendent. CTA executives standing beside them include (from left to right): T. B. O'CONNOR, D. M. FLYNN, Mr. Isaacson, Mr. Smith, C. E. KEISER and T. F. MOORE.

GENERAL OFFICE (Employment) -

Are there any CTA employees who are interested in cryptography? If so, they are invited to contact ELLIOTT McMAHEL, Room 750, Merchandise Mart. In case you are wondering what cryptography is, it is the breaking down of codes of all kinds, such as secret messages which are intentionally garbled to conceal important information from all except those to whom the message is addressed. Elliott was engaged in this activity with the Army during World War II and it has long been his hobby.

(Training & Accident Prevention) -

MARGE CONWAY and friend, PAT LOFTUS, recently vacationed for a week in New York City, traveling via Astrojet...They enjoyed three of the current plays, "Camelot," "Take Her, She's Mine," and "Man for All Seasons." They also saw Jackie Gleason's latest movie, "Gigot." Of interest was a trip to the United Nations building, Empire State and Radio City. A carriage ride through Central Park, a tour of night spots, and a trip to Ellis island for a close-up view of the Statue of Liberty were other highlights of their trip.

(Employee Suggestion System) -

MARIANNE MALLAHAN was recently presented with gifts at a luncheon given by co-workers in the Job Classification Department on the occasion of her leaving CTA to take up a near future role of motherhood...MARGE KEARNS, formerly of Insurance, will replace Marianne. Marge will be initiated into a job informing employees of the added suggestion award, a Zippo lighter.

(Specifications) -

Co-workers were happy to welcome JIM TOOLIS back to work after his recent sojourn in Hines hospital.

- Mary E. Clarke

GENERAL OFFICE - (Insurance) -

NOREEN BYRNE has received a very lovely sparkler, which was placed on her third finger, left hand, by ROBERT CLARK. Wedding bells are set for next May... PAT SCHULGET, Medical, and KATHY GARBUTT, Public Information, recently returned from a West Coast trip. They jetted to California, where they took up residence with noted personalities on Hollywood Strip. They enjoyed seeing Sammy Davis Jr. at the Coconut Grove and Ray Bolger who was performing at the Sahara Inn in Las Vegas.

MARY FLANAGAN and her mother again motored to California, with Mary at the wheel. They stopped at Las Vegas, Reno (for no particular reason), then to Lake Tahoe, which Mary remarks is the most beautiful place this side of heaven.

KAREN NULLMEYER has taken on an additional responsibility, in the adoption of "Cindy," a black toy poodle. Karen says he is smarter than any dog on stage or screen.

(Transportation) -

CAPTAIN ROBERT ADAMS, son of Radio Dispatcher FRANK ADAMS, now is a rescue pilot in the air force at Goose Bay, Labrador. His assignment includes watching for astronauts who may descend off course. Where he is stationed they have darkness and daylight on an even basis, six months of each at a stretch.

BERNADETTE KIZIOR, attended the opening of the Lyric Opera which featured Prince Igor. Bernie rubbed elbows with Who's Who in Chicago, who turned out 100 per cent in their brilliantly colored formal attire.

JOE TUNZI recently returned from a week's vacation, which he spent in putting his house in order, painting and repairing preparatory to the arrival of Old Man Winter, who is just around the corner.

JIM ROCHE, his wife, GENEVIEVE, his brother, BUD, of the CTA Electrical Department, and his sister, CATHERINE, former employe of the CTA and her husband, motored to Madison, Wisconsin, to watch the Wisconsin Badgers run circles around Notre Dame.

- Julie Prinderulle

KEDZIE -

Station Superintendent JOHN FRUGO and Assistant Superintendent OTTO BRUEBACK wish to thank all the operators who made it possible for our station to win the third quarter of the Interstation Safety Contest. General Manager WALTER J. McCARTER presented a plaque at the station on November 6 and congratulated the operators for their fine work. Other officials also made congratulatory speeches. Coffee and rolls were served and several hams were raffled off. A beautiful tie clip which can also be used as a money clip was presented to each operator. Let's continue the good work and keep Kedzie on the top from now on.

DANIEL GRANT GREENE entered the world on October 4, at St. Anne's Hospital weighing in at eight pounds. He is the son of OPERATOR GRANT and JEANNE GREENE...A record crowd of CTA employes from both surface and rapid transit divisions attended the Communion Mass of The Little Flower members on Sunday, October 21, at St. Clara's Parish. FATHER PAUL wishes to thank each and every one of you for your part in making this a success.

To the clerks, receivers and operators who are on the Sick List, we wish a speedy recovery...Our sympathy is extended to OPERATOR S. MONTELEONE on the loss of his mother who passed away recently.



ATTENDING SCHOOL abroad, MARTIN HARTY, son of Superintendent of Stores J. T. Harty, is attending Loyola university in Rome Center, Italy. The grounds of the school are on the site of the former World Olympic Games, a block from the Tiber river. This picture was taken by J. Y. GUNTER, supervisor of the addressograph section, who visited Marty while on a European tour.

Chicago West Side Chapter International Credit Union Day dinner dance was held at the Little Village restaurant Saturday, October 27, and as usual was a big success. Dancing was to the music of The Stylemasters orchestra.

- C. P. Starr

KEELER -

"Hats Off" to the men at Keeler for winning a doubleheader in breaking their station's par in traffic and passenger accidents for the month of September...OPERATOR DON FREY spent an enjoyable time visiting the land of sky blue waters.

EDGAR GRAHAM is limbering up for the fall season taking the baths at Hot Springs, Arkansas...HENRY BLAU, assistant foreman, attended the seventh annual Coast Guard Convention at Washington, D.C. Some of the highlights of a special tour of the capital and surroundings, arranged by Congressman Jack Shelly of Frisco, were the changing of the guards at the tomb of the Unknown Soldier at Arlington cemetery and the battle grounds at Gettysburg, Pennsylvania.

OPERATOR RONALD MARSHALL and wife are the proud parents of a baby boy born on October 6.

- Elmer Riedel

LIMITS -

OPERATOR CHARLES DeCOOK, his wife and son, ROGER, vacationed in New York City, Albany and Niagara Falls. They returned home via Canada and stopped in Detroit to visit friends...OPERATOR STANLEY WILLIAMS and family vacationed on Paradise lake at Cassopolis, Michigan, for one week. Stanley returned to Chicago to take his Boy Scout troop to Kiwanis Scout camp at Willow Springs, Illinois.

OPERATOR ROY MEYER has entered the hospital for major surgery...OPERATOR LES CRISPELL is still on the sick list at home...OPERATOR KNUTE MEYER has returned to work after eye surgery.

OPERATOR HAROLD SMITH and wife vacationed in Cincinnati visiting relatives. They enjoyed a steamer trip on the beautiful Ohio river...OPERATOR LES LUTTRELL and wife motored to Clarksburg, West Virginia, and points east. They stopped at Washington, D. C., and visited the White House. They came home via southern Illinois visiting oil wells.

THIS PRIZE-WINNING poodle, named FANNY, is the pride and joy of the MAX WILLAUCZUS' household. A pure white French poodle, Fanny was awarded the third prize for obedience and beauty at the Dog Show earlier this year. Max is in CTA's Travel Information department.



SURVIVING THE era of open top double-deck buses (1917-1937) is this picture of a unit taken at Sacramento and 24th place in 1924. The group of Motor Coach drivers and conductors includes Operator JOE GRASSL, North Park station, who is standing near the center holding run tag 754.

OPERATOR JOHN KANE and family closed their home on Butternut lake, Wisconsin...OPERATOR LEO GUILFOYLE decided Chicago was a good place for a vacation. He visited the Field Museum and Shedd Aquarium...OPERATOR EMMET MULLEN and family spent two weeks with his mother at Columbus, Ohio.

OPERATOR BOYD HAMPTON and his wife and son, OPERATOR FRANK, visited relatives in Harlau, Kentucky...OPERATOR PETER COLUCCI gave his daughter, ANN MARIE, in marriage to RONALD HOLTZ JR. The nuptial mass took place October 20 at Maternity, BVM church. Breakfast was served at the Black Forest and an evening reception was held at the Eagles hall on Western avenue.

OPERATOR ART MAAS and wife circled Lake Michigan, They visited New Glarus, Wisconsin. It is known as little Switzerland. Miles covered--1200...OPERATOR CONRAD JOHNSON took his yearly trip to Canada to pick up some big game. He dropped his wife off at his sister's in Hartford, Wisconsin.

OPERATOR JESSE BROADNAX toured the states of Oklahoma and Texas, then went back to his home state of Ohio where he visited relatives at Columbus... OPERATOR CHARLES FREELAND is still in the Edgewater hospital at this writing and has been confined six weeks.

- George Clark

LOOP (Agents) -

DOROTHY RICHTER, with her sister, DEL, spent their vacation at their home at Round Lake, Illinois...JOSEPHINE GIBLIN vacationed with her father at LaVelle, Wisconsin...MARY BROWN enjoyed herself in and around Chicagoland.

GENEVIEVE HARDING and her mother spent a few days at Kendallville, Indiana...MARY WILLIAMS has recuperated from her illness and is back to work. She and her husband had a wonderful surprise, an all expenses paid trip to the World's Fair sponsored by the Chatham Chamber of Commerce. The itinerary included a visit to Vancouver, B.C., Victoria island, and San Francisco...MARY OHNESORGE'S vacation was marred by visits to the dentist and doctor.

LYDIA RUCK, with her daughter and son-in-law, spent a weekend at Sisters Lake, Wisconsin. The scenery and the beautiful coloring of the trees was a sight to behold.

- Edith Edbrooke

RECENT DEATHS AMONG EMPLOYEES

JOHN ARMSTRONG, 78, 77th Street.
Emp. 6-02-09. Died 10-01-62.

JOHN BAGWELL, 78, South Section.
Emp. 9-05-16. Died 9-26-62.

R. A. BAILEY, 83, South Side.
Emp. 10-24-04. Died 9-17-62.

T. F. BRADLEY, 66, Cottage Grove.
Emp. 4-22-29. Died 9-17-62.

JOHN CROWLEY, 82, Shops & Equip.
Emp. 2-27-08. Died 9-18-62.

M. R. DOWIE, 68, North Side.
Emp. 3-01-44. Died 9-17-62.

W. J. EGAN, 75, 77th Street.
Emp. 1-25-07. Died 9-16-62.

MARTIN J. FLANAGAN, 61, 69th St.
Emp. 11-8-26. Died 9-27-62.

P. E. GAEDING, 73, Limits.
Emp. 5-02-16. Died 9-18-62.

D. A. HASTINGS, 81, North Side.
Emp. 2-11-36. Died 9-10-62.

W. J. HENDERSON, 81, Archer.
Emp. 9-09-26. Died 9-15-62.

C. A. HUNDRIESER, 70, Devon.
Emp. 10-22-12. Died 9-24-62.

F. W. JANN, 60, Buildings.
Emp. 2-11-28. Died 9-16-62.

HARRY KROAN, 58, North Side.
Emp. 9-17-41. Died 10-7-62.

F. M. LATALLA, 67, West Side.
Emp. 12-17-24. Died 9-19-62.

H. J. LATHAM, 80, North Side.
Emp. 2-01-19. Died 9-01-62.

LEE C. LEMMON, 61, 77th Street.
Emp. 2-25-29. Died 9-24-62.

EDMUND LOUGHLIN, 80, Lawndale.
Emp. 10-05-08. Died 9-17-62.

JOSEPH MARCIS, 67, Repairman.
Emp. 1-05-43. Died 9-22-62.

C. H. MARTINSON, 72, Gen. Office.
Emp. 2-10-30. Died 9-19-62.

BERNARD McKEON, 61, North Side.
Emp. 11-13-25. Died 10-13-62.

A. F. MINGO, 71, Armitage.
Emp. 2-23-21. Died 9-11-62.

C. T. NAILS, 69, Lawndale.
Emp. 3-19-18. Died 9-16-62.

WILLIAM NASH, 76, South Side.
Emp. 12-08-25. Died 9-7-62.

B. J. PETKUS, 56, Archer.
Emp. 12-10-40. Died 9-28-62.

PETER POSKA, 54, South Shops.
Emp. 2-1-43. Died 10-12-62.

E. E. ROST, 77, Maint. of Way.
Emp. 5-20-18. Died 9-28-62.

F. B. ROTHMAN, 67, South Shops.
Emp. 6-20-25. Died 9-27-62.

BENJAMIN RUTLEDGE, 60, 77th St.
Emp. 12-6-43. Died 10-11-62.

W. F. SCHMIDT, 84, Burnside.
Emp. 4-16-04. Died 9-23-62.

JOSEPH SEAL, 51, North Side.
Emp. 11-4-48. Died 10-1-62.

WALTER STARK, 49, North Avenue.
Emp. 10-10-42. Died 10-8-62.

C. H. STEWART, 74, 69th Street.
Emp. 4-13-21. Died 9-30-62.

P. J. TREACY, 79, North Side.
Emp. 8-22-23. Died 9-25-62.

JOSEPH J. WILKES, 56, Archer.
Emp. 1-16-34. Died 9-28-62.

F. O. WILLIAMS, 74, Way & Struct.
Emp. 2-04-20. Died 9-19-62.

ERVIN ZEUNERT, 60, North Side.
Emp. 8-22-23. Died 9-25-62.

LEON ZIMNY, 75, Armitage.
Emp. 8-13-19. Died 9-24-62.

NORTH AVENUE -

Wedding anniversaries were celebrated this month by: RALPH HARTSELL on November 3, his 37th; ED MEUTH on November 8, his 29th; ARTHUR WEINREICH on November 10, his 32nd; DOUGLAS HALBERG on November 11, his 33rd; JOE DILLON on November 16, his 32nd; on Thanksgiving Day the OWEN COLTS had their silver anniversary; JOE HEBDA on November 26, his 23rd; JOHN BEDNARZ, his 26th on November 25 and JOHN JACOBY his 32nd on November 27. The ROMAN BUDNICKS celebrated their silver anniversary on October 2.

JAMES CORBETT became a grandfather last month when he was presented with a grandson...JOHN TUREK has pleasant memories of his vacation to Los Angeles, California...HERB POSTER vacationed to Little Fork, Minnesota...Greetings from Kewaunee, Wisconsin, where JOE HIEBEL is enjoying his vacation.

- Joe Hiebel



DISPLAYING THEIR catch made at Crivitz, Wisconsin, are North Avenue Operators BILL MIEDEMA, EDDIE SCHNEIDER and HERB LINDEMAN.

NORTH PARK -

Congratulations to OPERATOR JAMES LONG and his wife, JOANNE, on the arrival of DOROTHY ELIZABETH, who was born October 7...Congratulations to OPERATOR S. L. ALLEN who won \$280 in the last running of the Irish Sweepstakes.

OPERATOR GEORGE DEMCO recently suffered the death of his wife...OPERATOR MOOTY had a fire in his house which burned his entire wardrobe on October 11. All he had left was his badge...OPERATOR MARIANO SCIALES generally goes to a different state every year on his vacation. This year he painted his house instead.

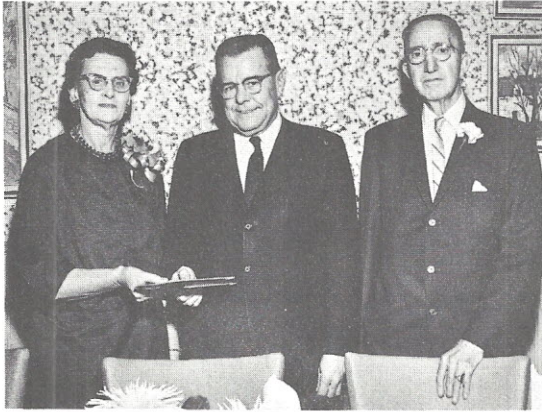
Best wishes on a happy retirement to OPERATORS JOHN CROLL and MICHAEL KNEAFSEY, who retired on September 28...OPERATOR REED PEOPLES recently suffered the loss of his wife, LULA MAE...OPERATOR PAT SCIORTINO and his wife, FRANCES, gave their daughter, MARY, in marriage to RONALD SMETZ on September 29...OPERATOR DONALD HOLM and his wife, PAT, announced the arrival of KELLY ANN on October 23.

Congratulations to all the North Park operators who made it possible for North Park Station to establish a new all-time low for traffic accidents.

- Joseph E. Barrett

NORTH SECTION (Agents) -

SHIRLEY KNIGHT'S brother is packing his duds for overseas duty. He will go to Japan and Formosa. He hopes to study medicine after his release. Shirley is mighty proud of him...Sudden death has



TWO ACCOUNTING Department employees who were recently honored at a party celebrating their retirement are NAOMI BOHLIN and FRANK HODAPP. Standing between them is Comptroller P. J. MEINARDI. The dinner at Toffenetti's restaurant was attended by many present and former employees.

SHIRLEY is mighty proud of him...Sudden death has taken two of our men. JOSEPH SEAL died October 1 and HARRY KROAN, October 7. We extend our sympathy to their families.

MARIE WEBER is back after surgery...F. BALDWIN had a mishap in his yard when he fell off the ladder and injured his back. He is back at work and feeling fine...STELLA GIBES vacationed with her parents in Northern Michigan and spent time with her brothers and sisters in Detroit.

MARY CASSELLS and your scribe vacationed in New Orleans, Louisiana. Then on to Florida, stopping at St. Petersburg to visit ANN SCHOLZ, pensioner, who sends her regards to all, also MR. and MRS. FRANK WIMMER. Mrs. Wimmer is ANN BARTELT'S sister. After visiting the most interesting spots in Florida, we came home via the Smokey Mountains. The scenery was outstanding for the trees were in their full fall colors.

- Elizabeth Hawkins

PURCHASING & STORES -

Congratulations to ROY KIRCHHOFF, who became a proud grandfather on August 25, when his son and daughter-in-law residing in Moline, Illinois, announced the arrival of an eight-pound baby girl whom they named KRISTIE KAY...CHERYL STALLMAN resigned to enter Drake college, where she is majoring in dramatics. BETTE DeWEES transferred from Staff Engineering to replace her.

EDITOR'S NOTE: JOE HIEBEL, who has been a CTA TRANSIT NEWS reporter at North Avenue station for the past 14 years, is giving up the column with this issue. For reasons of health he is obliged to curtail some of the activities with which he has been associated. Joe has been one of our best and most dependable reporters, consistently turning in good, newsy copy and covering his "beat" well. While Joe plans to remain with CTA, he has requested that he be relieved of his assignment as reporter and has suggested the appointment of his friend and fellow operator, WILLIAM J. MIEDEMA, as his successor. "Bill" has agreed to accept and the next column will appear over his signature. Our association with Joe has always been very pleasant, and we want him to know his interest and cooperation have been greatly appreciated. We are sure North Avenue will continue to be well represented in Inside News each month with the capable and welcome help of our new reporter.

How to Light Outdoor Holiday Displays

EVERYONE BECOMES an electrician of sorts during the Christmas season, with the usual tree lights and possibly porch, lawn, or roof decorations.

If you are planning an ambitious outdoor holiday lighting display, there are easy ways to save yourself the frustration of faulty wiring, blown fuses, bulbs that won't burn, and switches that fail. An article advises preparing your equipment now.

The first step is to unpack your Christmas light strings and test for loose connections and defective bulbs. Wiggle the string at each lamp socket so any breaks in the line or in the bulb will show up clearly.

An idea used by commercial displayers is to use new bulbs on strings located in hard-to-reach places such as high on the tree or on the roof. Bulbs get old and weak; new ones are less likely to burn out.

Strings of tiny, series-wired (Code type C-6) bulbs should not be used outdoors, advises the article. The slightly larger C-7½ bulbs can be used indoors or out and require no hunting for burnouts. The C-9½ bulbs, larger yet, work the same way and give the most brilliant of outdoor displays.

Usually the manufacturer states on the box how many strings of the bulbs can be plugged together. Your concern is not about overloading the house circuit, but overloading the low-capacity wire. When you connect a number of strings, the first one carries the current for all the others. So, if you wish to have more than the recommended number of bulbs, simply use more than one extension cord, says the magazine.

For outdoor floodlights to illuminate Christmas displays, your best bet is to stick to the 150-watt PAR-38 bulbs. These are the weatherproof reflector type, like the kind used to light driveways. You can obtain 300- and 500-watt reflector bulbs for outdoor use, but those are likely to explode in a cold rain or snow unless protected by expensive fixtures. So just use two or more of the PAR-38s when you wish more light. Indoors, you can use the 150-watt R-40 or 75-watt R-30 reflector spots and floods.

J. Y. GUINTER, supervisor of the addressograph section, just returned from a four-week vacation touring Belgium, France and Italy. He visited the Vatican museum and the Sistine Chapel in Vatican City and saw them installing stands in St. Peter's for the Ecumenical Council which is being held there at the present time. He also made stops at Genoa, Milan, Florence, Venice and the Republics of Luxemburg and San Marino. While in Rome, he visited MARTIN HARTY, son of J. T. HARTY. They spent a morning together and had a very enjoyable visit.

(South Division) -

CARL WALDMANN, Storeroom 53, spent his vacation in California and Arizona...JACK GUBBINS, Storeroom 56, went to Denver, Colorado, for one week. While there, he visited the Royal Gorge and many other points of interest.

JOE McCLOWRY was welcomed back after a recent illness...MATT BASSO'S son, BOB, returned from a two-year "hitch" with the army in Germany. On his way home, he visited Paris, France; Spain and Italy,

STANLEY HALL, Storeroom 48, spent his vacation at Crivitz and Tomahawk, Wisconsin. From all reports, fishing was good...Our congratulations to R. C. GAVERT, who became a grandfather for the



FELLOW EMPLOYES recently gathered to bid farewell to South Division File Clerk ROLAND McDONALD, who retired after 39 years of service. Assistant Divisional Storekeeper ARTHUR W. EGGERT presented him with a cash gift from his friends.

first time August 31, when a son was born to his son and daughter-in-law. The baby was born in Little Company of Mary hospital and weighed seven-pounds, eight-ounces. They named him RICHARD. A couple of weeks ago, Mr. Gavert had a "short but sweet" visit from his brother, ARTHUR, who lives in Sweden. Arthur is here with a choral group from Stockholm which is appearing in concerts in the East and Middle West.

- D. Jane Bell

SCHEDULE - TRAFFIC -

ARVIN KREUTZER, supervisor of traffic clerks, and MRS. KREUTZER flew to California for their vacation. Also Arvin became a grandfather again on September 22, when his daughter and son-in-law announced the arrival of a baby boy.

ED REILLY, schedule maker, tells us his son was the lucky winner of a 1963 Pontiac given by Queen of Martyrs' church...BILL DENTAMARO, schedule clerk, spent his vacation at a convention in Springfield, Illinois...GENEVA, wife of GEORGE SPRAY, traffic checker, returned from a trip in Arkansas with a new air-conditioned Chevrolet, which the Sprays are enjoying very much...GLENN CRUMP, supervisor of the traffic checkers, was rushed to the hospital, but we all hope it is nothing serious.

PAT LENIHAN, traffic checker, and MOLLY, his wife, are the owners of a new 1963 Chevrolet...JOSEPH CAPPELLETTI, traffic checker, became a grandfather on October 4, when his son, JOSEPH, announced the arrival of a baby also named JOSEPH.

Traffic Checker ROBERT BUCKLEY'S father, PATRICK BUCKLEY, who is a firefighter, was cited for an outstanding act of heroism for bravery above and beyond the call of duty. Patrick formerly worked out of Kedzie depot during the Surface Lines' days.

LOUIS P. HENDRICK, traffic checker, retired November 1, after 36 years of service, 31 years in the Transportation Department and five years in the Schedule-Traffic Department...RUSSEL ELSER, traffic checker, went on total and permanent disability November 1, after 42 years of service, 38 years in the Transportation Department and four in the Schedule-Traffic Department.

- Gertrude Anderson

SOUTH SECTION -

Autumn is here in all its splendor with its colorful trees, harvest moon and indian summer weather. It makes us realize that before long the holidays will be approaching...MOTORMAN RONALD MROZ was all

smiles when he told everyone he was the proud papa of a 7½ pound baby boy named GREGORY ALLEN, born October 9. This is the Mroz's first child.

Congratulations to WILBERT SIMPSON who was appointed clerk on the South Section September 30...MOTORMAN JOSEPH WACKER and his wife spent their vacation in Hot Springs, Arkansas, and said that it is an ideal vacation spot...Greetings to the newly transferred employes to the South Section: TRAINMEN ERVIN HARRIS, ERNEST HAYES, GARY TACHELL, HAROLD BLACKMAN, and ROBERT BENSON, and AGENTS HAROLD ANDREWS and ANTON GROSS.

SUPERVISOR CHARLES SOUTHARD and his wife did quite a bit of fishing on their vacation in Hot Springs, Arkansas. Then they continued on to Nashville and Memphis, Tennessee, seeing the sights... Our condolences to PORTER EDWARD FREEMAN and his family on the recent loss of their five year old daughter.

Good luck to CONDUCTOR RICHARD BROOKS who went into the military service recently...Yard Foreman WALLY BROWN and his wife toured the West by auto and then went to California where they visited with pensioned Towerman CHARLES RUMMEL who says "hello" to everyone.

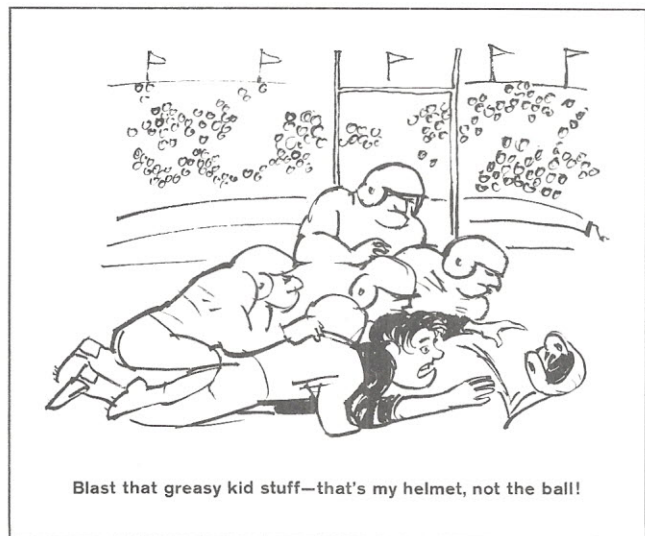
Retired Switchman JOHN DIVER who lives at Lake Como, Wisconsin, was a Chicago visitor recently. He said he was 80 years old on October 11 and is planning to go fishing in the Ozarks...Retired Conductor JOSEPH SCHUMACHER who lives out in Phoenix, Arizona, is home from the hospital and recuperating nicely.

MOTORMAN EDWARD HENNESSY had a nice visit with retired North Section Conductor FRED BECK and his wife who were recent visitors to Chicago...Retired Conductor JOHN BAGWELL passed away recently.

Good news from Retired Porter FRANK DeBERRY who had a long stay in the hospital. He was released and is improving; he and his wife have gone to Waco, Texas, where they have their new home. Good luck to them.

Retired Supervisor CHARLES SPIELMAN vacationed in Minneapolis, Minnesota, recently...Retired Agent SARAH McEVOY is home from the hospital after an operation and is recuperating nicely. She would appreciate hearing from the girls. Her address is 6241 S. Albany avenue.

Stopping in for a chat at 61st street recently was Retired Board Member CHARLES BURNS. He is looking hale and hearty as ever.



Blast that greasy kid stuff—that's my helmet, not the ball!

Congratulations to TOWERMAN LEONARD DeGROOT whose son, JAMES, was married to DIANE WAPNIARSKI on October 13 at Saint Mary Star of the Sea church. A reception was held at the Polish Highlanders hall.

It is nice to see our AGENTS MARIE PETERSON, JAMES WIVINIS, and PATRICK COLLINS back to work after being on the sick list...Now a grandpa for the second time, CLERK JOHN MORAN recently announced the arrival of a baby girl named MARY KATHERINE.

Celebrating their 25th wedding anniversary on October 8 were SWITCHMAN RAY and AGENT HELEN LaFAIRE...Passing out cigars was TRAINMAN JIMMIE COLLIER who announced the birth of his first child, a baby girl named VICKIE, born October 9...PORTER JAMES STRONG had to rush to St. Louis, Missouri, because of the illness of his mother. She was much improved by the time he returned to Chicago.

Some people are lucky! TOWERMAN PATRICK JOYCE and his wife won a door prize entitling them to a seven day all-expense paid trip to Nassau...MOTORMAN CHARLES McMORROW left on pension October 1. CONDUCTOR CLINTON WAGNER and CLERK BOB SCHORN, who have been on the sick list for several months, went on disability pension at that time also.

CLERK JOE BRENNAN and his wife are touring the state of Virginia on vacation...MOTORMAN FRED KLOCKLING brought down a big homemade cake for all of us to help celebrate his birthday recently...MOTORMAN PATRICK MORAN was chosen as one of the delegates for Division 308 at the International State Convention held in Springfield, Illinois...SWITCHMAN JOHNNIE TOLSON received a cash award recently for a suggestion...On the sick list at this writing are AGENTS MARY McDONNELL and BARBARA CORKE

MOTORMAN JOHN BURNS and his wife, KATE, became grandparents again with the arrival of a baby girl named KATHY...CONDUCTOR LAWRENCE BELIN received a commendation recently for rendering aid to a sick passenger on his train...Happy Thanksgiving to everyone and their families.

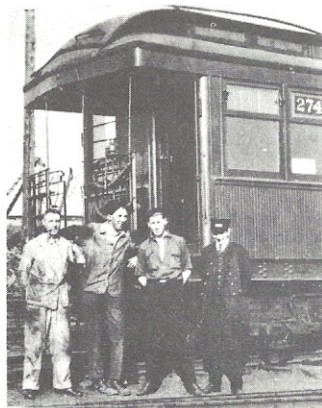
- Verna Hartney

SOUTH SHOPS -

MRS. W. MAGEE, print shop, became a grandmother for the second time recently. Her grandson's name is WILLIAM ROBERT...FRANK DeWITT returned to work after being on the sick list for some time...ANDREW DRAUS, paint shop foreman, vacationed in St. Cloud, Minnesota, while visiting his son.

MINNIE STOFFLE, clerk, Bay 6, vacationed at her cottage in Michigan...JACK HOWE, son of VERNON and EVELYN HOWE, South Shops, was married on September 7, to LOUISE EDQUIST, daughter of STANLEY EDQUIST of the Mart. Jack's uncle, ELMER HOWE, also of the Mart, is in the Property Accounting Department.

THIS PICTURE submitted by retired Conductor ARTHUR DAWSON was taken in the Howard street yard in 1921. He is standing on the right, in uniform. Second from the left is Yardman GEORGE FINTECH.



Use
Christmas
Seals

FIGHT TUBERCULOSIS

JIM KIELY, powerhouse engineer, became a grandfather October 8, for the first time when his daughter presented him with a baby girl. The baby's name is MARGARET MARY...A. J. DANIELSKI, unit exchange clerk, has advanced to a new job as material handler, in the Industrial Engineering Department.

EMIL ERICKSON, material coordinator, underwent surgery at Little Company of Mary hospital. He is planning to retire in November. We all wish him a speedy recovery and long, happy years as a pensioner...TONY VELCICH, formerly of I.E.D., has secured a new job as clerk at the West Shops.

BILL KOSEK and FRANK BRADY recently spent a weekend fishing on the Wolf river. Their angling skill paid off in the form of 50 striped bass and one walleye. They plan to return in the spring and are looking forward to a really large catch.

The entire South Shops extends their deepest sympathy to the family of PETER POSKA, of the Air-Fuel Department, Bay 6, who passed away suddenly on October 12.

- Ronald Jareckas

WEST SECTION (Agents) -

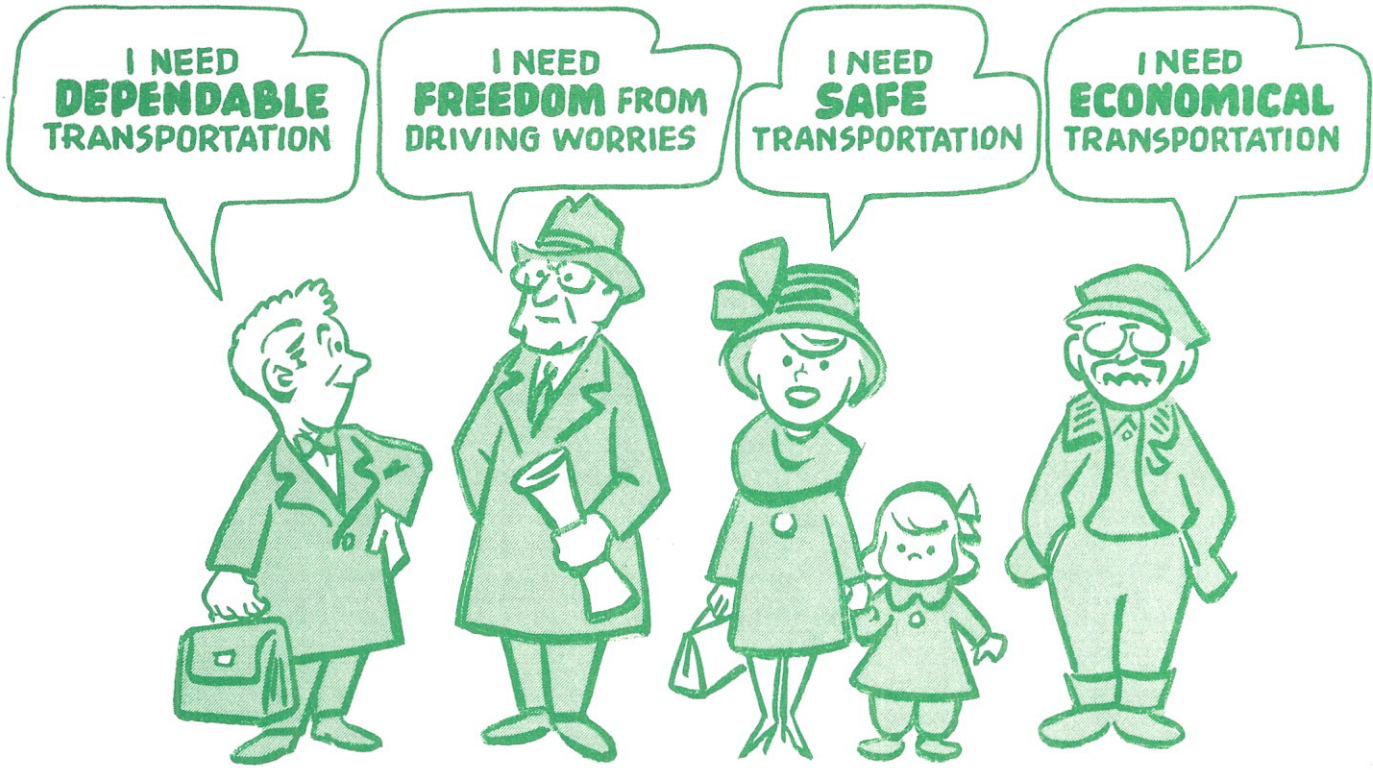
ALBERT RHODES, member of the porter staff was struck by a car in the latter part of September and is presently confined in West Suburban hospital. PORTER ED PEVITTS is at home recuperating from an illness. We wish them both a speedy recovery.

F. W. TILL, district superintendent, who is confined to a hospital at this writing, wishes to thank his fellow-workers for their cards and messages which have provided him with many cheerful moments during his enforced idleness.

AGENT STEVE GIBBONS is again back to work after being forced off the job due to illness...November 1 marked the end of a long and active career for SUPERINTENDENT SIDNEY R. SMITH. He entered transportation in 1916 as a student guard with the former Metropolitan West Side Elevated Railroad. All of us join in wishing him many years of well-earned happiness and good health.

Glad to report that AGENT ED DURKIN'S wife is making satisfactory progress following recent surgery...AGENT TOM O'SHAUGHNESSY, after a five-month absence because of illness, is back on the job.

- Gordon Kelly



THERE'S A DEFINITE NEED FOR CTA...



... IT'S UP TO US TO IMPRESS THE PUBLIC WITH CTA'S ADVANTAGES !