

# TRANSIT NEWS

Hats Off to Our Operating  
and Maintenance Personnel...  
1959—The Best Year Yet  
*Public Accidents  
at All-Time Low!*

1959

1958

1957

1956

1955



METROPOLITAN

TRANSIT





## Move to Acquire Site For New Lake- Harlem Terminal

AN IMPORTANT initial step in the construction of new terminal and yard facilities for the Lake rapid transit route was taken December 10 when the Chicago Transit Board authorized purchase and lease of land west of Harlem avenue from the Chicago and North Western railroad.

The proposed new terminal facilities are to complement the \$4,000,000 project for elevation of the Lake rapid transit route from Laramie avenue to Harlem avenue, a distance of two and a half miles, which is being financed jointly by the Village of Oak Park, the City of Chicago, the County of Cook, the State of Illinois and CTA.

Work on the track elevation project, which will use a two-track section of Chicago and North Western elevated right-of-way in this area, will be underway soon. CTA is the managing agency for this project.

When completed the proposed new terminal facilities west of Harlem avenue, will replace the present yard and terminal facilities at Hamlin avenue. Plans for the proposed new terminal facilities are still in preliminary stages, and cost estimates have not yet been prepared.

For the new terminal facilities, CTA is leasing 1,707 feet of two-track right-of-way extending west from the west

side of Harlem avenue. It will pay a rental of \$9,005 a year. This area adjoins the two-track right-of-way previously leased by CTA from the Chicago and North Western railroad from Laramie avenue to Harlem avenue at a yearly cost of \$168,000.

One of two tracts being purchased contains 79,573 square feet. It adjoins and is south of the two-track right-of-way west of Harlem avenue. The cost of this area is \$77,105.03. The other tract, containing 2,800 square feet, is being purchased at a cost of \$3,500. It, together with land in the area already owned by CTA, will be used as a site for a new substation supplementing the present Lombard avenue substation.

**OUR COVER:** The cover illustration pays tribute to the fine record established by CTA personnel chiefly responsible for the general reduction in public accidents made over the last five years. Since 1955, the public accident rate has diminished each year and in 1959, another all-time low was registered. This is to the credit of the men who man CTA vehicles, and to all other employes who, directly or indirectly, share the responsibility of keeping passenger equipment in safe operating condition. The year 1960 starts a new decade and presents a challenging opportunity to better the outstanding record of the past five years. (See Page 7.)

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### RECENT ADDITIONS TO THE ARMED FORCES

*Martin T. Behnke*—Shops and Equipment Department

*George Green*—Transportation (77th)

*Robert M. Sherman*—Transportation (West Section)

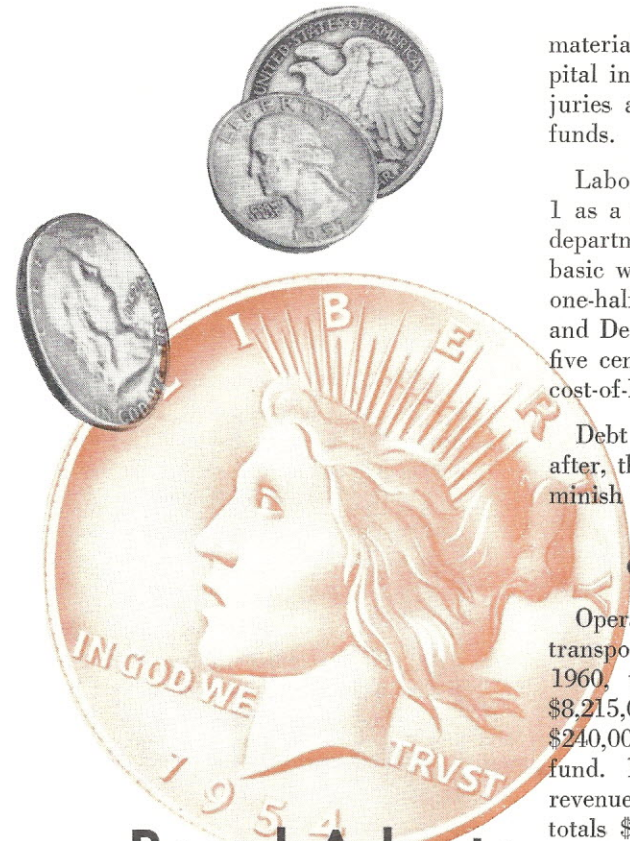
*Alvin J. Williams*—Transportation (Kedzie)

### RECENTLY RETURNED

*Norman D. Comer*—Transportation (North Park)

*John A. Stygar*—Transportation (Forest Glen)





## Board Adopts Balanced Operating Budget for 1960

A BALANCED operating budget of \$133,634,000 in 1960 for CTA was adopted December 10 by Chicago Transit Board.

Balancing of the 1960 budget was achieved by the fare adjustment which went into effect December 1 in compliance with the provisions of the Metropolitan Transit Authority Act which require Chicago Transit Board to fix rates of fare that are sufficient to pay all mandatory charges of Chicago Transit Authority.

Up \$4,045,000 over estimated expenditures for 1959, the 1960 operating budget reflects the added costs of labor,

materials, supplies, pensions, social security, health and hospital insurance, and required stepped-up deposits to the injuries and damages, debt service and depreciation reserve funds.

Labor costs advanced an estimated \$2,100,000 December 1 as a result of new wage rates negotiated with operating department employes. Under the new three-year contract, basic wage rates for operating employes advanced five and one-half cents per hour December 1. On December 1, 1960, and December 1, 1961, there will be additional increases of five cents per hour. The new contract also provides for a cost-of-living allowance.

Debt service charges reach their peak in 1960. Thereafter, the amount required for debt service will steadily diminish until the outstanding revenue bonds are retired.

### Operating Expenses Total \$114,488,000

Operating expenses, including maintenance, conducting transportation, supervision and administration, budgeted for 1960, total \$114,488,000. Debt service is budgeted at \$8,215,000 and depreciation charges at \$10,691,000, leaving \$240,000 available for deposit in the bond amortization fund. Passenger revenues, based on 541,322,000 originating revenue rides, are estimated at \$131,454,000. Other revenue totals \$2,180,000.

For capital improvements in 1960, a budget of \$20,169,000 (including a carry-over of \$8,533,000 from 1959) was also adopted by Chicago Transit Board. Funds for the capital budget come from depreciation reserves, which are accumulated under the depreciation provisions of CTA operating budgets.

### Rolling Stock Purchases on Cash Basis

For the first time since 1950, new rolling stock purchases will be for cash only. Heretofore, CTA's purchases of new rolling stock have been financed by cash from depreciation reserves combined with money obtained from the sale of equipment trust certificates.

To date, CTA has spent or committed \$147,000,000 for modernization, including purchases of new rolling stock. Of this amount, approximately \$48,000,000 (including interest charges) has come from the sale of equipment trust certificates.

Major items in the 1960 capital budget are:

Purchase of 300 latest type motor buses at an estimated cost of \$7,140,000.

\$200,000 to start modernization of five Loop elevated stations, probably Adams-Wabash, Madison-Wabash, State-Lake, State-Van Buren, and Madison-Wells.

Completion of the \$1,800,000 project at Wilson Avenue station to eliminate the two-track bottleneck by expanding to four tracks and installing necessary signals.

(Continued on Page 4)



## BUDGET (continued from page 3)

\$118,000 for installation of a block signal and automatic train control system between Damen avenue and Logan Square stations of the Logan Square branch of the West-Northwest "L"-Subway route. This is in anticipation of rail rapid transit being established in the median strip of the Northwest Expressway.

\$200,000 to start the \$400,000 project for expanding station platform, passenger control facilities and the car storage area at the 63rd-Loomis boulevard terminal of the Englewood rapid transit branch.

\$1,000,000 for a new inspection shop, \$225,000 for rapid transit-bus passenger interchange facilities and \$75,000 for a transportation building at the Desplaines avenue, Forest Park, terminal of the new West Side subway. CTA anticipates reimbursement from the City of Chicago for these projects.

\$75,000 to continue the installation of "Bus Stop-No Parking" signs at CTA bus stops.

\$100,000 for enlarging the parking area for CTA patrons at the 54th avenue, Cicero-Berwyn terminal of the Douglas branch of the West-Northwest "L"-Subway route.

\$123,000 for purchase and installation of a train-phone system on the North-South "L"-Subway route which will enable central dispatching at the Merchandise Mart to communicate with motormen (and passengers) of trains in service.

\$500,000 for rapid transit track work, including deck, footwalk and rail renewals.

Removal of the remainder of the old Garfield Park elevated structure from Clinton street to Wacker drive, including the bridge over the Chicago river; also removal of the last section of the old Stockyards elevated on the south side of Indiana avenue station.

\$325,000 for renewal of ballast on the North-South route north of Lawrence avenue and Douglas route west of Pulaski road.

\$200,000 to start construction of center platform to replace side platforms at Addison station of the North-South "L"-Subway route. The total cost is estimated at \$460,000. This will permit North-South trains to be assigned to their proper tracks at Howard street and at Chicago avenue, eliminating the cross-over of "B" trains at busy Clark-Roscoe junction.

\$1,000,000 to start construction of a new \$2,500,000 shop building, \$91,000 for a degreasing room, and \$100,000 for office quarters at South Shops, 77th and Vincennes avenue, to accommodate shop activities moved from shops being abandoned at 3901 West End avenue.

\$250,000 to start modernization of the operating depot at Archer avenue and Rockwell street.

\$550,000 to renew power interlocking facilities at Jackson Park and Kimball-Lawrence rapid transit terminals. Both the operating and capital budgets were recommended to the Board by *General Manager Walter J. McCarter*.

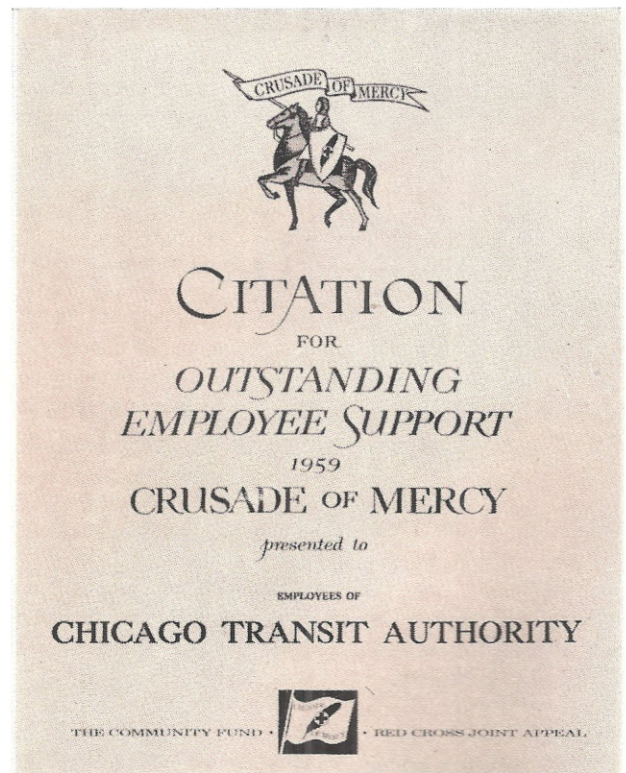
## CTA Employees Cited For "Crusade of Mercy" Aid

OUTSTANDING SUPPORT by CTA employees of the 1959 Crusade of Mercy was cited in an award certificate presented recently by the Community Fund and Red Cross Joint Appeal.

The certificate was in recognition of the record contribution made to the 1959 campaign by employees, 12,670 of whom, or 94.6 per cent of the active employe total, participated either through the payroll deduction plan or through individual cash gifts.

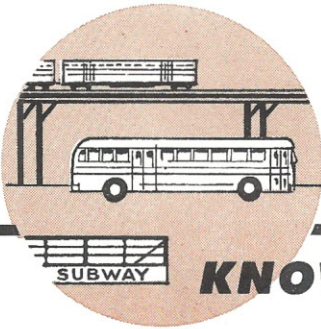
The amount pledged through payroll deductions was \$70,934.40 if all pledges remain in effect for the entire year. To this total, \$4,797.45 received in cash contributions brought the overall grand total to \$75,731.85 for the year. This is an indicated increase of 19 per cent over last year's result.

Accompanying is a photographic reproduction of the citation.





to serve our riders better...



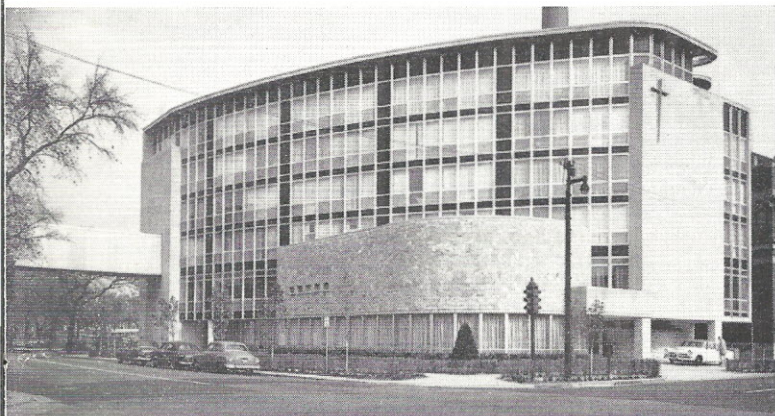
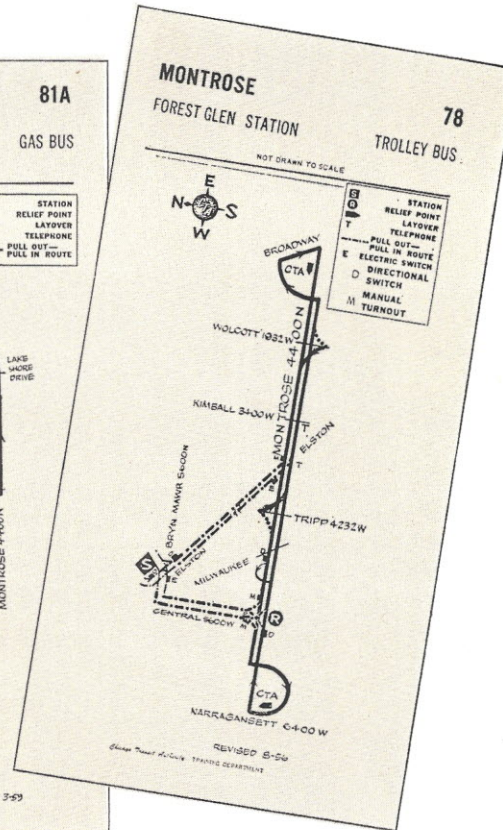
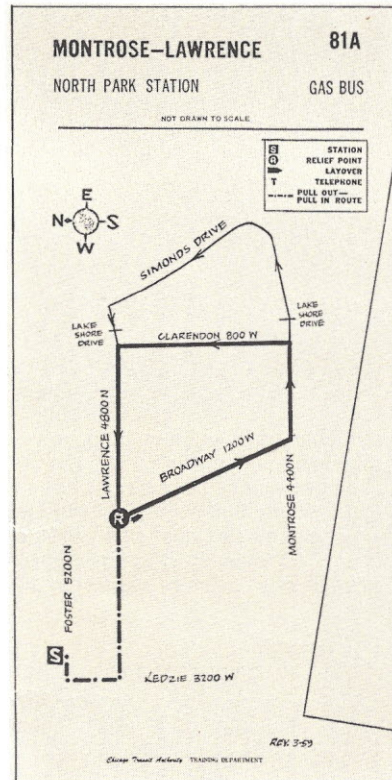
## KNOW YOUR CTA ROUTES

**CROSS-TOWN SERVICE**—from the lake shore on the east to the city limits at Narragansett avenue (6400 West)—is provided by the Montrose trolley bus route (No. 78) on a round-the-clock schedule geared to the travel necessities of seven populous city communities on the north and northwest side.

Operating through an area which has seen a tremendous boom in residential building and a sharp upturn in population, the Montrose route has become an integral connecting link in the network of CTA lines serving the north and northwest sides of the city.

It affords direct transfer connections with important north-south surface routes, including Austin, Central, Cicero, Pulaski, Milwaukee, Elston, Kimball, Kedzie, Western, Damen, Clark, Sheridan and Broadway, and with the Montrose station of the Ravenswood rapid transit system. The routing takes it directly east and west along Montrose avenue from the eastern terminal at Broadway (1000) west to Narragansett, a measured round trip mileage of 13.48.

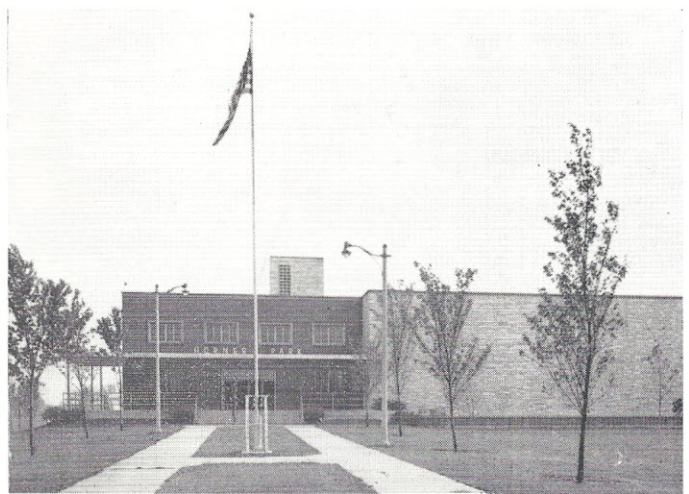
Since the preponderance of traffic is during the morning and evening rush hours, schedules are adjusted accordingly to conform with varying service requirements during peak and off-peak hours. This, on weekdays, requires the operation of as many as three times the number of runs in the rush periods as during the intermittent mid-day and evening hours.



**CHICAGO'S HOSPITAL** and medical facilities have been increased recently with the construction of a modern new addition to the Cuneo Memorial Hospital, located at 4420 N. Clarendon avenue, near the east terminal of the Montrose route. The new addition, which increased the hospital's capacity by 130 beds, was officially opened on September 14, 1959. The enclosed, passageway across the street connects with the old building.

JANUARY, 1960

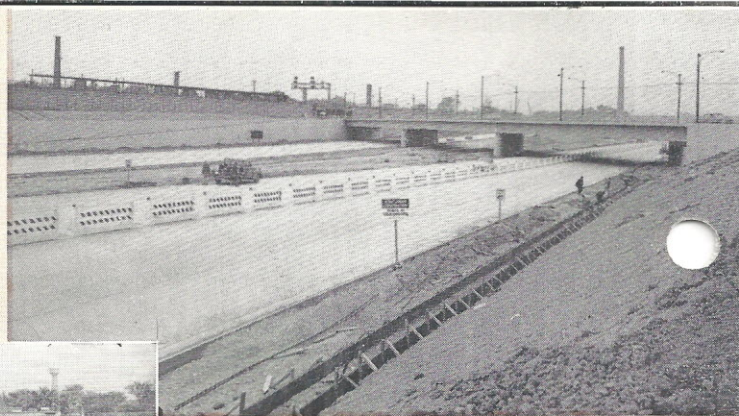
A FEW years ago the site on which Horner Park is located was a vacant area, unattended and overrun with weeds. Since then, however, the Chicago Park District has converted it into a recreational center that is the pride of the neighborhood. Situated on the banks of the north branch of the Chicago river, at Montrose and California avenues, it provides a completely equipped fieldhouse, pictured below, and extensive facilities for outdoor activities, including a playground for children.





**KNOW YOUR CTA (continued from page 5)**

THE LAKE front is often bleak and overcast during the winter, but it is alive with waterfront activities in the summer. In this picture, taken in late summer, yachts, sailboats, and cabin cruisers are lying at anchor in Montrose harbor where lake-cooled breezes temper the heat and make it a pleasant spot for landlubbers and fresh-water sailors alike.



**MARKED PROGRESS** is being made on construction of the Northwest Expressway, linking downtown Chicago with the belt of highways encircling the metropolitan area. This view of the Montrose avenue overpass shows the median strip which has been provided in the planning of the expressway for operation of a proposed extension of the Logan Square "L"-subway rapid transit route to a terminal near the northwest city limits when the funds become available.



THE MONTROSE harbor shoreline serves other than recreational purposes, as this grim unit of anti-aircraft defense reminds one. This Nike installation, with its radar towers, is one of a similar system of installations maintained in the Chicago area to aid in the protection of the city and environs against air attacks if such are ever attempted. The installation is manned by military personnel and security measures are strictly enforced.

Headways for the weekday a.m. and p.m. rush hours are three to four minutes. These space out during the rest of the day and evening to 10 minutes. Saturday schedules call for eight-minute intervals through the day, and 10 to 12 minutes during the evening. Sundays and holidays, 10 to 12-minute operating headways are maintained. "Owl" service between Broadway and Milwaukee avenue is scheduled from 12:55 a.m. to 5:30 a.m. on 30-minute intervals.

Twenty-one trolley buses are assigned to Montrose route service. These are based at Forest Glen station. The running time between outer terminals varies from 28 to 38 minutes, determined largely by street traffic conditions.

Operating as an auxiliary service is the Montrose-Lawrence (81A) route which operates between Lawrence-Broadway (4800 N-1200 W) and Montrose-Clarendon (4400 N-800 W) southbound via Broadway and Lawrence and northbound via Clarendon and Lawrence. During July and August, buses operate between Lawrence-Broadway and Montrose Beach at Lake Michigan.

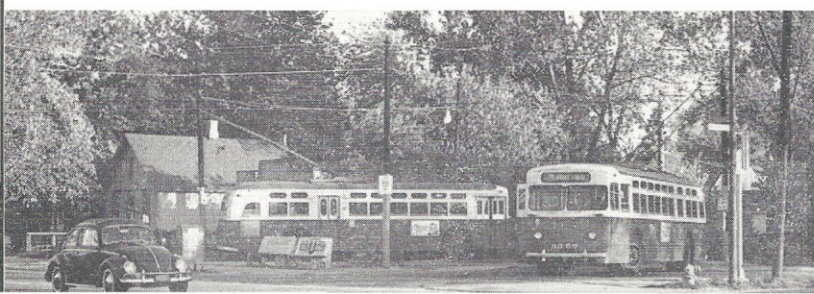
The area served by the Montrose routes includes Uptown, Ravenswood, Lincoln Square, Albany Park, Irving Park, Portage Park and North Center. Largely residential in character, it nevertheless incorporates some light industrial plants and considerable commercial and shopping activity. Like other outlying sections within the city limits it has benefited from the spreading development of small home sites and one-family dwellings that has reached record proportions within the past few years.

Montrose first became a transit street in 1896, when service was provided between Broadway and Knox avenue, just east of Cicero avenue. Subsequent extensions, as population pushed outward from the crowded confinement of the older sections of the city, brought it to its present terminal at the western city limits.

**YOUNG CITIZENS** of the communities surrounding Horner Park find many worthwhile activities to occupy their spare time in the fieldhouse. Here, in craftsmanship classes, they may learn woodworking, leathercraft and how to make useful items from plastics as well as other subjects. Concentrated attention is being given by this group of young people at one of the classes.



THE WESTERN terminal of the Montrose route, at Montrose and Narragansett avenue, has been in service since January, 1931. It was among the first of 20 off-street terminals put into operation in the city during the early days of conversion from street-cars to buses.





# CHICAGO TRANSIT AUTHORITY

MERCHANDISE MART PLAZA • P. O. BOX 3555, CHICAGO 54, ILLINOIS • MOhawk 4-7200

WALTER J. McCARTER  
GENERAL MANAGER



January 12, 1960

To All Operating Employees:

1959 was a critical year for CTA. Early in the year it appeared that drastic action might have to be taken to balance our budget. Faced with this bleak prospect, I appealed to you to increase your efforts to win back riders.

Your response during this past year has been a source of great pride and satisfaction to me. First of all you have, for the fifth consecutive year, established a new public safety record. In addition to your continued improvement in public safety, you showed enthusiasm for the ideas expressed in the SERVE program - our campaign to influence people to choose CTA as their means of transportation. Your attendance at the program and your honest efforts to improve our customer relations are appreciated.

As a result of your efforts in 1959, CTA can face 1960 with a new spirit of optimism - a confidence that we will be able to keep pace with the soaring 60's. Much of our optimism is based on the fact that for the first time in 12 years, there has been an increase in riding over the previous year. During 1959 we carried about 2½% more passengers than in 1958, and more passengers means more job security.

Increased operating costs, resulting largely from the recent wage and benefit increases, require increased revenue during this coming year. Our revenue will increase only if our volume of riding continues to rise. How well you serve our customers in the coming months will determine to a large extent whether our recent increase in riding will continue.

I know that you will meet the challenges of 1960. By giving our customers the best possible service each time they ride, we can make this coming year the start of a decade of growth for CTA - growth that will insure your continued job satisfaction and security.

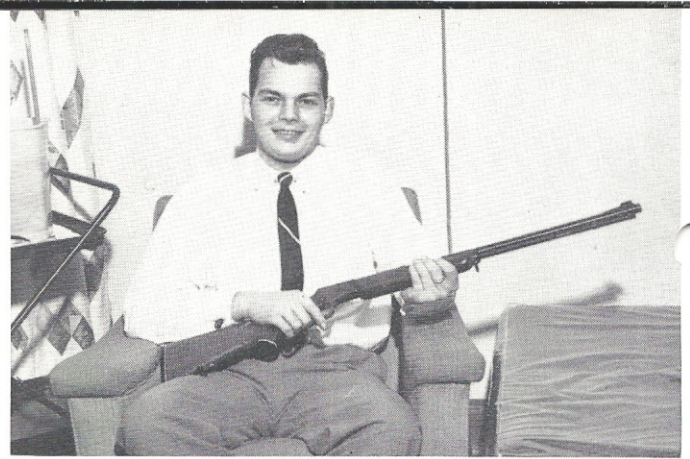
Sincerely yours,

A handwritten signature in cursive script that reads 'Walter J. McCarter'.

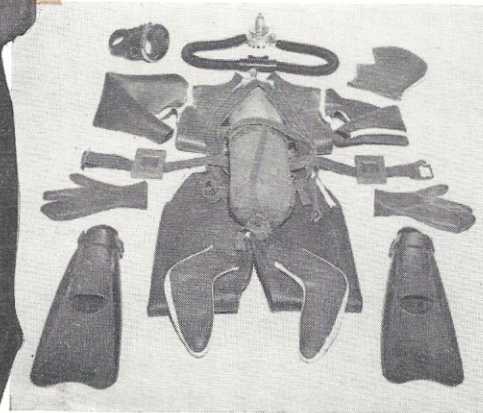
General Manager



HE  
SINKS  
  
TO  
SWIM



ASIDE FROM his diving hobby, Ted also has a small collection of rifles and guns. Proudly displaying one of his favorite rifles, Ted claims his wife is the real marksman in the family. The young couple occasionally go out to a rifle and pistol range, The Bells, in Franklin Park.



FOR SAKE of illustration, Ted posed in his entire SCUBA diving "outfit." In lower corner, the display of equipment includes (left to right, across): mask, hose with regulator, hood, air tank atop neoprene "wet suit," weights attached to belt, gloves, booties and fins.



WHEN TED isn't working at the office or practicing his SCUBA diving, he's usually at home with his wife, Billie, and their two daughters, three-year-old Linda and 10-month-old Cindy. Incidentally, according to Ted's reports, Cindy is part fish, too! Her practice dives are being made in the bathtub.

"I GUESS I'm just part fish," says E. Ted Jung, training aids technician, Training and Accident Prevention department, who makes underwater exploration his hobby.

Ever since he was 17 years old, Ted has done a lot of skin diving in Florida and Lake Michigan. About a year and a half ago, a friend of his introduced him to SCUBA diving (using a Self-Contained Underwater Breathing Apparatus) and Ted immediately was enthusiastic about taking a course at the New Lawrence hotel. A private club, the Submariners, which, incidentally, salvaged the plane that recently sank near Navy Pier, supervises the SCUBA school.

Under the supervision of experienced divers, Ted learned what the diving "outfit" consisted of and how each of its components functioned. He made his own suit in about 10 hours—the three-sixteenths-inch neoprene "wet suit," pants, jacket, booties and gloves.

Aside from this suit, Ted also wears a "dry suit" which fits snugly to the

body, preventing water from entering, and is usually worn under the "wet suit." His equipment—valued at \$300—includes a navy-type regulator, hose, a tank that holds 2400 pounds of compressed air, a constant reserve valve, fins, two five-pound weights, which are attached to a quick-release-buckle belt, an eight-inch knife, snorkle and mask.

Ted's first deep dive—75 feet—was recently made at Racine, Wisconsin, where he does a lot of practice diving.

Ted's experience is such that he was among the volunteer divers who offered their aid in helping to search for Judge Parkinson in Lake Michigan on November 7. On this day, the air temperature was about 20 degrees and the water temperature was about 36 degrees. In this instance, Ted reversed the procedure and wore his "dry suit" over the "wet suit," which maintains body temperature, and was comfortably warm.

Ted has been employed with CTA since August, 1957, and hopes to eventually become a "long-timer."



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## John's Daughter Aids Korean Orphans

BEVERLY—*Eleanore Pierson*, daughter of *Operator John Pierson*, is in Korea, taking care of war orphans there. She is working through the Evangelical Alliance Mission of Chicago. Recently she flew back here from Korea with five orphans and found homes for them.

Your Reporter neglected to mention in the December issue that Beverly celebrated it's ninth year of operation on December 4.

*Operator Bob Donovan* and his wife, *Margaret*, recently made a trip to Indianapolis, Indiana, to attend the christening of Bob's brother's son, *Shawn Patrick*.

*Operator Henry Trostel* is back at work after being off sick for 15 months.

*Operator Tony Pezzato's* mother passed away.

*Operator Ronnie Gardner* and his wife, *Norma*, became the proud parents of their fourth child, *Laura Lee*, who was born at Silver Cross hospital, Joliet. The Gardners now have two boys and two girls.

## Same Birth Dates

*Instructor Walter Bayer* recently announced the birth of his second grandchild, *Sheri Lynn*. Coincidentally, both grandchildren were born on the same day, but two years apart. The proud parents are *Mr. and Mrs. Robert Bayer* of California.

*Operators Vic Paciski, Frank Chard* and *Louis Anchor* went ice fishing recently, but couldn't find any ice, with a 40 degree temperature, so they settled for trout fishing on a farm in Lemont, Illinois.

*Mr. and Mrs. Charles Glines*, parents of *Operator Charlie Glines*, celebrated 63 years of wedded bliss on January 20.

*Former Operators James Donovan, Fred Rickey* and *Tony Balkas* say they are enjoying their new jobs as ticket agents on the West Section, rapid transit division.

*Operator Harry Gottsch* is back at work after a four-month leave of absence.



## MOSAIC SHRINE AT NOTRE DAME

THIS SHRINE recently was dedicated on the campus of Notre Dame university in memory of the families of *Mr. and Mrs. Ernest C. Tocci*, day superintendent, 69th. More than 100 CTA men and their families were among the 3000 people who were present for the ceremony. The shrine is made of St. Meinrad sandstone and the five and one-half-foot mosaic art work was fashioned in Florence, Italy. The shrine is located near the Fatima Retreat house, where two rooms—numbers 30 and 32—have bronze plaques on the doors, reading "In Memory of All the CTA Men."

*Operator Fred Gibbs* recently returned from a hunting trip during his vacation. Hunting was good and Fred brought home some rabbits and pheasants to prove it.

*Operator Carl Wanderson* and his wife, *Helen*, went to Santa Suzanne, California, to spend their recent vacation with their daughter and her family. They stayed there for the holidays and then went on to see other parts of California.

At this writing, our two janitors, *Harry Norberg* and *Ralph Blinkwell*, are still on the sick list.

*Operator Bernie Zesch* and his wife, *Frances*, had a visit from Ber-

nie's daughter, *Gloria*, and her family from Miami Beach, Florida. It was the first time that they had seen their granddaughter, *Evelyn*.

*Operator Mel Stoldt* and his wife, *Ruth*, spent a week at their mountain side home in Jasper, Arkansas.

The following are celebrating wedding anniversaries this month: the *Ray Goodwins*, their 35th on January 15; *Jim and Audrey Bell*, their 15th on January 19; *Bill and Ann Radloff*, their 32nd on January 21, and *Edward and Lillian Ricker*, their 29th on January 28.

—CLIFFORD L. HOWARD

## Food Galore At Christmas Party

ACCOUNTING — Holiday festivities began with a Smorgasbord luncheon served in the Accounting Department on December 22. Guests included recently retired folks, *Agnes Samek, William Holtz, Irene Wenke* and *Harry Tannhauser*. A rousing community-sing climaxed the colorful party.

Various departments had grab bag gift exchanges and get-togethers for lunch and coffee, during the week preceding Christmas.

(*Voucher*)—*Doris Stahl* received an unusual Christmas gift this year, a trip to Jamaica, during the holidays, given to her by her daughter and son-in-law. Doris accompanied her daughter and family on a flight to Jamaica on December 18. They vacationed in the resort Ocho Pios on Tower Island, where they spent two weeks, basking in the sun and enjoying life in the tropics.

(*Material and Supplies*)—*Helen Franson* spent the holidays with her sister and family in Bayfield, Wisconsin.

*Lillian Oesterreich* vacationed at home, doing some shopping and getting ready for the yuletide festivities.

(*Payroll Distribution*) — *John Kruty*, who had been in the hospital due to illness, now is recuperating at home.

## It's A Girl!

(*Payroll*)—A daughter was born to *Rodifer Heffernan* and his wife recently. The "wee one" has been named *Bonnie Caroline*.

(*General*) — *Mike Verdonck* is quite proudly announcing the birth of a new grandson, *Gregg Gerald*, who was born to his daughter, *Beverly*, and her husband, *Gerald Rodway*.

(*Revenue*)—A daughter, *Margaret Jeanne*, was born to *Marie* and *Jack Moulder* recently. *Marie*, nee *Brankin*, was formerly in the Mileage department. The Moulders now have three little girls.



**PHOTO OF MONTH**



**LITTLE FOUR-year-old Marla Silins, niece of Motorman Al Silins, North Section, is well on her way to a modeling career. Marla is signed with a modeling agency here in Chicago.**

(Budget)—*Sig Shonts* has “the perfect companion for a date—Opel! You can ‘fill her up’ for a couple of dollars. Then she purrs contentedly and away they go until she becomes thirsty again.” This quoted paragraph is *Sig’s* way of saying his new foreign car operates very economically.

—HELEN A. LOWE and MABLE I. POTTHAST

**Now It’s A Girl And A Boy**

**ELECTRICAL**—*Teddy Wiczorek*, operator’s apprentice, became the proud daddy of *Denise Marie*, who was born on December 4. This makes one boy and one girl for the *Wiczoreks*.

*Frank Corrigan*, operator, Franklin substation, returned from a delightful vacation in the east, where he visited many points of interest in New York, Pennsylvania, Maryland and Washington, D. C.

*Harvey Weber*, chief operator, Franklin substation, enjoyed his vacation in the sunny south, spending most of his time in the vicinity of Fort Meyers, Florida.

*Florian Czanstkowski* returned to work at Grand substation, after recovering from recent eye surgery... Also returning to their jobs were: *Paul Vachette*, Broadway substation, who was hospitalized for some time, and *Frank Castre*, of the blowing gang, who was on the sick list due to an injury.

*Jerry Waters*, operator, Crawford substation, recently was hospitalized due to surgery.

*Joseph Lacki*, operator, 42nd substation, was hospitalized recently because of an injury he received while working.

—GILBERT E. ANDREWS

**Vacation Is Spent Waiting For Santa**

**GENERAL OFFICE**—(Employment)—*Margaret Hanson* decided to take her vacation in December, readying her home for Santa’s visit.

*Anita Curtis* and her family traveled to Iowa, via the airways, to spend the holidays with her parents.

The Employment department gathered together on December 21 for their Annual Christmas Party.

(Staff Engineering) — Sympathy is extended to *Gregory Coakley*, whose father, *Patrick Coakley*, a retired member of the Chicago Police Department, died recently.

(Employe Suggestions System)—*Russell Warnstedt* is the proud grandfather of *Patricia Kim Altmeyer*, who was born December 7 at Swedish Covenant hospital.

(Training and Accident Prevention)—*Joe O’Sullivan’s* son, *Marty*, recently was the recipient of a football trophy. *Marty* captained the St. Ethelreda’s eighth grade football team to the Park District (South Section) Championship. The presentation was made by *Judge Daniel McNamara, Jr.*, son of *Dan McNamara*, president of Division 241.

—MARY E. CLARKE

**Saludos Amigos Says Conductor**

**NORTH SECTION**—*Conductor Joseph Goldberg* recently spent his vacation in Mexico, visiting a lot of places of interest.

*Freight Conductor Frank Volltrauer’s* mother passed away recently.

—ANGELO BIANCHINI

**Dispatcher’s Son Piloting Jets**

**GENERAL OFFICE**—(Transportation)—*Radio Dispatcher Frank Adams’s* son, *Lieutenant Robert*, is now stationed at a U. S. Air Force base in Japan, about 1000 miles from Tokyo. He is piloting jets on army missions.

*Mrs. Pearl Will*, wife of *Joe Will*, instructor, south unit, recently passed away suddenly.

*Bill Rooney* celebrated his birthday on Christmas Day. Aside from the traditional turkey on the Rooney table, there was a decorated birthday cake, brilliantly lighted, in honor of the double celebration.

**Shower Hostess**

*Bernadette Kizior* was hostess at a personal shower given in her home to honor the approaching marriage of her friends, *Ann Karis* and *Leo Partyka*. *Bernie* will be a bridesmaid at the January wedding.

*Frank Krause*, south side relief superintendent, is, at present, taking over the duties vacated by *Tom Stiglic*, who returned to the Training Center.

*Jim Miller*, travel information operator, is the proud grandfather of *Richard*, who was born to his daughter, *Josephine Ann Lee*.

*Max Willaustus*, travel information operator, spent his vacation

seeing Chicago’s many points of interest, many of which he recommends to inquiring customers.

(Stenographic)—All the ladies in Stenographic department decked themselves in Christmas finery and took themselves over to the Boulevard Room in the Conrad Hilton hotel for a yuletide banquet.

(Insurance Department)—*Lucille Altieri*, who has been a member of the Insurance department for the past several months, resigned from her position to attend a Beauty Culture school.

All the lovely ladies in the Insurance Department enjoyed their annual Christmas party at Riccardo’s, then went to see the play, “The Music Man.”

—JULIE PRINDERVILLE

**Anniversary Pair Surprised**

**KEDZIE**—A surprise party recently was given for *Frank Swain*, repairman, and his wife on their 25th wedding anniversary. Friends and relatives gathered at the home of *Frank’s* brother and sister-in-law, *Walter* and *Grace*, to wish the couple many more anniversaries.

*Timothy Heffernan* and *Charles Seeback* were elected as board members at our depot. These fellows deserve our cooperation, men.

*Operator John Hestor* transferred to North Avenue as a relief janitor. *Operator John Mack’s* mother died recently.

—C. P. STARR

**CHRISTMAS DINERS**



**THE FIRST** annual Christmas supper for members of Skokie Shops’ Electrical department and their wives recently was held at Vosnos restaurant in Morton Grove. Shown here with their wives, are: *Joe Dednarik*, *Tony Arini*, *Tom Hoey*, *Gene Rhymke*, *Robert Binnie*, *Art Viane*, *Stan Raven* and *Frank Kramer*.

Reported by *Dave Gurwich* and *Everett England*



### A Life Of Leisure For New Retirees

LOOP—Starting a New Year and a new life are *Agents Irene Cullen*, employed June, 1922, *Helen Lynch*, employed February, 1929, and *Della Bryne*, employed October, 1943, who total 83 years of service. Retiring on January 1, the girls hope to spend some time enjoying a leisure life. Later, they plan on doing some traveling.

Incidentally, Irene ranked fourth on the entire seniority list, which consists of 561 full-time agents, at the time of her retirement. During her many years of service, she had no "misses" against her record and always reported for duty at the scheduled time.

*Julia Curry* and *Mary Flanagan* are on the sick list, at this writing.

*Mary Walsh* is recuperating at home . . . *Nora Murray* is hospitalized at Mercy hospital due to a broken arm she received in an accident.

*Don O'Keefe*, student, joined the Marine Corps and is stationed at Paris Island, South Carolina.

*Genevieve Harding* is back on the working list.

—EDITH EDBROOKE

### CTA WEDDING



FATHER OF the bride, *Conductor Thomas O'Shea*, who has worked on the West Section for the past 36 years, proudly poses with his daughter, *Kitty*, *Steno-Duplicating* department, who recently became the wife of *Steve Kudelka*, *West Shops*, in a wedding ceremony at *St. Peter Canisius* church.

Reported by *Julie Prinderville*

### DERBY DANDIES



DERBIES ARE back in style, and far be it from *Transportation Department* personnel to lag behind the times, fashion-wise, as witness these two examples of what the well-dressed head is wearing this season. At the left, *David M. Flynn*, superintendent of operations, has that suave, man-about-town look as he displays the proper, jaunty angle at which to wear the current craze in skimmers. At right: *Larry Stevens*, radio dispatcher, demonstrates the "leisurely look" of the contented fellow who sits placidly on the sidelines of life observing the errant ways of his fellow men and calmly contemplates the peace and quiet of his undisturbed existence. "Larry, that 'phone is ringing!"

### New Pensioners

- H. L. Albers**, assistant superintendent of building, Way and Structures. Employed 10-13-41.
- W. J. Allen**, operator, Lawndale. Employed 11-15-27.
- Peter Anargyros**, bus repairman, Shops and Equipment. Employed 7-6-22.
- C. S. Anderson**, assistant to auto engineer, South Shops. Employed 2-15-35.
- John Beary**, conductor, West Section. Employed 2-5-45.
- Vassilios Bousis**, laborer, South Shops. Employed 8-8-26.
- D. A. Byrne**, agent, West Section. Employed 10-4-43.
- Irene Cullen**, agent, West Section. Employed 6-28-22.
- J. H. Dorr**, chief operator, Electrical. Employed 6-15-13.
- H. T. Doyle**, car cleaner, 61st Street. Employed 3-24-42.
- S. E. Duke**, operator, Forest Glen. Employed 6-29-28.
- Peter Encheris**, bus repairman, 69th Street. Employed 6-4-28.
- Eli Grady**, bus cleaner, 77th Street. Employed 9-13-43.
- M. A. Hanley**, agent, West Section. Employed 5-27-43.
- J. T. Harrington**, bus cleaner, Kedzie. Employed 7-8-44.
- J. J. Holmes**, laborer, Way and Structures. Employed 8-29-28.
- F. S. Jamroch**, bus cleaner, Limits. Employed 1-6-44.
- E. R. Larson**, motorman, Kimball. Employed 7-14-36.
- John Leahy**, porter, North Section. Employed 9-10-23.
- E. L. Lindroth**, operator, 77th Street. Employed 8-31-20.
- J. A. Lubner**, chauffeur, Way and Structures. Employed 8-3-14.
- Samuel Luckman**, line foreman, Electrical. Employed 7-14-13.
- H. G. Lynch**, agent, West Section. Employed 2-1-29.
- A. J. McGowan**, conductor, North Section. Employed 2-26-17.
- Austin Moore**, janitor, 52nd Street. Employed 2-10-26.
- P. J. Nagle**, operator, 69th Street. Employed 10-24-22.
- Tony Narducci**, watchman, Way and Structures. Employed 4-1-25.
- G. W. Nelson**, supervisor, South Section operating personnel, Electrical Department. Employed 7-29-10.
- W. H. Neuson**, clerk, Howard Street. Employed 3-20-18.

**Barney Nimkavage**, stock clerk, Stores Department. Employed 1-15-23.

**O. F. Pohl**, stock clerk, Stores Department. Employed 2-18-20.

**O. E. Rice**, towerman, South Section. Employed 3-25-16.

**A. M. Rockett**, agent, West Section. Employed 6-1-22.

**Walter Setlak**, bus cleaner, North Park. Employed 11-13-29.

**Mollie Shields**, agent, West Section. Employed 2-24-37.

**W. C. Singer**, agent, North Section. Employed 4-7-43.

**P. F. Szaleniec**, bus cleaner, Lawndale. Employed 1-8-43.

**A. J. Thome**, janitor, Kedzie. Employed 2-20-18.

**R. C. Utt**, towerman, Kimball. Employed 5-21-24.

**Frank Vrastil**, conductor, West Section. Employed 4-12-24.

### DISABILITY RETIREMENTS

**W. T. Clark**, operator, 77th Street. Employed 5-9-44.

**H. D. Koziarz**, porter, West Section. Employed 3-28-23.

**Vincenzo Lampignano**, laborer, Way and Structures. Employed 5-4-22.

**J. J. Lorenz**, agent, North Section. Employed 7-22-37.

**G. J. Lowe**, towerman, South Section. Employed 2-25-14.

**E. E. Neil**, conductor, West Section. Employed 11-21-28.

### SILVER WEDDING



A SURPRISE 25th anniversary party recently was given for *Steve Plaszewski*, truckman, *Skokie Shops*, and his wife by their daughters, *Arlene* and *Bonita*. The *Plaszewskis* are showing a few of the valuable gifts they received from their children and friends.



**ENJOYING THE SUNNY SOUTH**



**DURING A recent trip to Fort Lauderdale, Florida, the Charles Blades and Fred Heideckes stopped for a visit at the home of the Art Heideckes. Enjoying the sunshine in the patio, are (left to right): Mrs. and Charles Blade, retired motorman, North Section; Mrs. and Art Heidecke, retired superintendent of operations, rapid transit division, and Mrs. and Fred Heidecke, retired towerman, West Section.**

**Three Hunters Bag Two Deer**

**NORTH PARK** — Operators *Chuck Knight, Bert Martin* and *Dave Hinman* went deer hunting in Upper Michigan, recently. Although there was over a foot of snow, and the temperature was below zero, *Chuck* and *Dave* each got a deer, but *Bert* didn't have any luck . . . Operator *Bill Small* went up there a couple of weeks later and said he never walked so far without seeing a deer.

Operator *Bill "Snuffy" Dressler* retired on disability pension December 1.

Instructor *Frank O'Connor*, who was going to retire on pension January 1, will continue working with us, until further notice.

Forest Glen Clerk *Frank Koncar* is now home recuperating from a recent illness. His many friends, all over the system, are wishing him a speedy recovery.

*Crystal Marie* is the name of the December 1 addition to the family of Operator and Mrs. *Alfred Watson*.

Operator *Dwight Seidel's* father passed away November 20 at the age of 87.

Clerk *Frank Carpino's* brother died December 4.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

**Anniversary Party Includes Square Dancing**

**SOUTH SHOPS**—*Harry Baker*, miscellaneous, and his wife, *Martha*, celebrated 35 years of wedded bliss on December 9 with a supper and square dance party for about 50 people in their home. The *Bakers* also spent the holidays visiting their daughter in Tulsa, Oklahoma.

*Pat Rochon*, Industrial Engineering, is walking around with stars in her eyes since she accepted a beautiful diamond engagement ring from her fiancée, *Bernie Schofield*.

Carpenter *John Golden* and his wife, *Phoebe*, spent the holidays in San Diego, California, visiting with their daughter and her family.

Beaming with joy in the Technical Service Department is *Charles Shreeve*, who became the proud grandfather of a seven and one-half pound granddaughter, recently.

*George Wright*, paint shop, and his wife, *Beatrice*, announced a new addition to the family on December 10, when *Roeslan Maria* made her appearance.

Sympathy is extended to: *Joseph Chrostoski*, paint shop, and *Ray Kura*, bus overhaul, upon the loss of their mothers . . . and *Joe Siwek*, whose father recently died.

On the sick list, at this writing, is *Frank Rothman*.

—EVELYN HOWE and FRANCES LOUWARD

**Annual Party Is Big Success**

**PURCHASING AND STORES** — The South Division held their annual Christmas party on December 12. This year's dinner-dance was held at Rainbow Gardens and marked the fourth anniversary of this annual affair. *Mr. and Mrs. Harty* were among the guests who enjoyed a wonderful evening. The party chairman, *John Marasovich*, is extending an invitation to all who might be interested in attending this affair in the future.

*Stanley Hall*, south division, and his wife, *Marion*, celebrated their 16th wedding anniversary on December 11.

*Elmer Gorss*, south division, is sporting a wonderful suntan, which he picked up during his vacation in Miami, Florida.

Our best wishes for a long and happy retirement to *Oscar Pohl*, south division, and *Barney Ninkavage*, who retired on pension January 1.

—DAGMAR McNAMARA

**NEW BRIDE**



**THE FORMER Barbara Hefter, Steno-Duplicating department, happily poses with her new groom, Edward Sheer, and her parents, Mr. and Mrs. Harry Hefter, after the marriage ceremony at the North Park hotel. Barbara's mother, Annette, works in the Traffic-Engineering department.**

**Tuition-free Classes Offered by College**

**CRANE JUNIOR College**, a tuition-free, fully-accredited college located at 2250 W. Van Buren street, is offering a program of courses in business, speech, mathematics, pre-law, science and many other subjects.

For CTA employes who may be interested, the classes are offered from 8:00 a.m. to 10:00 p.m. so that courses can be scheduled to fit any work hours. Registration will be held on February 1, 2, 3, 4 and 5, between the hours of 9:00 a.m. to 3:00 p.m. and 6:30 p.m. to 9:00 p.m.

**Scribe Reports On Busy Christmas Season**

**LIMITS** — Christmas is always a busy season at the *Metzgers*. Each year we have a tree from the floor to the ceiling. It takes twelve hours to decorate it, using over two hundred lights, and, depending upon the size, some 150 ornaments.

I want to wish all the men at Limits a very prosperous New Year. Why not make a resolution that you will help your reporter get more news in 1960?

Let's make it a big column. I enjoy being your reporter. Without your help I cannot do anything.

—IRVING J. METZGER

**George Announces A New Granddaughter**

**SKOKIE SHOPS**—*George Kimmske* recently announced the birth of his granddaughter, *Kathleen Dawn*, whose parents are *Felicia* and *Leslie Hall*.

Truckmen *Joe Fano* and *John Traynor* and Painter *Reggie Hendricks* have returned to work after their long illnesses.

Upholsterer *Al Schmitz's* daughter, a student at the University of Illinois, spent the holidays at home in Chicago.

*Casimir Josefiak*, who recently fell and injured his heel and ankle, is presently recuperating in St. Francis hospital. We hope it won't be long before "Casey" will be back on the job.

—DAVE GURWICH and EVERETT E. ENGLAND



**NEW APPOINTMENTS**

EFFECTIVE JANUARY 10, appointment of superintendents was announced in a bulletin signed by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, general manager. The new appointments are: *F. W. Krause*, superintendent of Instruction, General Office; *J. H. Lynch*, relief night superintendent, South Section; *R. K. Keag*, acting day superintendent, 77th Street; *S. J. Bitel*, night station superintendent, Lawndale; *E. K. Peterson*, night station superintendent, Limits-Keeler, and *T. M. Stiglic*, relief night superintendent, North Section.

**Improved Safety Their 1960 Goal**

NORTH AVENUE — Superintendents *Frank Buetow* and *George May* extend a safe and happy New Year to all and hope 1960 will bring all the safety awards to North Avenue. *Bus Placer Peter Gaynor* was a patient at St. Ann's hospital, at this writing.

*Repairman Joe Vasa* and his wife are rejoicing over the arrival of a new son last month.

*Bernard Callahan* is mighty proud of his new grandson, born last month. This is nothing new for Barney, who has 15 grandchildren. The score stands at eight boys and seven girls.

Congratulations to the following who celebrated their wedding anniversaries this month. *Jerry Blake* celebrated his 35th on January 12; *William Hornkohl* celebrated his 36th on January 13, the *Fred Hansens* celebrated their 41st on January 23, and *Carl Russo*, his 21st on January 23. —JOE HIEBEL

**John Announces He's A Granddad**

SCHEDULE-TRAFFIC — *John Franzen* has a new granddaughter, *Mary Helen LaMountain*, who was born November 5.

The following had winter vacations in and around Chicago: *Michael Dore*, *Frank Corbett*, *Eli Feinberg* and *Joseph Werner*.

We have two members on the sick list — *John Urban* and *Ray Winkels*. Hope both are well on the road to recovery by the time this issue reaches you.

—GERTRUDE F. ANDERSON

**Another Boy For The Faheys**

TERMINAL INSPECTION SHOPS — (*West-Northwest*) — *Repairman Mike Fahey* passed out cigars in honor of the birth of *Kevin Joseph*, who was born December 9. This makes two boys for the Faheys.

*Repairman John Cannella*, who was on the sick list, is back on the job.

*Clerk Ray Brzeczek* helped his mother and dad, Mr. and Mrs. *Stanley Brzeczek*, celebrate their 49th wedding anniversary.

*Repairman Bill Echols* spent his vacation doing some sightseeing in Chicago.

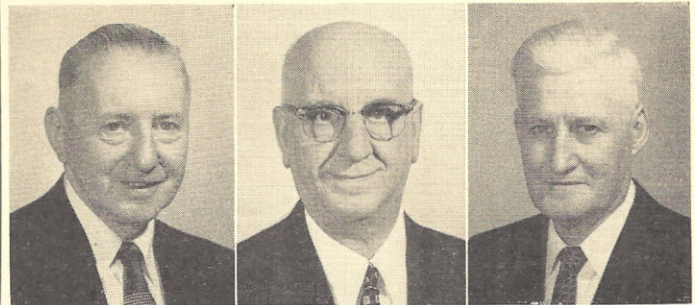
*Repairman Joe Labellarte* and his family also stayed in Chicago to do some sightseeing during their vacation.

*Repairman Peter Gaza* and his family took an automobile trip to Michigan, Missouri and Pennsylvania.

(*Wilson*) — *Switchman Richard Lemke* is spending his vacation in Florida, at this writing.

—JOE FEINENDEGEN

**40-YEAR EMPLOYEES RECENTLY RETIRED**



*William H. Neuson*, mileage clerk, Howard Street, January 1, 41 years.

*Anthony J. Thome*, janitor, Kedzie, January 1, 41 years.

*Owen E. Rice*, towerman, South Section, January 1, 43 years.

**End Of Year Marked By Many Retirements**

WAY AND STRUCTURES — *Harold Wright*, assistant working carpenter foreman, Rapid Transit Division, retired December 1, with 33 years service.

*Martin Kennedy*, carpenter, Rapid Transit Division, resigned De-

cember 4, to return to Ireland to live.

*Michael Conte*, laborer, Track Division, retired December 1, with 23 years of service.

*Luka Livaja*, watchman, Track Division, retired December 1, with 32 years of service.

*Frank Giarraputo*, trackman, Track Division, died suddenly on November 20. Frank had 38 years service at the time of his death.

*Eva Gusich*, mother of *Tony Gusich*, general foreman, Dual Purpose Division, died November 14.

*John Barrett*, service truck helper, Utility Division, is back on the job after an operation.

*Damjan Rudovich*, watchman, Track Division, retired December 1, with 23 years of service.

*Tom Popek*, rodman, became a proud father when his wife, *Dolores*, gave birth to *Thomas Ralph* on November 5.

—MARLENE NEHER

**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)

**NEW APPOINTMENT**

APPOINTMENT OF *George A. Riley* as assistant superintendent of operating stations, effective January 1, was announced in a bulletin signed by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, CTA general manager. Mr. Riley replaces *George A. Roensing*, who retired on pension December 1.



RECENT DEATHS AMONG EMPLOYEES

JOSEPH ACUS, 68, retired car cleaner, 77th Street. Died 11-19-59. Employed 2-9-45.

D. L. BAKER, 69, retired conductor, Devon Avenue. Died 11-24-59. Employed 10-23-12.

GERALD BARKER, 81, retired conductor, Limits. Died 12-6-59. Employed 8-8-07.

PATRICK BRENNAN, 74, retired motorman, Cottage Grove. Died 12-4-59. Employed 3-25-20.

F. J. BUHLMAN, 63, retired conductor, Devon Avenue. Died 12-6-59. Employed 2-2-23.

RAY CARROLL, 82, retired motorman, Transportation. Died 11-26-59. Employed 5-22-12.

JAMES B. CHAUNCEY, 59, inspector, CTA Department of Police. Died 12-19-59. Employed 9-16-40.

SUPERINTENDENT DIES

GEORGE J. DORGAN, 59, day superintendent at 77th street surface station, died suddenly at his home on December 27. Funeral services for Mr. Dorgan were conducted December 31, from St. Cornelius church, Chicago. Burial was at Mt. Carmel cemetery.

Mr. Dorgan, who had 39 years of service with Chicago transit companies, started with the Chicago Surface Lines as a conductor at the Kedzie avenue station on March 4, 1920. He became successively a motorman, instructor and supervisor at that station, and on March 7, 1944, was appointed division superintendent at Lawndale station.

He later served as superintendent at Kedzie, Armitage, Elston, Lawrence, North Avenue, Cottage Grove and Devon surface stations. Following the closing of the latter station on November 1, 1957, he was appointed to the post he held at the time of his demise.

Surviving are his widow, *Beatrice*, a stepdaughter, *Evelyn Boesen*, two stepsons, *Robert Wolff* and *Daniel McCarthy*, all of Chicago, and a stepson, *Harold Wolff*, of Fullerton, California.

ANDREW CLANCY, 66, retired operator, North Avenue. Died 11-12-59. Employed 5-15-13.

MICHAEL COONEY, 75, retired motorman, Devon Avenue. Died 11-17-59. Employed 10-26-16.

HARRY DE ZUTTER, 83, retired car repairman, Shops and Equipment. Died 11-10-59. Employed 12-14-20.

JAMES FLYNN, 67, retired expeditor, Purchasing Department. Died 11-23-59. Employed 4-15-12.

A. E. FERGUSON, 70, retired conductor, 77th Street. Died 11-17-59. Employed 7-17-17.

FRANK GIARRAPUTO, 60, laborer, Way and Structures. Died 11-21-59. Employed 4-4-21.

LEO E. KEANE, 64, foreman, Shops and Equipment. Died 11-20-59. Employed 3-19-19.

JAMES KENNA, 91, retired temp. janitor, Transportation. Died 12-9-59. Employed 5-15-13.

LOUIS KNOLL, 75, retired trackman, Way and Structures. Died 11-15-59. Employed 9-5-19.

FRANK LABANAUSKI, 66, retired bus repairman, 77th Street. Died 11-19-59. Employed 11-26-24.

J. J. LUCAS, 67, retired clerk, Skokie Shops. Died 12-2-59. Employed 9-15-42.

CASIMIR MATECKI, 55, painter, Skokie Shops. Died 11-19-59. Employed 7-10-42.

FRANK McCORMICK, 72, retired motorman, 77th Street. Died 11-11-59. Employed 8-18-13.

J. P. MEEHAN, 65, retired trolley tender, Way and Structures. Died 11-26-59. Employed 8-12-16.

A. J. NEURAUTER, 80, retired motorman, Limits. Died 11-13-59. Employed 12-21-08.

THOMAS O'CONNOR, 81, retired conductor, Transportation. Died 11-20-59. Employed 9-13-13.

A. G. OLSON, 73, retired storekeeper, Cottage Grove. Died 12-3-59. Employed 7-12-41.

A. J. POSKA, 88, retired car repairman, 77th Street. Died 11-22-59. Employed 5-29-07.

F. P. QUIMETTE, 65, retired supervisor, District "C." Died 11-18-59. Employed 9-27-22.

LAURA SCHENKENBERGER, 77, retired agent, South Section. Died 11-27-59. Employed 1-10-23.

W. A. SODERMAN, 75, retired 3rd rail man, Electrical. Died 11-15-59. Employed 10-29-19.

D. J. SPIKINGS, 63, retired conductor, 77th Street. Died 12-11-59. Employed 2-12-20.

JOSEPH STANEK, 74, retired collector, West Section. Died 12-5-59. Employed 5-4-15.

G. E. STANLEY, 71, retired watchman, Kedzie. Died 11-24-59. Employed 5-21-23.

S. R. UNDERWOOD, 80, retired invoice clerk, Accounting Department. Died 12-2-59. Employed 3-16-43.

KLAAS VRIEND, 69, retired motorman, 77th Street. Died 11-24-59. Employed 4-4-23.

E. P. WADE, 75, retired inspector, Real Estate Department. Died 11-16-59. Employed 11-24-33.

DAVID WALSH, 86, retired motorman, Transportation. Died 11-21-59. Employed 9-22-10.

S. C. WARDA, 69, retired conductor, 61st Street. Died 11-15-59. Employed 4-10-42.

BLAZ ZEKICH, 72, retired comp. mixer operator, Way and Structures. Died 11-12-59. Employed 5-10-27.

MART'S CHRISTMAS DISPLAY



ONE OF Chicago's most spectacular Christmas displays each year is always the one at the Merchandise Mart, where CTA's general offices are located. For the 1959 season the theme was the world's largest greeting card. The entire south wall of the building was festively decorated in the form of a huge Christmas card as shown by this picture taken from across the Chicago river. The display contained 12,000 bulbs and six miles of wiring. The largest of the five candles was 10 stories high and the Star of Bethlehem (top, center) was 40 feet in diameter.



**PENSIONERS MEET**

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

THE DIVISION 308 Pensioners Social Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, February 18, 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.

**His Trip To Florida Was Just Plane Fun**

SOUTH SECTION — *Motorman John Danek* finally took to the air as he traveled by jet plane to Miami, where he decided to see for himself how the other half lives.

*Conductor Mechell Boynes* was married in the Liberty Baptist church on November 29.

*Towerman Leonard DeGroot* continues to remain in top stride. He recently bowled a 688 series.

*Porter Van Cornelous* just took it easy on his vacation, storing his energy for the possible rough winter, as did *Agent Henry Gallois*, who observed his birthday on Thanksgiving Day, and enjoyed his vacation resting.

*Conductor Lester Racker* was married on November 1 at Holy Angels church. A reception followed at the Kappa Fraternity house.

*Agent Anton Christensen*, who was on vacation, just took it easy and rested up.

*Towerman Patrick Joyce* spent his vacation on the west coast with short stays at San Francisco and Seattle, where he lived on a mine-sweeper belonging to his cousin. Pat said it was a little rough some nights.

*Conductor Carl Scheuerman* became a granddad for the fifth time when his daughter, *Dolores Wilkey*, was blessed with a son, *William Thomas*, on October 16.

The *Hartney's* plan to live a serene and relaxing life this winter. You see, *Verna* and *Roland*, combined to give each other a Hi-Fi.

Here's hoping that *Clerks John Barry* and *Tom O'Hara*, who are on the sick list, will be back to work real soon.

—LEO J. BIEN

**Motorman's Health Is Improving**

WEST SECTION — (*Lake Street*) — *Motorman Harry Safranek*, who recently was in Mt. Sinai hospital, is presently recuperating at home.

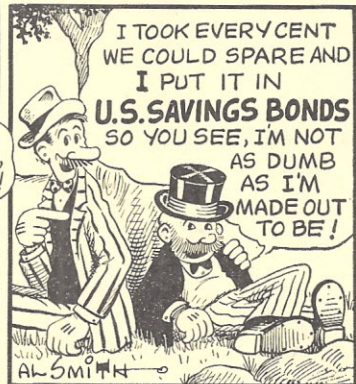
*Extra Trainman Proco Klomans* has been on the sick list for some time. All his many friends wish him well.

(*Douglas Park*) — *Conductor Frank Vrastil* is retiring and the boy's are planning a party and reminiscing the day's gone by.

—JOHN HANNING

**MUTT & JEFF**

by Al Smith



**1959 QUEEN**



AFTER WINNING over 14 other candidates in the 1959 "Miss Decatur Beauty Pageant," *Carole Marie Prudik*, 18-year-old sophomore of Millikin university, is being crowned "Miss Decatur," by the retiring queen *Nancy Nottelmann*. Beside being a beauty, *Carole* is a talented accordionist, holds a 2.8 average, majors in English and hopes to become a school teacher. During summer vacations, *Carole* works as a CTA ticket agent.

**New Grandpappy Gets Teased**

WEST SECTION (*Agents*) — When *Agent Hugh Naughton* was first noticed wearing a hat which appeared to be too small, it was attributed to his becoming a grandfather recently, but it was disclosed that *Agent Barney Sobkowiak* gave Hugh a short relief and switched hats on him at the same time.

*Agent Steve Gibbons* returned to work after serving on jury duty for two weeks.

The father of *Agent Joseph Vaneek* passed away during the latter part of November.

*Mary*, wife of *Agent Martin Tezak*, passed away December 1, after a long illness.

*Agent and Mrs. Frank Zima* moved back into their home, which was partially destroyed by fire late in October.

The careers of *Agents Alice Rockett* and *Mayme Hanley* came to a close at the end of 1959, when they joined the ranks of the retired. We all wish them good health and happiness in the years to come.

*Agent Carol Schildt* is back at work, after a short illness.

—GORDON KELLY



## For And About Our Pensioners

### 35 YEARS



**BEGINNING HIS** transit career on May 9, 1924, *Michael Chorney*, shopman II, Skokie Shops, retired on pension December 1, after 35 years of service. Pausing in front of his locker, Mike proudly displays a photo of his co-workers who presented him with a wristwatch as a farewell gift.

Reported by *Dave Gurwich* and *Everett England*

**BEVERLY**—Pensioner *Ray Carroll*, formerly of Burnside, passed away recently.

*Pensioners Ed Butler*, of Hot Springs, Arkansas, and *Mr. and Mrs. Charlie Hoogstraad* of Norwalk, California, say they would like to be remembered to all.

*Pensioner Robert Robinson* of Chicago, former motorman at Cottage Grove, at the age of 79, is still a hit with the ladies. He plays cards every week and then escorts three of the young ladies home. The ages of the three young ladies are 74, 76, and 83.

—CLIFFORD L. HOWARD

**NORTH SECTION**—*Harry E. Diehl, Sr.*, retired guard, was recuperating from recent surgery, at this writing.

*Retired Conductor Fred Beck* recently stopped at our station for a visit with his old friends. Fred is now living in Phoenix, Arizona.

—ANGELO BIANCHINI

**SKOKIE SHOPS**—*John J. Lucas*, retired clerk, died suddenly.

—DAVE GURWICH and  
EVERETT E. ENGLAND

**SOUTH SHOPS**—Several years before his retirement, *Howard Langdoc* has presented the shop office with a Christmas tree. On April 1, 1949, Howard retired and this Christmas, as in the past years, Howard had surprised the office with a beautiful tree, which he also helps to decorate.

*Retired Carpenter Charlie Peterson* who celebrated his tenth year on pension November 30, visited the boys at South Shops, recently.

*Carpenter Pete Bielinis* passed away in San Francisco, California.

*Carpenter Frank Sladcik* and *Gabriel Theodore's* wives died recently. Gabriel is residing in Van Nuys, California.

—EVELYN HOWE and  
FRANCES LOUWARD

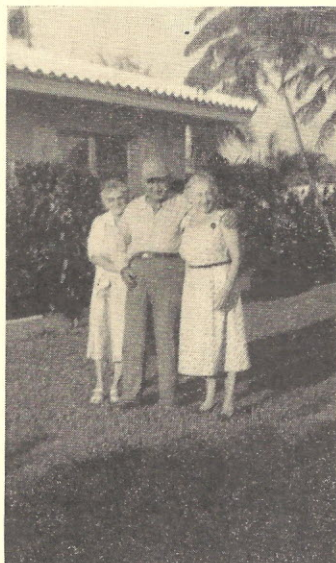
**WEST SECTION**—*Retired Conductor B. J. Lewis* recently visited Logan Square terminal. He said he is enjoying the best of health.

*Retired Conductor Charles Holmes* has recently returned to Chicago, after living in Los Angeles, California, for the last nine years.

*Elizabeth Paysen*, retired ticket agent, is living in Montecito, Santa Barbara, California. She is enjoying the best of health and wishes her many friends the best for 1960.

—JOHN HANNING

### HAPPY TRIO



**RETIRED DISPATCHER Ben LaBuy**, Kimball, gladly poses with his wife (right) and *Mrs. Al Lipke*, while his pal, *Al*, clerk, North Avenue, snaps the trio. The Lipkes recently visited the LaBays in their home at Largo, Florida.

**WEST SECTION (Agents)** — *Rose Strisosky* stopped by to say "hello" and said she is enjoying her retirement.

*William Smith* also stopped by to say "hi" to everyone and reports everything is fine out in Downers Grove, where he now lives.

*Rose Daniels*, who was recently hospitalized, is confined to her home.

—GORDON KELLY

**SOUTH SECTION**—The Agents Pension Club held their party at Nielsen's where 89 attended the festivities.

*Motorman John Diver* sent holiday greetings from 1395 Morena Blvd., San Diego, California.

*Wallace "Cy" Perkins* sends greetings and best wishes from 17156 Bullock Street, Encino, California.

It is understood that *Supervisor Hugh Kelley* has former *Chief Collector Walter Flagg* as his neighbor since moving to Florida.

—LEO J. BIEN

### Shop Foreman Dies Suddenly At Home

**FUNERAL SERVICES** were held January 11 for *John J. Cahill*, 60, foreman of CTA's bus garage at North and Cicero avenues, who died suddenly at his home on January 8.

A requiem mass was said at St. Francis Borgia Church, and interment was in Queen of Angels cemetery, Hillside.

Mr. Cahill started with the former Chicago Surface Lines on March 30, 1920, as a car cleaner at the North Avenue station. On the following June 1, he became a car repairman. He was appointed assistant foreman on January 1, 1938, and advanced to the post of foreman on January 1, 1943.

Surviving are his widow, *Catherine*; two sons, *John, Jr.*, of Lakewood, Colorado, and *Michael*, an ensign in the Navy at Newport, R.I., and two grandchildren.

### TRANSITADS

**FOR SALE** — 21-Jewel Open Face Hamilton railroad watch. Contact *George Eichaker*, ARd-moore 1-4682.

**FOR SALE** — Rifle Bullets — Winchester .218 Win Bee. Western Silver Tip 30-40; Peters 30-40, 25-35, 303 & 380, and Savage 250. \$2.00 per box. Contact *Bill Miedema*, National 2-0791.

### GOLDEN WEDDING



**RECENTLY CELEBRATING** their 50th wedding anniversary are *Mr. and Mrs. Nicholas Cappaccio*, the parents of *Repairman John Cappaccio*, Logan Square. The Cappaccios celebrated the occasion by renewing their marriage vows at a Mass in Our Lady of Sorrows church, after which, a reception was held for more than 150 relatives and friends.

### My Neighbors



"You'd look sad too—if you'd been walking on your ears all day!"



# Social Security, Retirement Deductions Increased

TWO IMPORTANT changes in basic payroll deductions went into effect January 1 when social security payments and CTA employe contributions to the Retirement Plan were increased.

As of that date, social security taxes were increased for both employe and the CTA by one-half of one percent, as required by a 1958 amendment to the federal law. These were raised from 2½ per cent to 3 per cent on the first \$4,800 of taxable wages.

Action of the Chicago Transit Board on December 17, 1958, provided for an increase in employe and CTA pension

contributions also effective January 1, 1960. This increase was from 3¾ per cent (employe) to 4 per cent, and from 7½ per cent (employer) to 8 per cent.

These increased deductions started as follows:

Surface system bi-weekly payroll period beginning December 20, 1959.

Rapid transit system bi-weekly payroll period beginning December 13, 1959.

General office bi-weekly payroll period beginning December 27, 1959.

Semi-monthly payroll period beginning January 1, 1960.

The total wages reportable for withholding taxes, social security and retirement purposes for the year 1960 will begin with the periods listed and end with the last bi-weekly period payable in 1960.

Following the increase in January, social security taxes will be increased one-half point every three years to a maximum of four and one-half per cent each for employe and employer, beginning in January, 1969.

The employe and employer pay equal amounts of the social security tax.

## Station Facilities at Central Rearranged

TWO NEW temporary stairways leading from the west side of the new Central avenue roadway to CTA's temporary eastbound and westbound platforms at Central avenue station of the Congress rapid transit branch of the West Side subway were placed in service on December 7.

This rearrangement of facilities will allow the Cook County Highway department to continue construction work on the Congress expressway.

On December 7, the new Central avenue roadway, which runs under the Congress expressway and CTA rapid transit and B. and O. railroad tracks, was opened to vehicular and pedestrian traffic. At the same time, the temporary Central avenue bypass, from which patrons reached the rapid transit platforms, was closed. This made it necessary to construct the new stairways leading from the new roadway to the station platforms. Both stairways are accessible from the west pedestrian sidewalk of Central avenue.

The new stairways provide greater convenience and safety for CTA patrons who will not be required to cross any railroad tracks to enter the Central station.

When work on the permanent Central avenue station between the eastbound and westbound tracks is completed, permanent concrete stairways from each side of Central avenue will lead directly to the new station platform.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF NOVEMBER 1959 AND 1958, ELEVEN MONTHS ENDED NOVEMBER 30, 1959  
AND 1958, AND TWELVE MONTHS ENDED NOVEMBER 30, 1959  
(Revenues applied in order of precedence required by Trust Agreement)

	Month of November		Eleven Months Ended		Twelve
	1959	1958	November 30, 1959	1958	Months Ended Nov. 30, 1959
Revenues	\$10,587,901	\$9,984,150	\$118,186,242	\$115,078,489	\$129,226,481
Operation and Maintenance Expenses	9,021,268	8,611,867	101,105,410	98,516,321	111,193,295
Available for Debt Service	1,566,633	1,372,283	17,080,832	16,562,168	\$18,033,186
Debt Service Requirements:					
Interest Charges	368,064	378,425	4,102,003	4,217,795	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,833,333	1,833,333	
Deposit to Series of 1947 Sinking Fund(2)	115,006	105,213	1,206,313	1,100,667	
Revenue Bond Reserves (3)	--	--	--	43,398	
	649,737	650,305	7,141,649	7,195,193	
Balance Available for Depreciation or Deficit in Meeting Debt Service Requirements	916,896	721,978	9,939,183	9,366,975	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	--	--	309,577	--	
Balance Available for Depreciation	916,896	721,978	10,248,760	9,366,975	
Provision for Depreciation	847,032	798,732	9,454,899	9,206,279	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	69,864	76,754 r	793,861	160,696	
Accumulated Balance Available for Other Charges or Deficit in Depreciation Provision	123,366	56,760	600,631 r	180,690 r	
Balance Available for Other Charges or Deficit in Depreciation Provision	\$193,230	\$19,994 r	\$193,230	\$19,994 r	
PASSENGER STATISTICS					
Originating Revenue Passengers	44,394,846	42,500,995	498,411,033	486,843,877	544,861,199

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-1959 Orders:			
El-Subway Cars	96	4	100
Propane Buses	249	1	250
	345	5	350
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		100	
			3,364
			3,714

NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1960.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase in the open market or after invitation for tenders.
- (3) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (4) Revenues for the month of January 1959 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.



# CAMERA ON CHRISTMAS



ONE OF the delights of the Christmas season is the many beautifully-decorated homes to be seen in outlying communities which vie with each other in residential competitions to create displays rivaling the more elaborate themes of commercial enterprises.

An after-dark tour of Chicago neighborhoods during the year-end holidays is an optical treat bordering on the realm of fantasy. Entire blocks of brightly-lighted homes radiate the festive spirit of the most widely-celebrated holiday of the Christian world.

CTA employes residing on the northwest side of the city produced some eye-inviting outside displays as their contribution to neighborhood Yuletide projects. Three of these, located within a few blocks of each other, are presented in the accompanying photographs.

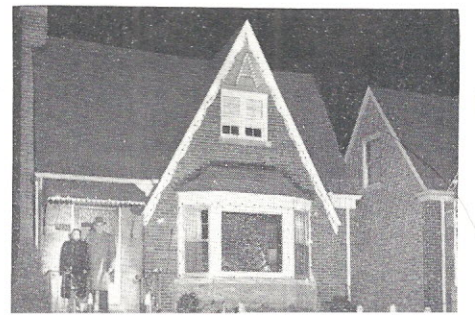
SANTA IN the rocket age is the singularly distinctive feature of this display, created by *Michael Groch*, retired supervisor, North Avenue, whose home is at 3334 N. Nordica avenue. Angels and choir boys, decorative candles and Christmas stars, illuminated by spotlights, all combine to focus attention of passersby on this unusual Yuletide portrayal. *Mr. and Mrs. Groch*, whose display last Christmas won the community award, stand on the steps.



THE 3200 block in north Nottingham avenue was converted into a candy cane lane during the holiday season. The photo at the top of the page shows a view along the street with the illuminated canes fronting each house. This picture is of the home of *Thomas Carroll* at 3255 N. Nottingham, with the candy cane motif carried out in lawn and window decorations. On the steps are Tom, foreman at North avenue, and his three sons, *Edward and John*, 10-year-old twins, and *Tom*, age 13.

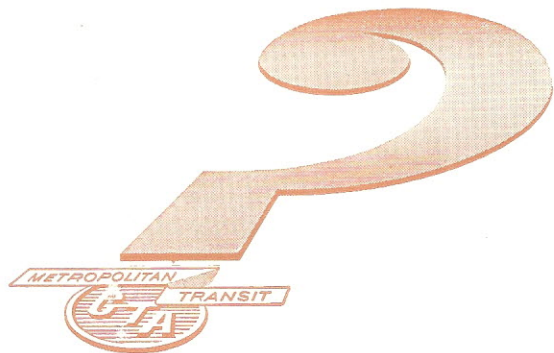
THE PRE-HOLIDAY season was not all bright lights and shining decorations, however. The weatherman got into the act, too, with an overnight snowstorm just in time for a "White Christmas." But moderating temperatures turned it into a wet slush, but not before it had caused traffic snarls on city streets, slowed-down all surface transportation and "snowed-in" some automobiles at the curb.

Nevertheless, it had its picturesque aspects in the parks, as shown by the picture at the left taken in the Rookery at Lincoln Park. In the photo at the right, *Sally*, the Lincoln park grizzly bear, looks a bit unhappy about the weather situation even though it is common to her natural habitat. Perhaps she misses the peanut-tossing visitors of balmy days or, again perhaps, she's trying to decide if it's time to go into hibernation.



THE HOME of *Paul Schreeves*, maintenance man, North Park, at 7036 W. School street, was part of a street long decorative display in which all his neighbors participated. Cut-outs of caroling choristers added to the effectiveness of the scene, and brilliant lighting gave it an extra touch. *Mr. and Mrs. Schreeves* look out from the porch of their attractive house.





**INQUIRING REPORTER:** Leo Bien

**LOCATION:** 61st Street

**Do you think it helps to tell your personal problems to others and ask for their advice?**

**PAUL ZOSEL, Towerman, (with Inquiring Reporter Leo Bien):** "Most individuals have enough of their own personal problems without being bothered by those of others. As they arise, mine usually are solved personally, and if not Father Time takes care of them."

**JOHN LOUGHLIN, Motorman:** "People have their own problems and usually don't care to listen to the troubles of others. Of course, there are times when everyone seeks the advice of another, but this, I believe, should only be done when it is absolutely necessary."



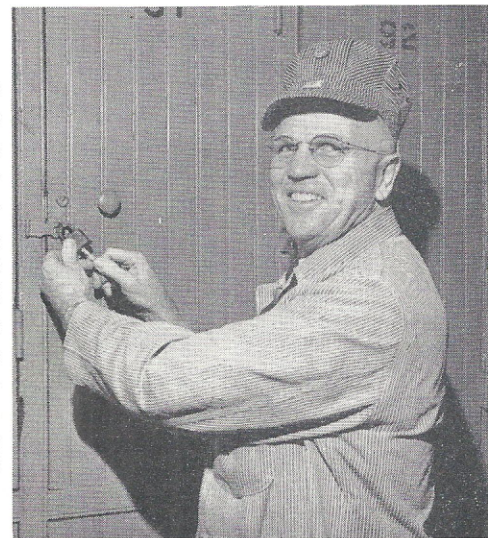
**MARCUS WALKER, Motorman:** "It sometimes does help to tell your personal problems to someone else as it tends to relieve the tension. Quite often the advice received gives you a new perspective and helps you solve your problem."



**JOHN LEMKE, Yard Foreman:** "No, I don't believe in carrying my problems to other people. I try to work them out by myself. After all, anyone who has a problem has to face it regardless of the advice or opinions of others, so I just bear the burden until I figure the problem out."



**PATRICK HICKEY, Extra Guard:** "I believe yes and no about telling other people my personal problems or seeking their advice. True, nobody likes to hear about another's hard luck, but sometimes it's necessary to talk to someone. If my problem is too difficult for me to solve, I try to seek the counsel of a clergy."







# OUR PUBLIC SPEAKS

THE FIRST step in establishing a sound business is the policy of maintaining a reliable and trustworthy reputation. This can be built only by organizational cooperation from top to bottom. Good customer relations are essential if a company is to increase public approval of its operational standards.

In the transportation business, the attitude of the operating personnel towards those who patronize our service is a major factor in winning better public acceptance for that service. Because it is a job that requires direct contact with our riders, the element of personal salesmanship involved takes on added importance.

Many employes know the value of courteous personal service in their contacts with the public. Their "on-the-job" attitude and efficiency creates a good impression in our riders whose coins in the farebox are the source of our livelihood.

Printed below are a few expressions, pro and con, recently received, which illustrate rider-reaction to the personal side of our operations:

(Editor's Note: The following letter was sent to Mrs. Bernice Van der Vries, CTA Board Member, by State Representative Jeanne C. Hurley, 7th District.)

## "Christmas Spirit"

**Conductor Frederick J. Loebaka**, Howard Street: "The lot of a CTA conductor is probably not a happy one, but No. 21491 on the Evanston Express this morning certainly has a happy temperament under fire. When an irate commuter refused to pay the additional 15c and verbally abused the conductor, he was met with a wonderful display of Christmas spirit by the conductor, who paid the 15c himself. All of the passengers in the car applauded this act.

"I am sure I can speak for the group in praising the calm and tact of the conductor, who had every reason to be provoked."

## "Thoughtfulness"

**Operator Tyronza Hancock**, Archer: "I would like to commend Operator No. 8794 for the patience and courtesy he extended to a large, elderly woman, who had difficulty in boarding his bus. When she finally got aboard and paid her fare, the driver made no attempt to move the bus until she was seated. I felt that such thoughtfulness should receive recognition."

## "Efficient Operator"

**Operator Solomon E. Stanford, Jr.**, 77th: "Recently, I had the pleasure of riding with one of your most efficient operators on the Cottage Grove line. It was such a pleasure to observe his tactful technique in handling his bus and, above all, his patience in answering the many questions that were asked of him. This operator, No. 14320, deserves some

recognition as the type of person any company would like to have as a public representative."

## AND NOW, the other view:

"Recently, I had boarded an eastbound Belmont trolley bus and asked the driver if I could transfer to the eastbound gas bus at the terminal. Very quickly, the driver said he didn't know anything about this street and told me that my guess was as good as his. I laughed, passing-up the remark, and said I would really like to know where I could transfer, but his attitude became more arrogant. He told me to ride as far as the terminal and walk the rest of the way."

**COMMENT:** All operators are issued employe street guides, directories and route maps which they are required to use to familiarize themselves with the route on which they are working. Discourteous remarks will impel patrons to seek other forms of transportation, including walking.

"Occasionally I am called upon to work on Sunday nights. I scheduled myself to catch my usual bus, but when I arrived at the corner, the bus was leaving 10 minutes ahead of schedule. The result was that I had to wait 20 minutes for the next bus and missed my next connection, which made me late."

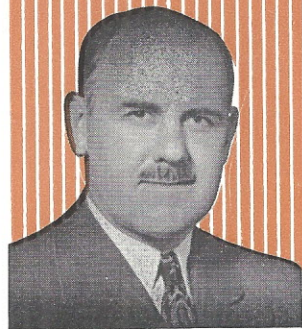
**COMMENT:** Schedules are designed to provide regular and frequent service in accordance with passenger volume and demand. Employes who run ahead of time are not only performing a disservice to our patrons but to themselves and CTA as well.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for December, 1959; November, 1959, and December, 1958:

	Dec. 1959	Nov. 1959	Dec. 1958
Complaints .....	1095	1129	1333
Commendations ....	87	98	82



# MEDICALLY SPEAKING



By Dr. George H. Irwin  
CTA Medical Director

## CONSTIPATION

THE TERM constipation is generally defined as a delayed or abnormal retention of the contents of the intestines. Many people have their own ideas of constipation. Certain individuals feel that unless they have a large, watery stool after each meal they are constipated. Others believe that a daily bowel movement is absolutely necessary. This is not true. A goodly number of healthy people go through life having a good bowel movement every other day. Some persons persist in claiming they are constipated because their daily movement doesn't seem large enough. Also a few people take a daily laxative to secure a bowel movement and strange as it may seem these persons do not admit constipation. The above examples are cited just to show the various viewpoints on this problem.

The incidence of constipation is very high. Constipation is undoubtedly the greatest single medical problem of the American public, especially after the age of 40.

A simple explanation of the physiology or working of the intestines may give a better understanding. The normal intentional motility varies greatly. Ordinarily the stomach empties in two to five hours. Digestion in the small intestine takes place rapidly—about two to four hours. Then the undigested food residue enters the colon in a liquid state. Passage through the colon varies from about one to three days.

It is important to note that the function of colon is the absorption of water

from the liquid food residue. This is the portion of the digestive tract in which the problem of constipation develops. One may logically conclude that if the motility of the bowel is fast the stools will be loose because there is not enough time for the colon to absorb the water from the liquid residue. On the other hand, if the motility is slow or delayed, too much water is absorbed and hence the stool is hard, dry, and constipated.

The causes of constipation include any agent which may affect the motility of the intestines. There are a few instances of constipation caused by organic narrowing or obstructions, as in tumors or cancer of the bowel. However, the majority of causes fall in the functional classification. These include improper diet, poor habits, lack of exercise, nervousness, and chronic use of laxatives. Constipation is not actually a disease. It results from the wrong habits of living.

The most common types of functional constipation include the spastic and the atonic forms. In the former, the bowel motility is slowed down due to a chronic spasm of the bowel wall. In the latter, there is a lack of propelling force to the intestines and the food residue is thereby delayed.

The management of constipation is a big problem. It naturally varies with the underlying cause. Space permits only a few brief comments about the more important aspects. In all cases of persistent constipation one should start by having an examination by his personal physician. It is of primary importance that organic causes of constipa-

tion such as cancer or other diseases be ruled out. After this has been done the following points should be considered:

The presence of nervous tension and nervous fatigue should be investigated and eliminated.

The importance of neglecting to answer a call to stool should be understood. This neglect of desire is usually the first error but has its roots in nervous tension.

About two quarts of fluids should be taken each day.

Lack of exercise or any sedentary life is a contributing factor.

Proper diet should include an adequate amount of essential foods, such as milk, eggs, vegetables, meat, fruits, whole grain cereals and butter.

The road to the successful care of constipation is a long and tedious one. Don't be discouraged and don't start the laxative habit.



SANTA CLAUS made his annual pre-Yule appearance at the Christmas party sponsored by CTA Post, No. 1216, American Legion, on December 15. The event, held at St. Jude's Hall, attracted a roomful of youngsters, many of them grandchildren of members of the Post and Auxiliary, who shared in gifts from Santa's big bag. These two cute guests are, right: *Thomas Gomolinsk*, grandchild of *Margaret Haseman*, and left: *Paula Cheryshev*, grandchild of *Martha Valiunas*, both members of the Auxiliary. The children are occupying the lap of *George Botcher*, retired motorman, North Avenue, Santa for the occasion.





## INTERESTING DEFINITIONS

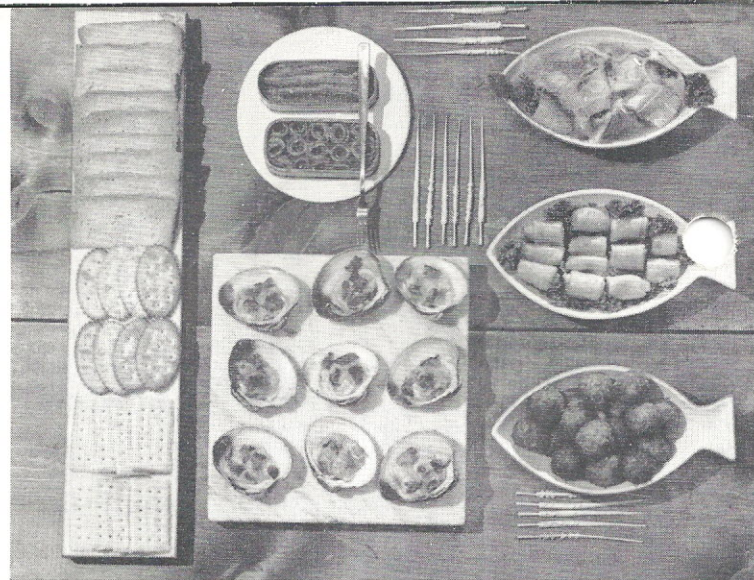
AN EXTREMELY pleasant custom that grows more popular with each year is the serving of tasty tidbits with beverages at a party or before a company dinner. Whatever you may call these appetite-teasers—canapes, appetizers or hors d'oeuvres—serving them strikes a note of informality, and when served before a meal they whet the appetite for the main courses to come. As a matter of fact, your entire family would appreciate them once in a while before dinner, especially if the day calls for a little celebration.

If you're curious about the different names for those "little foods," served both hot and cold, you'll be interested in the following explanations gathered from dictionaries and food encyclopedias:

*Hors d'oeuvre*—a French expression, hors means "outside," and oeuvre "main ingredient"—in other words, "outside the meal." The word is the same, whether in the singular or plural. It was first used to describe a number of little dishes served by French chefs who were trying to keep diners happy while the elaborate main courses were being prepared. Now, of course, in most any country, the word describes all kinds of small tasty dishes served before the meal, whether fish, meat, fowl, fruit, vegetable or other food.

*Appetizer*—this is simply the English word for hors d'oeuvre.

*Canape*—this is the same French word that gave us "canopy." In everyday French, canape is a restful seat or settee, but in culinary French, canapes are small pieces of



WHETHER YOU choose to serve convenient frozen foods like fish sticks or cooked shrimp, or if you choose to make your own appetizers, such as tiny fish balls, clams or oysters casino, you'll find fish and shellfish interesting to serve and delicious to eat.

bread or rolls which support small mouthfuls of fish, meat, fowl, or anything else that is appetizing. Thus all canapes may be served as hors d'oeuvres or appetizers, but an hors d'oeuvre or appetizer is not a canape unless it is served on a small piece of bread or roll.

Whatever you call your little appetite-teasers, you'll always find a wide versatile selection in fishery products. If you like to make your own, here are two favorites:

*Clams Casino* (served cold): Open clams carefully to retain the juice. Remove upper shells, leaving clams in deeper halves. Sprinkle each with a few drops of lemon juice and bits of finely minced green pepper, chopped onion and chopped bacon. Season with salt and pepper. Place in a shallow pan or on a cookie sheet and bake in a hot oven (450°F.) until bacon crisps. Same recipe may be used for oysters.

*Tiny Codfish Balls* (served hot): Shape canned codfish cakes into tiny round balls, 3/4-inch in diameter, and fry to a golden brown in deep hot fat. Serve with a cocktail pick stuck into each.

## Spice Cake With Butterscotch Frosting

SPICE CAKE with Butterscotch Frosting and mugs of milk or hot chocolate will satisfy any youngster's appetite.



THE FLAVOR of spice cake—enhanced by a rich, fluffy butterscotch frosting—is a dessert or snacktime treat that's something "extra special." Family and friends will long remember this cake!

Skillful blending of cinnamon, nutmeg, cloves, ginger and brown sugar give Spice Cake its flavorful goodness. Served with Butterscotch frosting, it is guaranteed to rate tops on anyone's list of favorites.

To make Spice Cake with Butterscotch frosting "pretty as a picture," decorate the top with two circles of chopped nuts. Or merely sprinkle the chopped nuts generously on top.

Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for a free Spice Cake and Butterscotch Frosting recipe.



## HINTS FOR HOMEBODIES

### A New Way To "Frame Your Family"

HERE'S A new way to "frame your family." Hang their photographs on the wall in this easy-to-make plywood frame.



FINDING A new way to "frame your family" is easy and challenging when you frame family photographs set in plywood and hang them on the wall with shiny brass rings.

Illustrated is a multiple family frame which starts with portrait photographs from albums and paper cardboard folders.

Most homemakers want to know how to use portrait photographs attractively and in good taste. In the proper settings, they give the walls of a home some of the personality of its family. Portrait photographs are a form of art and should be used as any other art—on the wall.

Start the multiple frame with a 20x48-inch plywood board, veneered on one side. The next step is to arrange the photographs on the board and trace around them, so holes can be sawed, tailor-made exactly to fit each photo.

The plywood should be framed for strength on the back with a 1x2-inch stripping covered with 1-inch veneer, available in rolls at hardware stores. Support the back of the frame with two rows of stripping vertically through the center—to give the frame rigidity and keep it from buckling.

Glass, used to keep the portrait photographs clean, is held into the frame with strips of molding. The backs of the portrait photographs are protected with cardboard and paper backing. And, as a final touch, brass rings are screwed into the top of the frame.

Total time involved for the busy handyman or homemaker: one evening of creativity and fun. Result: a collection of family portrait photographs, framed in such an original way that it will highlight any decorative scheme.

### Fancy-Free Housekeeping

CLEANING A house will never be easy, but it is easier today than it was even a year ago.

New and specialized products and equipment take some of the sting out. Also, preventive housekeeping is a big help. You protect cleaned areas so future cleaning is simpler. It will make your cleaning days fancy-free and save you time and energy. Follow these rules to save yourself:

Set realistic goals. Don't retrace steps. Finish a room before going into another. You'll see results of your efforts sooner. Park things belonging elsewhere at the door for delivery later.

Carry a basket or wheel a cart of cleaning supplies from room to room. Avoid extra stair climbing by keeping a full set of supplies on each floor.

Sit—don't stand—when you can (dusting books, vacuuming furniture, sorting magazines, in-place jobs). Take a break after cleaning a large room or two small ones. You deserve it!

### Burglar-Proof Door

ANY PURPOSEFUL burglar can break into a door with an ordinary lock. Try it yourself. With a little practice you can slip a business card or piece of plastic through the crack in the door behind the latch, and you're in. Extra chains and bolts on the inside of the door are all very well while you're indoors, but the clever burglar waits 'til you've gone

out. A door lock with a deadlocking latch sets automatically when the door is closed and cannot be pressed back with the movable part of the latch—complete security whether you're in or out.

### Don't Become a Statistic!

BE IT ever so humble, there's no place like home—despite the accident statistics.

The statistics might make you wonder about "home, sweet home."

1. Home accidents kill more children 1-4 years of age than any disease.
2. Home falls take 12,000 lives a year.
3. Home fires and other burns take the lives of 5,500 persons annually.
4. Accidental poisoning in the home claims 1,000 victims a year.

Home accidents kill 27,000 persons a year, and injure more than four million.

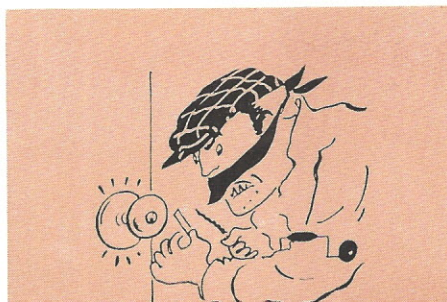
In view of these facts you may well be concerned with the safety of your home.

But when you stop and consider the great number of hours spent in the home, the statistics are more understandable even if the danger is just as real.

A hazard-free home results from practicing the safe way of doing things. You'll soon do them automatically.

Here are some danger signals to watch out for in the home:

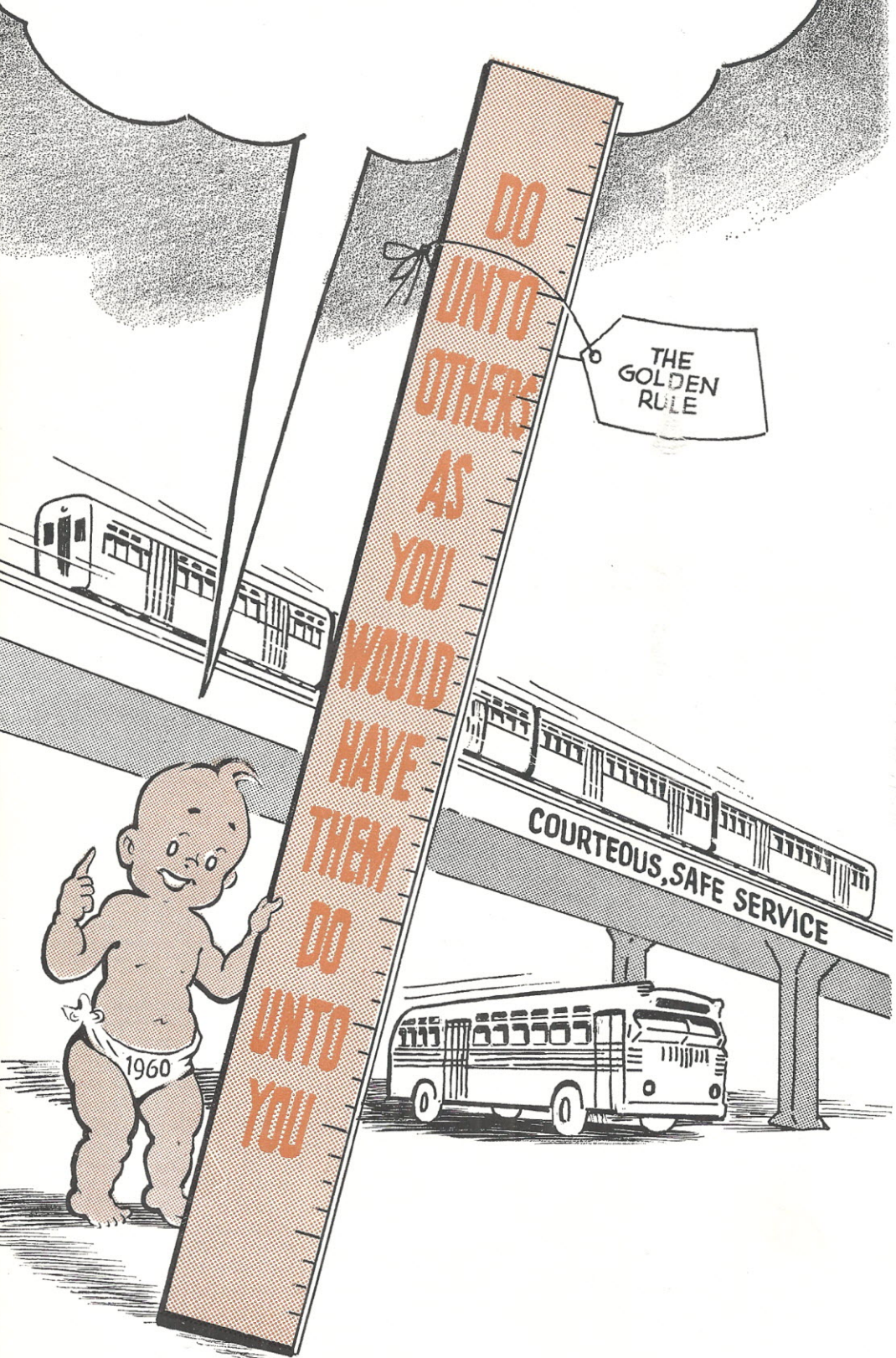
1. Water or grease on the kitchen floor.
2. An unlighted stair, or toys and boxes piled on the steps.
3. Oily rags or papers left in a corner of the basement.
4. Dull knives, which are dangerous because they force the user to apply too much pressure, and because most people don't have the proper respect for them.





# LET'S MEASURE UP TO OUR RESPONSIBILITIES DURING 1960 !

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