

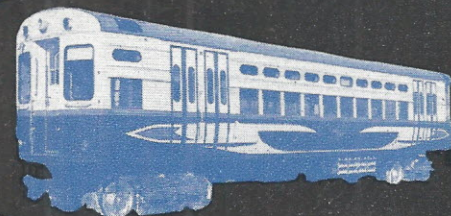
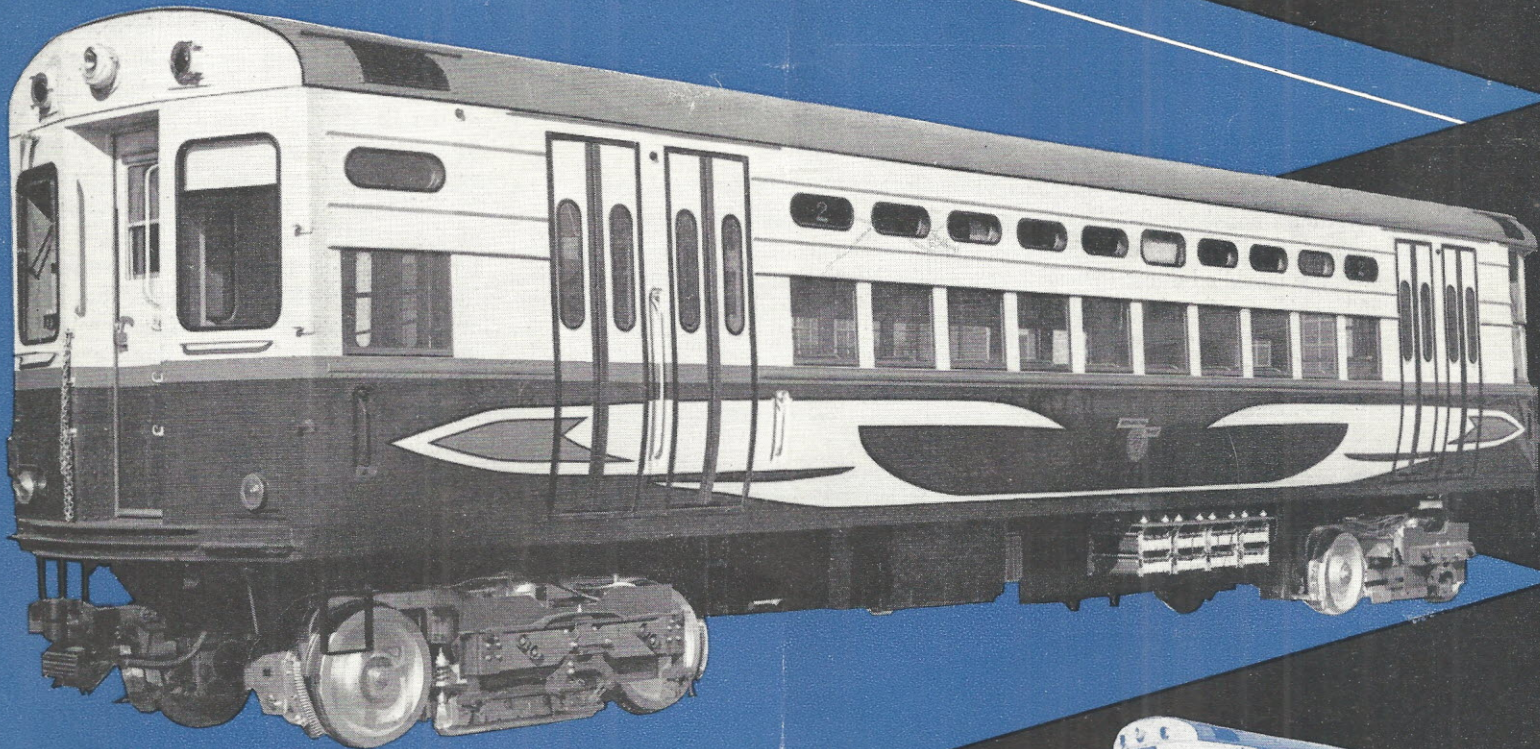
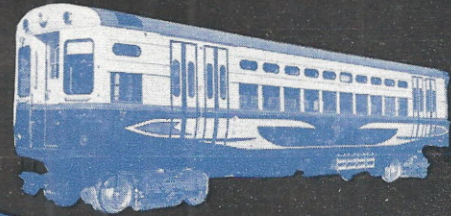
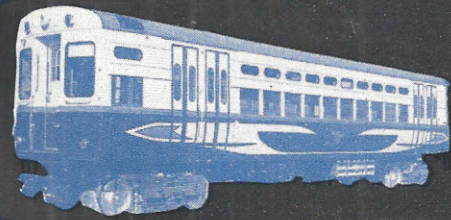
FEBRUARY, 1960

# TRANSIT NEWS

METROPOLITAN



TRANSIT



New, Experimental  
High-Speed "L" Cars  
(See Page 4)

# 1959

# In Review

## RECORD OF ACCOMPLISHMENTS AND PLANS

CTA'S FLEETS of modern equipment were increased in 1959 by delivery of 96 all-metal rapid transit cars and 131 odorless LP-gas motor buses costing a total of \$7,794,658.

Since formulation of the modernization program in 1945, when CTA was established, CTA has spent or committed approximately \$140,000,000 for modern equipment and modernization of other facilities, such as shops, garages and shop tools.

The make-up of CTA's passenger fleets has changed drastically since CTA began operations. All of the streetcars, a total of 3,324 units, have been retired, and so have 1,166 wood and wood-steel rapid transit cars. All but 570 of the streetcars and all of the 1,166 rapid transit cars have been scrapped or converted to non-passenger uses. Components from the 570 streetcars—all of the Green Hornet type—were used to build 570 all-metal, lightweight, high-performance rapid transit cars.

### Surface Fleet Totals 3,274 Buses

CTA's 1959 surface fleet of 3,274 passenger vehicles consists of LP-gas (propane), gasoline, diesel and electric buses, including the world's largest LP-gas fleet of 1,550 vehicles. On the rapid transit system, CTA operates only all-metal cars, 770 of them being the latest type of lightweight, high-performance units which

CTA pioneered, and 446 being the older, heavier all-steel cars for a total rapid transit fleet of 1,216 all-metal cars. This adds up to a total of 4,490 passenger vehicles in use at the year end.

Originating revenue passengers for the year totaled 546,015,323 compared with 533,294,043, an increase of 2.39 per cent. Rapid transit originating passengers increased 5.85 per cent, and surface system originating passengers increased 1.52 per cent. Available statistics indicate an increase of 1.47 per cent on the surface system, and 6.10 per cent on the rapid transit system.

### Important Events Help Riding

Part of the increased transit riding in 1959, undoubtedly was due to a series of important events that occurred during the year—the International Trade Fair at Navy Pier, the visit of the Queen of England to Chicago, the Pan-American Games, and the World's Series between the Chicago White Sox and the Los Angeles Dodgers.

During 1959, CTA completed the first stage of the \$1,800,000 project to remove the bottleneck at Wilson avenue station on the North-South route by constructing four tracks through the station area. The project is scheduled for completion in 1960, if steel deliveries are made on schedule.

CTA also began consolidating its surface shops at 77th and Vincennes avenue, with the objective of abandoning its West Shops at 3901 West End avenue. Most of the West Shops activities have already been moved to the South Shops, and \$420,000 was spent at the latter location during the year to accommodate the operations moved from the West Shops. A new shop building costing an estimated \$2,500,000 is scheduled for the South Shops.

### Improvement Plans for 1960

For 1960 an extensive capital improvements program totaling \$20,169,000 is scheduled. Among the projects included in the program are purchase of 300 modern buses at an estimated cost of \$7,140,000; \$200,000 to start modernization of five elevated stations in the Loop; \$200,000 to start the \$400,000 project for expanding station platform, passenger control facilities and the car storage capacity at the 63rd-Loomis terminal of the Englewood rapid transit branch; \$1,300,000 for a new inspection shop, rapid transit-bus passenger interchange facilities and a transportation building at the Des Plaines avenue, Forest Park, terminal of the new West Side subway in the median strip of the Congress Expressway; and \$123,000 for purchase and installation of a train-phone system on the North-South "L"-subway route to enable central dispatching at the Merchandise Mart to communicate directly with motormen of in-service trains.

VOLUME XIII

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### RECENT CTA ADDITION TO THE ARMED FORCES

William K. Beasley—Transportation (West Section)

### RECENTLY RETURNED

Bernard J. Ford—Training Department  
David E. O'Neal—Transportation (Keeler)

In the old days a man who saved his money was a miser; nowadays he's a wonder.

# Begin Work on Lake Street Elevation Project

CONSTRUCTION WORK was started on January 13 on the \$4,000,000 project, being jointly financed by public agencies, to elevate the two and a half mile, ground-level section of CTA's Lake rapid transit route.

Presently the Lake rapid transit route operates at ground level between Laramie avenue, Chicago, and Harlem avenue, Oak Park. These tracks are to be relocated on the adjacent elevated right-of-way of the Chicago and North Western railroad, and new, modern rapid transit stations are to be built in the area.

The co-operating public agencies informally agreed almost two years ago to share in the cost of the project. Elimination of further delays in starting construction was accomplished by a recent agreement to segregate the Federal section from the rest of the project.

## Start Rearranging Tracks

This agreement enabled CTA, as manager of the project for the co-operating public agencies, to authorize the North Western to proceed immediately with the rearrangement of its tracks on the north half of its right-of-way between Laramie and Harlem avenues.

Meanwhile, CTA started to remove the station structures beginning at Central avenue and working west. There are four station structures to be removed: at Central avenue, at Austin boulevard, at Ridgeland avenue, and at Oak Park avenue. These North Western stations were recently closed by permission of the Illinois Commerce Commission.

The Federal Aid section is the proposed viaduct over busy Harlem avenue, and is only 1,526 feet long, including a 66-foot span over the street, and the east and west approaches, each 730 feet long. The cost is estimated at \$1,000,000 toward which the Federal Bureau of Public Roads has agreed to contribute \$195,000. The balance of \$805,000 is to be borne by the State of Illinois.

Five public agencies, not including the Federal government, are sharing the cost of the project. Their respective shares are as follows: CTA, \$600,000; City of Chicago, \$600,000; Oak Park, \$800,000; Cook County, \$1,000,000; and the State of Illinois (including Federal Aid), \$1,000,000. The county's share will be paid by the state from the county's share of the state motor fuel tax.

The Chicago and North Western's present two south tracks between Laramie avenue and Harlem avenue will be used for the Lake rapid transit route. One of the tracks will be relocated at the station areas, and new stations will be built at Central-Parkside, Austin-Mayfield, Ridgeland, Oak Park-Euclid, and at Harlem-Marion.

## 22 Grade Crossings Eliminated

The Chicago and North Western railroad will build a new track in this section, relocate its northernmost track, and confine its operations to three tracks instead of the present four tracks. The North Western has been authorized to proceed with this work.

By elevating the ground-level tracks of the Lake rapid transit route, a total of

22 grade crossings will be eliminated. This will end the existing serious delays to street traffic and hazards to pedestrians. Train service will also be materially speeded up. On a weekday more than 500 trains operate through these grade crossings. In the peak hour, the gates at some crossings may be down for an accumulated total of 25 minutes, blocking all traffic.

For use of the North Western right-of-way and tracks, CTA is to pay a rental of \$168,000 a year. Just recently CTA completed the purchase of land and lease of additional right-of-way from the North Western railroad to be used in constructing new terminal and yard facilities west of Harlem avenue.

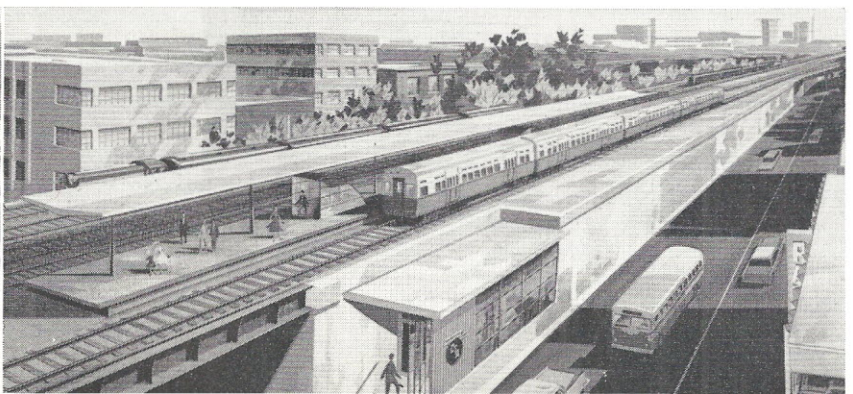
## Acquire Land for Terminal

For the new terminal facilities, CTA has leased 1,707 feet of two-track right-of-way extending west from the west side of Harlem avenue. The rental payment is \$9,005 a year. This right-of-way adjoins the right-of-way leased for the track elevation project.

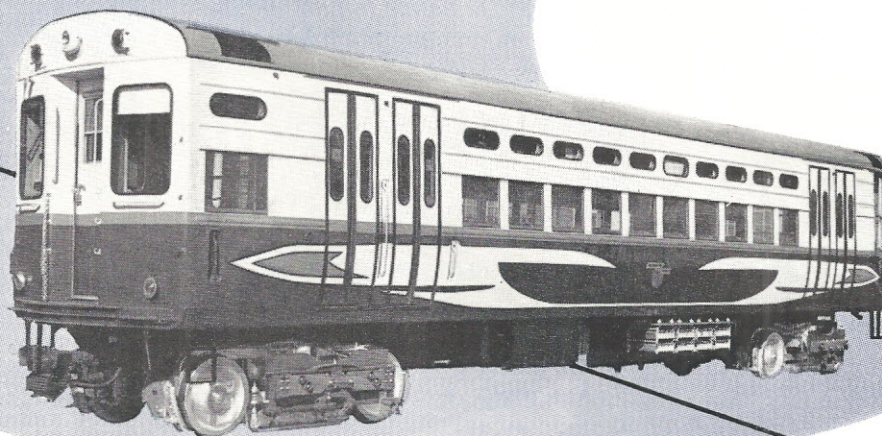
Two tracts of land were purchased. One tract, containing 79,573 square feet and adjoining the leased trackage area on the south, will be used for new yard facilities to replace the present yard at Harlem avenue. It was purchased at a cost of \$77,105.03. The other tract, containing 2,800 square feet, was purchased at a cost of \$3,500. It, together with adjacent land already owned by CTA, will be used as a site for a new substation supplementing the present substation at Lombard avenue. These yard and terminal facilities will be built and financed by CTA.

**FIRST VISIBLE** evidence of the start of construction on the \$4,000,000 project to elevate the two and one-half mile, ground level section of CTA's Lake rapid transit route was the removal of the C. & N. W. RR. stations on the railroad right-of-way. This picture shows workmen razing the station at Lake and Central avenue, the first to go. When the project is completed, rapid transit trains will operate over the two south tracks of the present elevated right-of-way.

**ARTIST'S SKETCH** of a modern station typical of the five new stations to be built in connection with the \$4,000,000 project for elevating the 2½-mile-long ground-level section of CTA's Lake rapid transit route, which was started January 13. The ground-level section extends from Laramie avenue, Chicago, to just beyond Harlem avenue, Oak Park. CTA tracks in this area are to be relocated on a section of the adjacent elevated right-of-way of the Chicago and North Western railroad.



# Another CTA First



## Start Delivery of New High-Speed "L" Cars

DELIVERY OF the first of four high-speed, light-weight, experimental rapid transit cars, with specially-designed motors, controls, trucks, gear drives, axles, bearing installations and auxiliary braking, was scheduled to be made to Skokie Shops as this issue of TRANSIT NEWS went to press. The cars are being manufactured by the St. Louis Car Company.

These new cars are the result of CTA's desire to step up the progress of the high-speed era in urban transportation. Equipped with 100 horse-power motors and controls designed to operate at higher speeds than equipment presently available to the mass transit industry, the cars will maintain a three miles per hour per second acceleration rate up to 30 miles per hour. At this point the cars continue to accelerate at lower rates on the motor curves until a maximum speed of about 75 miles per hour is reached.

In addition to the high speed motors and controls, it was necessary to develop special high-performance gear drives, axles, bearing installations and auxiliary braking to obtain maximum performance from these new-type transit cars.

Distinctive and attractive exterior and interior color schemes are used on these four special high-speed cars so they will be easily recognized by CTA riders.

The exterior paint job combines Tangerine red, Silver grey, Luxury maroon and Ebon black. The roof, belt rail and side design background is Tangerine red. From the roof to the belt rail the color is Silver grey. Luxury maroon is being used from the belt rail to the bottom of side sheets with striping in Ebon black.

The interiors of these cars present a cheerful appearance with light colors prevailing. Flamingo white is used on the ceiling down to the advertising racks. Bisque grey is used from the bottom of the advertising racks to the wainscot and also on the full length of side and end door panels. The wainscot, extending from the bottom of the windows to the floor, is Sunset grey.

These colors are compatible with the colors and motif of the new passenger seats and the mottled design floor covering.

The research program necessary to design and build these new type cars is a cooperative effort participated in by CTA and the following companies: American Steel Foundries, The Budd Company, Dana Corporation, General Electric Company, General Steel Castings Corporation, Hyatt Bearing Company, LFM Manufacturing Company, S.K.F. Industries, St. Louis Car Company, Timken Roller Bearing Company, Transit Research Corporation, Westinghouse Air Brake Company and Westinghouse Electric Corporation.

All of these organizations have made substantial financial contributions and supplied engineering services in connection with this program. Some components are provided on a reduced cost basis; other components are on a long-term test basis with the option to purchase, and some components are provided without cost to CTA.

After thorough tests have been completed, these cars are scheduled to be operated as a train in CTA's West Side subway in the Congress Expressway.

# "OUTSTANDING IN SAFETY"

## ATA Award to Kedzie Garage

INDUSTRY RECOGNITION for safety achievement was awarded recently to employees of Kedzie garage by the American Transit Association for an outstanding record of working without a lost time injury for 250,000 consecutive man hours.

The award, a bronze certificate, was the first ever won by a bus garage since the Authority took over the three local transit properties serving the city. The last Shops Department unit to win the award was Skokie, which is a rapid transit car and maintenance shop.

The period covered by the award ran for 605 calendar days, from April 5, 1958, to November 30, 1959. The number of employees at Kedzie garage during that period averaged 89. Together they accumulated a total of 291,534 consecutive man hours without a disabling or lost time injury, more than enough to qualify for the certificate award.



ONE OF the transit industry's top awards for on-the-job safety was presented to Kedzie garage recently in recognition of having worked for 250,000 consecutive man hours without a lost time injury. The award was a bronze bond certificate which is being received here by *Henry C. Richter* (left) foreman, from *General Manager Walter J. McCarter*. Part of the force of 89 employees who helped establish this creditable record are shown in the background.

However, the extra hours will carry over and be applied towards certification for a silver 500,000 man-hour award, which is the next goal Kedzie employees will try to attain. Based on their present record, it's a certainty they will be in there trying.

Presentation of the award was made to *Henry C. Richter*, shop foreman, by *General Manager Walter J. McCarter* at a special assembly of workers on January 20. Department heads and members of the Employees' Safety Committee were on hand to extend congratulations.

## FIVE STATIONS WIN ANNUAL S.A.A. PLAQUES

FIVE OPERATING stations were named winners of 1959 Station Achievement Awards as CTA launched its 1960 effort to reduce public accidents and costs even further during the year ahead.

The annual traffic type award went to 52nd Station which achieved a reduction of 3.45 in traffic accidents for every 100,000 miles operated. This figure is based on a comparison of its 1959 traffic accident frequency rate and its average traffic accident frequency rate for the past three years.

The passenger type traffic award was won by Limits Station which achieved a reduction of 2.51 in passenger accidents for every 1,000,000 passengers carried. This figure is based on a comparison of its 1959 passenger accident frequency and the average rate for the past three years.

Both are surface system awards.

Kimball topped all rapid transit stations to win the annual combined traffic and passenger accident award by achieving a reduction of 1.52 traffic and passenger accidents for every 100,000 miles operated. This figure likewise is based on a comparison of its 1959 frequency rate and the average frequency rate for the past three years.

North Avenue on the surface system and Douglas on the rapid transit system each received special Station Achievement Awards for 1959. These awards are given for an especially good overall safety record during the past three years and maintaining this record during 1959.

Announcement also was made of the winners of the quarterly S.A.A. for the last period of 1959. These, likewise, went to 52nd, Limits and Kimball.

Presentation of the plaques will occur in February and March and pictures will appear in our next issue.

Highlighting last year's safety performance was the fact that accidents and incidents involving vehicles continued to decline, resulting in the setting of a new safety record for the fifth consecutive year.

During 1959, total accidents and incidents were about eight per cent lower than in 1958, the previous record low year. The frequency rate of about 11 traffic and passenger accidents per 100,000 miles operated also is an all-time low record and is about 10 per cent below last year's frequency rate.

For the past five years—1955 through 1959—accidents have declined and each year the safety record excelled that of the previous year. This record is exceptionally noteworthy since it was accomplished during the period when the volume of street traffic has increased sharply.



operator hailed  
for  
**HEROIC  
RESCUE**

**Fred Wilson**

TEN SOUTH Side children owe their present well-being to the prompt action of Operator Fred Wilson, 52nd, who guided them to safety when fire swept an apartment building where they lived.

Driving a Hyde Park-Drexel bus on a southbound trip on the evening of January 13, he noticed flames shooting from the second floors of a four-story walk-up at 6442 Stony Island avenue. Fire equipment had not yet reached the scene.

Parking his bus across the street, he ran inside the burning structure and began pounding on doors and shouting warnings to the occupants. As startled family groups appeared in the halls, he

took the children in hand and led them down the stairway to the sidewalk and out of danger. Making several such trips, he had removed 10 children to safety by the time the Fire Department arrived. Then, with firemen in control, Wilson returned to his bus and continued his southbound trip.

By a strange coincidence, his own family once had been rescued from a fire in much the same manner. In 1954, while he was at work, fire erupted in his home. At that time neighbors helped his wife and three children to safety. In comparing that incident and the parallel circumstances of his own rescue act, he commented: "Someone did the same thing for me five years ago."

**New Directional Signs in Loop Stores**

THREE LOOP department stores are using new directional signs, furnished by CTA, to inform customers of convenient connecting store entrances and exits to "L" and subway stations in an effort to influence shoppers to use these facilities more frequently.

The signs have been placed at Sears, Roebuck and Company retail store at 403 S. State street, Goldblatt Brothers store at State-Van Buren, and at Mandel Brothers store, State-Madison.

Two sizes are being used, 6"x24" and 18"x24", and they have been installed at direct subway or "L" entrances and exitways and on store directory boards.

The signs are made of enameled aluminum, white and tan in color and the

directional information is overprinted in black lettering for easy visibility. All carry the CTA insignia.

Other State street stores having direct platform entrances at elevated or subway level have the placement of similar signs under consideration.

The signs were designed by CTA's Staff Engineering Department and placement was arranged by the Commercial Sales Section of the Public Information Department.

Wilson, who has been a CTA employe for 12 years, lives in Gary, Indiana, where he takes an active role in community affairs. He is commander of Amvet Greater Gary Post No. 6; an officer of the city council of Terrytown, a new residential area on the west side of Gary, and treasurer of the Terrytown Lutheran church.

He and his wife and five children, live at 1941 Williams street in the Indiana city. The children are: Patricia, 12; Fred, Jr., 10; Maurice, 7; Kenneth, 5, and Braden, 2.

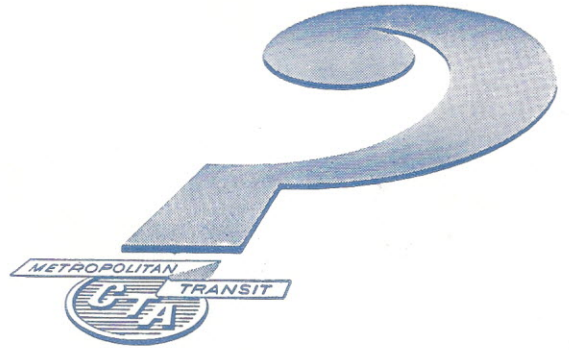
Operator Wilson's prompt and timely action in the fire emergency was highly commended in a letter to him from General Manager Walter J. McCarter. The letter follows:

"It is with sincere pleasure that I have the privilege of commending you for your courageous action in arousing the residents of the burning building at 6442 Stony Island avenue, and carrying or leading at least 10 children to safety. Your heroic action without regard to your own safety undoubtedly saved many residents of the building from serious injury, and possibly from death. Your action reflects great credit upon yourself and CTA, and I am proud to commend you on behalf of Chicago Transit Authority management and your fellow employes."



PICTURED ARE typical CTA directional signs recently installed in three Loop stores to guide shoppers to convenient connecting store entrances to the "L" and subway.





**INQUIRING REPORTER:** *Angelo Bianchini*

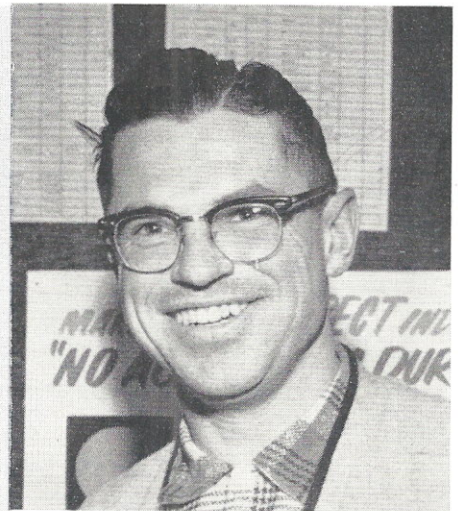
**LOCATION:** North Section

**Do you believe that children should fight their own battles, or should parents interfere?**

**EDDIE ARMSTRONG**, Extra Guard (with *Inquiring Reporter Angelo Bianchini*): "I have five children of my own and I believe that the kids should fight their own battles because they are more apt to straighten out whatever the trouble is. I don't think it's wise to interfere because sometimes the children make up and their parents are at odds."



**DICK MEISNER**, Supervisor: "Yes, they should fight their own battles, but parents should interfere if it is a physical-type disagreement. Unfortunately, children cannot control their tempers and there are times when a fight can get out of hand. However, a verbal argument should be settled by the children. It's good for their minds."



**CLARENCE RUDOLPH**, Clerk: "Kids should fight their own battles! I don't care how heated an argument or fight can get, I believe it's up to the parents or father to teach the children the art of self-defense, verbally or otherwise."



**SAM CHARLES**, Motorman: "I think younger children should fight their own battles. It not only teaches them self-defense and self-control, but prepares them for the future. After all, if parents did interfere, how could we help our kids if we had to step in."



**BARNEY REGAN**, Extra Guard: "If the disagreement amounts to nothing more than a squabble and the children are of the same age in a real bout, I think they should handle it themselves. There are times when a fight or argument is mismatched and this is when I believe a referee is necessary."





Lester Racker

Earl L. Campbell

Bennie Harris, Jr.

## OUR PUBLIC SPEAKS

PERSONAL, COURTEOUS service on the part of our operating personnel is just as important to CTA operations as is modern, up-to-date equipment and facilities.

Too much emphasis cannot be placed on the role that employes play in the struggle to maintain good public relations.

Letters of commendation are written regularly to the Service Section of the Public Information department. These letters from patrons express a sincere appreciation for the courteous, efficient service that they have received from our employes. Reprinted below are a few letters of commendation:

### "Clear Enunciation"

**Conductor Lester Racker**, South Section: "Recently, I was a passenger on an Englewood "A" train, and I want to compliment the conductor, whose badge number is 22418, for the way he called the streets by name and mentioned how far south they were. Also, he gave the names of the cross streets and the connecting bus lines in clear, loud enunciations. In my opinion, he is one of the most efficient conductors I have ever had the pleasure of riding with."

### "Protective Attitude"

**Operator Earl L. Campbell**, 69th: "Every evening, without exception, I

have the pleasure of riding with Operator number 8468. He always waits when he sees me running toward his bus and makes sure I make the proper connections. He seems to enjoy assuming this responsibility and almost has a protective attitude. But, one of the nicest characteristics about this driver is that he is just as nice to each and all his passengers. Time after time, I hear him greet his steady *guests* with a friendly word or a pleasant thought. I cannot find words sufficient and adequate to define the fine qualities or courteous manners of this particular operator."

### "Compelled to Write"

**Operator Bennie Harris, Jr.**, 77th: "It was so refreshing to come across Operator number 231 that I felt compelled to write about his excellent service.

He is always pleasant, polite and courteous. It is such a pleasure to ride with him that I felt that he is entitled to some recognition, if only a letter of praise."

A FEW other employes who also recently received similar letters of commendation are: *Conductor Leonard Beatty*, Badge No. 22133, South Section; *Operator Romuald Howard*, Badge No. 3141, 77th; *Operator Russel Charles Miller*, Badge No. 6893, Archer; *Operator Abraham Scarbrough*, Badge No. 330, 69th, and *Operator Willie Wolcott*, Badge No. 7416, 77th.

NATURALLY, SITUATIONS do arise and some misunderstandings are prone to cause disagreements and dissatisfactions among our patrons. Reprinted below are a few letters that possibly could have been avoided if more tact and courtesies had been extended:

"Recently, I boarded a bus and paid my fare. Another man got on with me and paid his fare. When the operator held out a transfer, I asked if it was for me. He literally shouted and said I should take it if I wanted to because he likes holding transfers out. Throughout the entire time that I was on his vehicle, he deliberately embarrassed me and actually inferred that I was illiterate, because I told him I was going to report him, he smiled and said he hoped I knew how to write."

**COMMENT:** Any form of disorderly or rude conduct on the part of a CTA employe cannot be condoned or tolerated. Employes should make every effort to give our patrons the kind of service they are entitled to and show them every consideration possible.

"Recently, two buses were at the corner, waiting for the traffic signal to change. The first bus was full, so several other passengers and myself ran back to the second vehicle. The operator would not open the doors and motioned us back to the bus stop at the corner. When the light changed, the first bus moved out and the second followed right behind without stopping to pick-up the people he obviously misled to believe that he would."

**COMMENT:** Failing to give our patrons the service due them by passing up designated stops is a direct violation of CTA operating rules and regulations. When, due to circumstances, an operator has to stop his vehicle some distance before a designated stop zone, a second stop should be made.

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

	Jan. 1960	Dec. 1959	Jan. 1959
Complaints .....	824	1095	1636
Commendations ....	86	87	134



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## Mechanic's Idea Wins Award

BEVERLY—Chris Borcic, one of our night mechanics, was awarded a thirty-dollar check for his design and construction of a portable pump, which makes it possible for a mechanic to drive a disabled diesel bus into the garage, after it has developed fuel trouble on the street.

Operator Roy Engwall claims to have the oldest chauffeur's license of anyone in our system. His license dates back to 1924. I would like to hear from anyone with an older one. Incidentally, the cost of a license in those days was three dollars.

## New Pensioners

Our day receiver, Bill McConnell, retired on pension February 1, after 47 years of service. Bill began his transit career in 1912, as a switchboard operator. Since then, he has been a receiver and clerk at Cottage Grove, 69th, and 77th stations. His last three years were spent at Beverly.

Gene Sowinski recently joined our repair department. Gene's mother, Helen, owns a restaurant across the street from our garage.

It was good to see former Instructor John Lynch at Beverly as our relief night superintendent.

Our night janitor and former operator at Archer, Ralph Blinkwell, passed away on Christmas day. Ralph had been ill for several months prior to his death.

We were sorry to hear that George Dorgan, bus superintendent at 77th, passed away recently.

Operator John Mathey's 18-year-old son, John, Jr., joined the Navy recently. He is taking his training at the Great Lakes Naval Training Center.

There will be wedding bells for Clerk-Receiver Lawrence Lippert when he marries Dorothy Stutzke on February 27 in Warrenville, Illinois.



THE HALLAHAN CLAN

TOTALING A lucky 13 is the Hallahan family. Pat, clerk, Howard street, and his wife proudly posed their eleven children for a Christmas card. They are: (left to right) Billy, 11; Danny, 10; Jimmy, 6; Mike, 12; Pamela, 8; baby Elizabeth, 6 months; Patty, 14; Terry, 5; Peggy, 13; Nancy, 3, and Tracy, 20 months.

There also were wedding bells for your Reporter and Mary Gawenda, who were married on January 30. My brother, Operator Alfred Howard, and his wife, Vivian, were witnesses.

Operator Floyd Grajek spent his winter vacation in Vero Beach, Florida, visiting with his mother and father. He reports they are in very fine health.

Operator Art Schwappach spent his winter vacation in southern Illinois, in the town of Gillespie.

Operator George Payton's wife, Edith, recently was in the Englewood hospital.

## Abandons Chicago

Receiver Marty Carey went to Florida for a month to get away from our miserable Chicago weather.

As a result of the recent pick of clerks, we have some new faces at Beverly—Ernie Potenberg is back, and Jack Hester is our night relief clerk.

The following celebrated anniversaries this month: The Clyde Eatons, their 35th on January 5; Superintendent and Mrs. George Evans, their 23rd on February 6;

the Russell Lulls, their 34th on February 14; Ross and Jeanette Shaffer, their 21st on February 14; John and Helen Mahoney, their 18th on February 18; Ralph and Florence Layton, their 33rd on February 19; the Jim Durchaneks, their 34th on February 18; Ralph and Helen Bramlet, their 33rd on February 22; Harry and Dorothy Louis, their 25th on February 28, and the John Healys, their 35th on February 26.

—CLIFFORD L. HOWARD

## New Year's Eve Celebrated in Iowa

ACCOUNTING—(Material and Supplies)—Roy Wilson spent the beginning of the new year with his daughter and her family in Cedar Rapids, Iowa.

Margaret Timmons' husband underwent major surgery recently at Englewood hospital.

Helen Franson spent the Christmas holidays with her sister and family in Bayfield, Wisconsin. Bayfield is just south of Duluth, Minnesota.

(General)—Reverend Edward M. Pellicore, brother of George Pellicore, chief accountant, was elevated to Very Reverend Monsignor on December 28.

(Revenue)—Judith Ann Concanon became the bride of Richard S. Lopacki on January 9 in St. Bronislava church. A reception at Wegner's hall followed the ceremony. Judy received household gifts from her co-workers.

(Budget) — Clarence Steffen's father-in-law recently died.

(Payroll Distribution) — John Kruty has put up a good fight against his recent illness. He sent word that he's anxious to "get back in the harness" again.

—HELEN A. LOWE and MABLE I. POTTHAST

## Food Served with Chop Sticks Floors Diners

GENERAL OFFICE—(Transportation)—Bernadette Kizior, Laura Schrecke, Kay Bitina, Margaret Rosich and Jean Schweda recently spent an evening at the Azuma house, where diners sit on the floor and have to eat with chop sticks. They reported that they really enjoyed their "made in Japan" dinner.

Mickey Daly spent her Christmas holidays visiting friends, whose home is situated on the edge of frozen Lake Nashotah at Oconomowoc, Wisconsin. At the time of her visit, the countryside was blanketed with 12 inches of snow.

Dennis Kuhn left Transportation to work in the Purchasing department. His job has been assumed by Clerk John Morris.

Joan Kelly, information clerk, spent her vacation doing some Christmas shopping.

(Stenographic)—During a recent week-end, Joan Fitzgerald chauffeured Adele Monson, Marie Coari, Rita Deakin and Ellen Hasemann to Lake Lawn lodge, Delavan, Wisconsin, for a skiing holiday at the Majestic Hills ski slide at Lake Geneva. There was no natural snow

to be found anywhere, but man-made snow made it possible for the girls to enjoy a wonderful winter holiday. The girls reported that the meals at the lodge were "out of this world."

(Insurance)—On the same weekend a group of gals, mostly from Insurance, *Jeri Falcone, Mary Flanagan, Mary Berry, Noreen Byrne and Ann Farrell*, boarded a bus for Lake Lawn lodge, also. Those who did not care to ski at Majestic Hills, indulged in ice skating on Delavan Lake, and did some swimming in the new pool that recently was constructed at the lodge.

*Gail Wilhelm*, daughter of *Dorothy Wilhelm*, stenographic, resigned from Carroll college, Waukesha, Wisconsin, and joined our Insurance personnel. Gail now is enrolled at Wright Junior college, Chicago.

—JULIE PRINDERVILLE

### Wedding Also Includes Social Gathering

GENERAL OFFICE—(Training and Accident Prevention)—*Bernie Ford*, training assistant, and *Edna Wilcke* were married on January 16 at St. Benedict's church, Blue Island. Prior to attending the reception and dinner at Club Allegro, "our gang" spent an enjoyable hour or so at the home of *Ed and Losetto Henry*.

Bernie and his new Mrs. made their home on Chicago's northwest side, following their return from a honeymoon.

*Dave Barrowman's* mother, *Elizabeth Barrowman*, died on January 16.

*Dennis L. McKenna*, son of *John McKenna*, recently enlisted in the U. S. Air Force. He currently is stationed at Keesler Air base, Biloxi, Mississippi, where he is receiving technical instructions for becoming an Airborne Radio Operator.

(Staff Engineering)—*Homer McElroy's* stepfather, *Charles Scott*, died on January 6.

(Job Classification) — *Deanna (Blair) Witte's* wedding recently took place at Drexel Park Presbyterian church. A reception was held at Krapil's restaurant. Deanna's father, *Robert Blair*, is an operator at Beverly.

—MARY E. CLARKE

### Clerks and Receivers Add New Faces

KEDZIE—The following new clerks and receivers have recently joined our station: *Ellsworth Ehrhardt*, afternoon clerk; *Charles Winfree*, transfer clerk; *Relief Clerks James Rittenberg and Edwin Witek*; *Receivers Louis Tignac and Ralph Brindise*, and *Relief Receivers George Isaac and Jerry Blake*.

A triple birthday party was held at the home of *Operator Laurence Laurie*, celebrating the birthdays of his sons, *Joseph*, age 12, and *Larry, Jr.*, age 9, and his daughter, *Sue*, who is the newest member of the Laurie family.

Good luck to *Operator George Sullivan*, who was recently married.

*Janitor Edward Glonkeback* is back on the job after recuperating from eye surgery. . . *Janitor Frank Helm* reports that he is well on the road to recovery and hopes to be back at work soon.

*Operator John Manella* recently died suddenly. . . *Instructor Edward Hawlicek's* sister recently died. . . *Operator Armand DeBuono's* father recently passed away.

—C. P. STARR

### Attorney Is Lucky Five-Millionth Visitor

LAW—*David R. Watson*, attorney, became the five-millionth-visitor, since 1950, to the recent Chicago Auto Show, and received gifts, including: a gas driven one-third size Corvette, a supply of gasoline, a portable transistor car-radio, sports equipment and "a night on the town."

Rosenthal china was presented to *Bernadette Bonk* as a wedding gift from her office associates. *Bernadette* recently became the bride of



"People who are living beyond their income should begin acting their wage."

*Robert A. Reichardt* of Imperial, Nebraska, in St. Patrick's church, Whitewater, Wisconsin. The happy couple spent their honeymoon at Miami Beach, Florida.

The "Welcome Mat" is out to *Dennis Francis Cronin*, formerly of the Claim Department, who joined the Law Department during the week of December 11. Dennis is replacing *Michael Chambers*, who transferred to South Shops, Store-room 60.

*Jim Mahoney*, son of *Attorney and Mrs. James A. Mahoney*, recently was married to *Mary E. Rafferty*, of Highland Park.

Recent vacationers were *Edward R. Reichard*, who flew to Mexico for two weeks with his wife and their family, and *James A. Mahoney* and his wife, who spent three weeks traveling in California.

—CEILE E. BAGGS

### Canada Offers Good Hunting

LIMITS—*Operator Conrad Johnson* recently returned from a hunting trip in Canada, and reported that there's plenty of game for the bagging.

Through an oversight, we neglected to report that *Operator Edward Nowicki* and his wife celebrated their 26th wedding anniversary on Thanksgiving Day.

The men of Limits have done a wonderful job in keeping the accident rate down in '59. Let's keep the accident record down in '60, too, and make this the best year of all.

### AIR GIRL



AIRLINE STEWARDESS *Marguerite Hawley*, daughter of *Supervisor Byron Hawley, Lake Street*, has been a TWA stewardess for sometime. *Marguerite* has flights between Chicago, Philadelphia and New York.

Are there any "little additions" in your family, or perhaps a member of your family has been cited for a personal achievement? How about supplying this column with some news? Just leave any information with a clerk or with me. We want this to be a long, newsy column.

—IRVING J. METZGER

### Florida's Her Choice For Winter Vacation

LOOP—(Agents)—*Margaret Donagher* chose St. Petersburg, Florida, as an ideal vacation spot at this time of the year. While there, she visited *Mary Dye* and *Katherine Odill*, retired agents.

### PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, March 1, 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, March 17, 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.

**49 YEARS**



**AFTER MORE than 49 years of transit service, George W. Nelson, supervisor of operating personnel, Electrical, retired on pension January 1. Presenting George (center) with a savings bond, on behalf of his co-workers, is Gilbert E. Andrews, Inside News reporter, as Superintendent George Becker looks on.**

*Dorothy Richter* is vacationing in the Chicagoland area, at this writing.

Beginning her transit career on the Metropolitan section in 1947, *Nora Hayes* retired on pension February 1. She had transferred to the Loop section in 1949.

*Nonnee Murray, Mary Walsh* and *Julia Curry*, at this writing, are still recuperating from recent illnesses.

*Otis Buchanan's* father, who was involved in a serious accident, died recently.

—EDITH EDBROOKE

**Cupid's Month Has Many Anniversaries**

**NORTH AVENUE**—St. Valentine's Day is always a joyous day at the home of the *Norman Gnadts* . . . they'll celebrate 18 years of wedded bliss on February 14.

Other wedding anniversaries being celebrated this month are: the *William Fitzgeralds*, their 31st on February 2; the *Charlie Conroys*, their 31st on February 8; the *Ted Mixes*, their 26th on February 10; the *George Tyrivers*, their 40th on February 17, and the *Sam Tamburinos*, their 32nd on February 20.

*Mike Carpinelli* became a grandpappy last month when a grandson, *Eric Michael*, was born.

*Hank Cirrincone* is recovering nicely from recent surgery . . . *Harold Schweiger* also recently underwent surgery.

*Joe Litterski* was back in Billings hospital for another check-up . . . *Fred Hanson* was a patient in Oak Park hospital where he recently underwent surgery.

A baby boy was recently born to the *Mel Bytnars*. Unfortunately, the stork must have been delayed somewhere along the way because the new arrival was due on Christmas day, but did not make his appearance until the 26th.

However, the stork did make one Christmas delivery and that was to the home of the *Melvin Links*. *Irene Minnie* was born on December 25 at the West Suburban hospital. Irene's arrival was anxiously awaited by her four big brothers, *Melvin, Ernie, Lennie* and *Vernon*.

—JOE HIEBEL

**New Year Changes Marital Status**

**NORTH PARK**—Operator *Tony Gentrup* and *Miss Patricia Mahoney* began the new decade by beginning a new life—they were married on January 2 at St. Jocelyn's church.

Operator *Dan Hudson* recently paid a visit to his native Mexico.

Operator *Jack Hughes* vacationed at sunny New Mexico, in mid-January.

Operator and *Mrs. Ed Kozlowski* announced the birth of a second son, *Bruce Lee*, who was born on December 16.

North Park recently was saddened by the death of two operators—*Archie Smith*, who died on December 22, and *Robert White*, who died on January 2.

Operators *Ed Brudney* and *Robert Benson* recently reported the deaths of their mothers.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

**Mysterious Parcel Bewilders Pat**

**NORTH SECTION**—Recently, a curious and unusual parcel was turned over to *Clerk Pat Hallahan* at the Howard street Lost and Found department. Pat put the package down on the counter and it began to move. Bewildered, he thought he had better investigate its contents. Pat unwrapped the parcel, slowly, not knowing what to expect! Opening the lid, he quickly backed away from the counter! There it was—sneering and snarling—a real live opossum.

Pat immediately called the Chicago Police department, but, because of pranksters in the past, they doubted his story. Sometime later in the day, he called the police again and they came to the station to pick-up the "live package."

If you've moved recently,  
please notify

CTA TRANSIT NEWS

**IT'S PLANTING TIME**



**PLANT YOUR SUGGESTIONS NOW**

**YOU'VE GOT TO SOW**

**IF YOU WANT TO REAP**



*Clerk L. C. Delvin* spent his recent vacation at home, feeding the birds and fish.

The mother of *Extra Guard Gilbert Panuce* died recently.

Conductors *Alex Muscato* and *Joseph Bradtke*, both of whom are in the Ravenswood hospital at this writing, are reported to be recovering nicely from their recent surgeries.

—ANGELO BIANCHINI

**Sons Celebrate With Parents**

**PURCHASING and STORES**—*Clarence* and *Marie Pipowski* celebrated their 21st wedding anniversary with a dinner. Clarence is a stock clerk at our south division. Helping to celebrate the occasion were their two sons, *Robert* and *Joseph*.

Our department was saddened by the sudden death of *Arthur E. Harris*, stock clerk, Montrose

**40-YEAR EMPLOYEES RECENTLY RETIRED**



**Gaetano Giovenco**, laborer, Track department, February 1, 41 years.



**William J. McConnell**, receiver, Beverly, February 1, 47 years.



**Peter Six**, conductor, Lake Street, February 1, 40 years.

**CHIEF HONORED**



RECENTLY, AT the first West Suburban Annual Naval Reserve Ball, Chief Boatswain's Mate Kelly Gilio, operator, Kedzie, was presented with a Navy cutlass. Chief Gilio, pictured with his wife, Margaret, and their children, Rocco and Grace, had completed 30 years of distinguished service and also reached his 48th birthday on the night of the ball.

avenue storeroom. Mr. Harris had been employed by the elevated division since August, 1924. He is survived by his wife and three children.

Earl Wilcox, south division, visited his daughter in Yardsville, New Jersey, for Christmas and the New Year.

John Marasovich's son, Richard, has entered military service and is stationed at Fort Leonard Wood, Missouri. John is a stock clerk at our south division.

Mary and John Sheridan announced the arrival of their third child, a girl, Eileen, who was born December 30.

Harold Friedl, stock clerk, south division, has transferred to the Claims department.

Rose Marie Hayes, Stores, general office, announced her engagement to Sam Costello. Her beautiful engagement ring was presented to her during the Christmas holidays.

Oscar Pohl, south division, and Barney Nimkavage, west division, joined the ranks of pensioners on January 1, 1960. Oscar had been employed since November, 1894, and Barney since January, 1923. Our best wishes to them both for a long and happy retirement.

—DAGMAR McNAMARA

**Scholastic Son Is Semi-Finalist**

SCHEDULE-TRAFFIC—Paul, son of Walter Thomas, is a semi-finalist in the Illinois State Scholarship Examination as a result of his high score in the state-wide test for high school seniors. Also, he received an honorable mention in the National Merit Scholarship examination because he placed in the top five per cent. Paul will graduate from Libertyville high school and plans to major in mathematics at the university.

The Bernie Kincanon family welcomed a new son, William Lewis, who arrived January 9. They now have three boys and two girls.

Pete Mills vacationed in Phoenix, Arizona, and San Francisco, California.

Other vacationers were: Steve Bagrowski, Thomas Madden, Patrick O'Malley, Fred Walpole and Joe Werner.

The Jacob Sumners are enjoying their new, blue 1960 Ford.

—GERTRUDE F. ANDERSON

**Formal Introductions To New Superintendent**

77TH—Superintendent Bob Keag, who replaces the late George Dorgan, recently was introduced to all the office and maintenance personnel by Superintendents Jack Theis and John Knerr.

To All of You At 77th:

Thank you for all the fine cooperation that you've given me as your "Inside News" reporter. It was great working with you, but North Avenue station is right in my own back yard and "I've got to cut-down on traveling and rest-up in time."

—JOE SMITH

**RECENT DEATHS AMONG EMPLOYEES**

PHILIP ACCARDI, 75, retired watchman, Way and Structures. Died 12-17-59. Employed 4-19-22.

R. J. ALLENTUCK, 63, retired conductor, Kedzie. Died 1-4-60. Employed 10-3-23.

RALPH BLINKWOLT, 54, operator, Beverly. Died 12-25-59. Employed 3-8-34.

THOMAS BOGIE, 72, retired hammersmith, West Shops. Died 12-27-59. Employed 6-7-34.

GEORGE BOOKER, 83, retired porter, Transportation. Died 1-5-60. Employed 3-20-29.

J. A. BRENNAN, 82, retired foreman, Electrical. Died 1-12-60. Employed 10-31-04.

B. M. BURKE, 73, retired conductor, 77th Street. Died 12-17-59. Employed 2-8-23.

JOHN J. CAHILL, 60, foreman, North Avenue. Died 1-8-60. Employed 3-20-20.

FRANK CEKADA, 80, retired laborer, Way and Structures. Died 12-25-59. Employed 4-23-29.

A. E. CLARK, 71, retired motorman, Lake Street. Died 12-10-59. Employed 2-6-22.

T. F. COMAN, 89, retired motorman, Transportation. Died 12-12-59. Employed 12-15-96.

GEORGE DORGAN, 59, superintendent, 77th Street. Died 12-27-59. Employed 3-4-20.

W. P. DUFFY, 60, retired motorman, Devon. Died 12-11-59. Employed 7-11-23.

C. F. EBERT, 86, retired motorman, Transportation. Died 1-1-60. Employed 5-16-07.

F. J. ENGELN, 59, retired painter, Way and Structures. Died 12-18-59. Employed 1-6-46.

LORETO FRACCESS, 79, retired watchman, Way and Structures. Died 12-17-59. Employed 8-21-16.

A. K. FRANEY, 78, retired agent, West Section. Died 12-24-59. Employed 2-18-09.

H. C. GRADT, 64, retired conductor, 77th Street. Died 12-13-59. Employed 7-5-17.

JOHN GRIGAS, 74, retired conductor, Lawndale. Died 12-23-59. Employed 6-30-11.

JACK GRISICK, 69, retired compressor mixer operator, Way and Structures. Died 1-5-60. Employed 6-2-22.

ARTHUR E. HARRIS, 59, Storeroom 43. Died 12-29-59. Employed 3-1-29.

CLAUDE HAYES, 76, retired conductor, Lawndale. Died 12-31-59. Employed 1-22-23.

C. J. HOWARD, 74, retired conductor, Wilson Avenue. Died 1-10-60. Employed 5-12-11.

H. L. HOWELL, 73, retired superintendent, Way and Structures. Died 12-18-59. Employed 9-23-30.

ANDREW JAMES, 76, retired motorman, Lawndale. Died 12-15-59. Employed 12-9-19.

AXEL JOHNSON, 65, ticket agent, West Section. Died 12-30-59. Employed 3-16-26.

R. F. JOHNSON, 69, retired platform man, West Section. Died 12-25-59. Employed 10-23-43.

GEORGE R. KEARNEY, 61, clerk, Way and Structures. Died 1-12-60. Employed 5-2-36.

HUBERT KING, 41, guard, South Section. Died 1-12-60. Employed 6-21-51.

**RECENT DEATHS AMONG EMPLOYEES**

**H. H. KRAUSE, 70**, retired motorman, Devon Avenue. Died 1-10-60. Employed 1-31-17.

**WILLIAM LOFTUS, 61**, gateman, North Section. Died 12-26-59. Employed 2-13-24.

**JOHN MANELLA, 47**, operator, Devon. Died 1-7-60. Employed 12-19-20.

**GUISEPPE MARIANO, 78**, retired laborer, Way and Structures. Died 12-10-59. Employed 12-13-23.

**F. W. McMILLAN, 77**, retired guard, North Section. Died 12-20-59. Employed 2-28-14.

**JOHN MESHEK, 63**, operator, Lawndale. Died 12-29-59. Employed 10-4-19.

**DOMINICK MILELLO, 68**, retired platform man, West Section. Died 12-11-59. Employed 10-14-43.

**WM. H. MUELLING, 58**, operator, Lawndale. Died 1-8-60. Employed 4-1-26.

**JOHN J. MURPHY, 38**, Electrical. Died 12-22-59. Employed 2-26-43.

**C. L. NORTON, 80**, retired motorman, 77th Street. Died 1-1-60. Employed 2-19-07.

**D. J. O'CONNELL, 78**, retired motorman, Transportation. Died 12-15-59. Employed 7-9-09.

**J. J. O'DONNELL, 80**, retired extra guard, North Section. Died 1-11-60. Employed 12-12-28.

**O. J. OLSON, 79**, retired switchman, Transportation. Died 1-7-60. Employed 6-12-00.

**MICHAEL O'ROURKE, 79**, retired conductor, Transportation. Died 1-6-60. Employed 6-3-05.

**H. E. PRICE, 72**, retired mail clerk, mail room, Office Services. Died 1-4-60. Employed 11-3-43.

**R. B. RILEY, 47**, retired operator, 77th Street. Died 12-11-59. Employed 2-25-47.

**P. J. RIMKUS, 75**, retired car repairman, Shops and Equipment. Died 12-19-59. Employed 5-24-11.

**P. G. SAVAS, 78**, retired gateman, West Section. Died 1-2-60. Employed 4-27-44.

**EDMUND SCALES, 60**, porter, North Section. Died 12-19-59. Employed 1-19-43.

**C. J. SCHULTZ, 74**, retired foreman, West Shops. Died 1-4-60. Employed 7-11-27.

**ARCHIE SMITH, 51**, operator, North Park. Died 12-22-59. Employed 12-19-45.

**J. M. SMITH, 77**, retired conductor, West Section. Died 12-28-59. Employed 5-2-10.

**JAMES J. TAMPIER, 64**, operator, 77th Street. Died 12-30-59. Employed 2-21-29.

**JOHN VALENTINO, 66**, retired bus cleaner, North Section. Died 12-30-59. Employed 4-17-20.

**T. E. WALSH, 83**, retired operator apprentice, Electrical. Died 12-20-59. Employed 6-15-05.

**ROBERT E. WHITE, 58**, operator, North Park. Died 1-2-60. Employed 3-30-25.

get-well cards and made those phone calls, during his recent illness.

Porter Ed Freeman has felt a little downcast since he picked an earlier trick. It seems his parakeet always greeted Ed with a "good morning," but completely ignores him now because of the early hour.

Shopman Mike Forbes is showing his enthusiasm early this year and predicts that the White Sox are a cinch to win the pennant again this year.

The 61st street shop is looking brighter and cheerier since the new fluorescent lights have been installed.

—LEO J. BIEN

**Many New Retirees From Track Division**

WAY AND STRUCTURES—Tony Narducci, watchman, Track, retired January 1, after 35 years of service.

James Holmes, laborer, Track, retired January 1, after 32 years of service.

Vincenzo Lampignano, laborer, Track, retired January 1, after 38 years of service.

Daniel Perkovich, track gang foreman, Track, retired February 1, after 34 years of service.

Tony Verdoljack, laborer, Track, retired February 1, after 30 years of service.

Peter Wukman, trackman, Track, retired February 1, after 31 years of service.

Mike Ukropina, laborer, Track, retired February 1, after 36 years of service.

Louis Cacciatore, laborer, Track, retired February 1, after 37 years of service.

Tom (Gaetano) Giovenco, laborer, Track, retired February 1, after 41 years of service.

Dave Williams, blacksmith, rapid transit division, retired February 1, after 39 years of service.

Luigi Cosimano, surface track walker, rapid transit division, retired February 1, after 25 years of service.

Mary Ruzich, mother of John, superintendent of construction, Joe, general welding foreman, and William, welder, passed away on December 28.

**LAWNDALE RETIREES**



AFTER A combined total of 53 years of service, two Lawndale employees—Repairman Peter Anargyres (left), receiving a portfolio from Assistant Day Foreman Anthony Kasman, and Bus Cleaner Peter Szaleniec (right), receiving a portfolio from Gustave Pavelka, night foreman—retired on pension January 1. Mr. Anargyres began his transit career on July 5, 1922, and Mr. Szaleniec started his career on January 1, 1943.

**Two Good Reasons For Celebrating**

SOUTH SECTION—Supervisor Vernon Burgess had two good reasons for celebrating during the holidays. On December 22 he and Mrs. Burgess observed their 15th anniversary, and on January 4, Vernon celebrated his birthday.

Motorman Frank Ponziano proudly announced that Sharon Beth arrived at his home December 22.

Porter Willie Sudduth is still at 61st Street, but is now working in

the shop department as a car cleaner.

Motorman Earl Grannum is getting his new home in Palos Hills in shape for occupancy. Although Earl has curtailed his horse-back riding, he still plans to stable two horses—one for his wife and the other for his daughter.

It's good to see Porters Ed Brown and John Wilson back at work after their recent illnesses.

Clerk John Barry wishes to express his sincere thanks to all his friends who so thoughtfully sent

**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 RETIREE**



**PROUDLY DISPLAYING** the wrist watch his co-workers had presented him with is **John H. Dorr** (right), chief operator, 44th and Kedzie substation, Electrical, who retired on pension January 1, after 46 years of transit service. **George Becker**, superintendent, substation maintenance, made the presentation on behalf of John's friends.

**Schapiros Now Total An Even Dozen**

**WEST SECTION—(Lake)—Clerk and Mrs. Sidney Schapiro** welcomed a baby girl, *Kathleen*, who is the 10th child born to the Schapiros. The other children are: *Dennis*, 21, *Geraldine*, 19, *Jacqueline*, 18, *Tim*, 15, *Lorraine*, 13, *Rosemary*, 12, *Tom*, 10, *Dan*, 9, *Mary Sue*, 6.

Conductor *Peter Six* took an early retirement.

(*Douglas Park*) — **Motorman and Mrs. Joseph Malinowski** welcomed a baby girl, *Patricia*. They now have four children — *Joseph Jr.*, 14, *Marie*, 11, and *Michael*, 6.

**Motorman E. J. Schalk's** mother, *Mrs. Hannah Schalk*, passed away Dec. 31, at the age of 90. *Mrs. Schalk* also was the sister of former Rapid Transit **Motorman Otto Kosbab**.

(*Desplaines*)—**Yard Foreman M. E. Stricklin** returned to work after being on the sick list for some time.

(*Logan Square*)—**Conductor and Mrs. Arthur Jahns** announced the birth of their first grandchild, *Janet*, who was born on January 13, to their daughter and son-in-law, *Mr. and Mrs. Robert Verhaghe*.

—JOHN M. HANNING

**46 YEARS**



**A DINNER** recently was given for **Line Foreman Samuel Luckman**, Electrical, who retired on pension January 1, after 46 years of transit service. Helping to celebrate the occasion are (left to right): **John Michnick**, superintendent, power distribution; **James Tramutalo**, retired lineman helper; **Sam**, and **Clarence Malotke**, general line foreman.

*Elizabeth*, the mother of **Emil Estwanik**, construction track foreman, building division, is convalescing January 7.

**George Kearney**, road clerk, Frog Shop, died suddenly on January 12.

**Pete Marren**, assistant craft foreman, Building division, is convalescing at home.

—MARLENE NEHER

**Agents' Sons Serve In Armed Forces**

**WEST SECTION (Agents)—Agent Eleanor Hasbrouck** is quite proud of her son, **Robert D.**, who is a student at the Cadet Air school in Lackland, Texas, where he hopes to become a pilot in the near future. . . . Also, **Agent Hugh Naughton** recently announced that his son, **John**, is a private in the Marine Corps and is stationed in California.

**Agent Elizabeth West**, presently, is confined in the hospital. We sincerely hope that she will be able to recover soon and resume her duties back at work.

**Agent Jim Morrow** has been off for a few weeks due to a dislocated shoulder. . . . **Agent Steve Gibbons**, who was a flu victim, is back at work and feeling his old self again.

After an absence of several months, due to a broken wrist, we're glad to report that **Agent Kitty Conroy** has returned to work.

**Agent Thomas O'Shaughnessey** is back after his vacation. He reports that he enjoyed a much-needed rest.

**Agent Martin Tezak** returned from his vacation, part of which was spent visiting with his father who lives in Joliet.

**Agent Frank Zima**, vacationing at this writing, decided to forego his usual, annual trip to Florida and spend part of his time doing some minor repair work around his new home.

**Agent Molly Shields** decided to take an early pension and joined the retirement ranks on January 1.

—GORDON KELLY

**TOP SENIOR**



**RECENTLY GRADUATED** from **Morgan Park high school** as the outstanding senior of her class for scholastic standing and student activity was **Marcia Umstot**, daughter of **Ralph Umstot**, statistician, Insurance department. **Marcia** is continuing her education at the **University of Illinois, Urbana**.

**MR. AND MRS.**



**FORMER STORES** department employe, *Patricia Lukes*, daughter of *John T. Lukes*, carpenter "A," West Shops, recently became the bride of *John Lucas* at St. Francis Xavier church. Pat resigned from the general office staff just prior to her wedding.

*Betty Budget* says:



- That receipt
- For what you spent
- Shows you where
- Your money went.
- Check it with the things
- You bought.
- Never pay more
- Than you ought.

The wise shopper knows that mistakes can happen. So she checks the cashier's tape with the items purchased. It's the way to be sure of not being charged for anything extra.

To help you shoppers get your money's worth, this series of hints was prepared by the City Sealer of Chicago, and his Department of Weights and Measures.

**Pension News**

**BEVERLY**—*Pensioner John King* and his wife celebrated 60 years of wedded bliss on December 12. They live at 12317 S. State street, Chicago. A dinner and surprise party was given in their honor at the Inglenook restaurant.

Mr. King began his transit career at Burnside in 1907, and retired on pension in 1944. He is 83 years young and his Mrs. is 81.

*Pensioner David O'Connell*, formerly a trainman at Burnside, died recently.

—CLIFFORD L. HOWARD

**GENERAL OFFICE**—(*Transportation*)—*Art Heidecke* and his wife, *Ida*, of Florida, are presently in Chicago, visiting their families.

A letter recently was received from *George and Rose Roesing*, who said they both are feeling fine and are staying at Tall Timbers, Houston, Texas, before they "shove off" for their final destination, Florida.

—JULIE PRINDERVILLE

**LOOP**—(*Agents*)—*Albert and Hazel Dodge* celebrated their 34th wedding anniversary with a small dinner party which was attended by their son, *Robert*, and daughter, *Joan*.

—EDITH EDBROOKE

**WEST SECTION** (*Agents*)—*Retired Agents Betsy Rezab* and *Bess Slaby* recently returned from their trip to New York.

*Retired Agent Bill Walsh* sent word that he is feeling more like his old self and wished to be remembered to all his friends.

—GORDON KELLY

**SOUTH SECTION**—*Retired Motorman Hank Hoffman* recently sent best wishes, to all his friends, from Portland, Oregon.

—LEO J. BIEN

**WEST SECTION** — *Pensioner Olie John Olson*, who began his transit career June 12, 1900, and retired on pension January 1, 1949, passed away on January 7, at the age of 79.

*Pensioner Louie Weidenhoft*, former clerk, reports that he is enjoying good health.

*Pensioner John Beilat*, former motorman, recently visited his "old



Will they say, "There goes a Lucky Guy," when YOU retire?

stamping ground," Logan Square, and reported that he is enjoying the best of health.

—JOHN M. HANNING

**GOLDEN WEDDING**



**RETIRED ELECTRICAL** department Foreman *John H. Schageman* and his wife recently celebrated their 50th wedding anniversary. Helping to celebrate the occasion are their sons, *Robert*, engineer assistant, Staff Engineering, and his wife, and *Jack*, and his wife, who live in Dallas, Texas, and three grandchildren.

"TURKISH BATH" proprietors in, of all places, Istanbul, Turkey, are having a hard time keeping their heads above water these days.

They blame their lack of business on modern apartment buildings which provide each apartment with its own bath!

**BATH-HOUSE** etiquette is taught to small tots in Japan. They learn how to scrub their neighbors' backs.

Seated in a circle, one behind the other, each child applies soap-suds liberally to the fellow in front — keeping time with organ music in the background.

**BACK IN** the 18th century, some homes had two tubs per bathroom: one for washing with soap, the other for rinsing it off.

**DIRT** — EVEN a little dirt — is considered a real menace on ship-board. Good sailors scrub it away promptly with plenty of soap or detergent suds. The same rule ought to prevail in every home.

**SCIENCE AND HEALTH SHORTS**

EVERYONE "KNOWS" that emotions can cause a stomach ache. Now a team of Canadian doctors have set out to test the assumption. Their experimental patients are a group of persons complaining of stomach distress without apparent cause. The doctors give them electrogastrograph examinations, using an electrode which the patient swallows and which measures stomach levels of gastric juice. Then, while a technician monitors the electrogastrograph, the doctors ask emotion-packed questions. So far, the researchers report, the experiment tends to sustain the old folk knowledge—that you can have a whopper of a stomach ache for no reason other than unhappiness.

\* \* \*

CHILDREN WHO stay indoors in air-conditioned houses during hot weather often become pale, tired, flabby and overweight, according to two Dallas, Texas, pediatricians. Describing what they term a hot-weather syndrome of children, the doctors also blame television, accompanied by too many between-meal snacks. Their recommendations include giving children a normal, well-balanced diet along with extra water. Children do not need extra salt even in very warm weather, the doctors said. Plenty of exercise should be taken, they continued. The pediatricians also recommend a short "cooling off" period just before mealtime and that the day's main meal be served in the evening.

\* \* \*

PSYCHIATRISTS ARE using cartoons to help them study mental illness. They have found that persons suffering from schizophrenia—the most prevalent of psychotic disorders—do not see anything funny in the antics of Li'l Abner, Pogo, Mickey Mouse, and other popular comic strip characters. In fact, the psychiatrists report, chronic schizophrenics completely misinterpret what they see in comic strips. Patients in the early stages of the disease do a little better in understanding the simple drawings, but neither are they able to see anything to laugh at. Neurotic and

depressed patients, on the other hand, can chuckle occasionally at the pen-and-ink humor.

\* \* \*

SLEEP REMAINS one of the best medicines known, a universal healer which enables the body to rebuild worn-out tissues and fight disease. Yet conditions which produce severe pain often rob the victim of his needed rest. One of the most common diseases involving severe pain is angina, in which the heart muscle is deprived of its normal blood supply. To provide angina victims with round-the-clock protection against pain and thus enable them to gain the benefits of sleep, medical science has developed longer-lasting drugs. The newest is a sustained action form of Peritrate, a special waxy mixture of the drug which releases the agent into the blood stream so slowly that the angina patient need take only two doses of medicine a day to protect against the painful attacks.

**New Pensioners**

- A. G. Anderson, laborer, Electrical. Employed 7-11-18.
- Bayard Ashton, operator, 77th Street. Employed 5-26-21,
- M. C. Bernhardt, agent, North Section. Employed 6-5-39.
- S. C. Berry, operator, Lawndale. Employed 7-23-21.
- Louis Cacciatore, laborer, Way and Structures. Employed 4-18-22.
- Gaetano Giovenco, laborer, Way and Structures. Employed 1-16-19.
- Luigi Cosimano, surface track walker, Way and Structures. Employed 4-7-36.
- M. J. Forbes, car cleaner, 61st Street. Employed 5-14-25.
- Nora Hayes, agent, West Section. Employed 7-8-47.
- D. J. Kelly, chief operator, Electrical. Employed 7-6-11.
- W. J. McConnell, receiver, Beverly. Employed 9-1-12.

- Thomas McMahon, conductor, Transportation. Employed 6-13-25.
- F. J. Muszynski, operator, North Avenue. Employed 6-24-29.
- Thomas Pappas, bus cleaner, 77th Street. Employed 3-13-19.
- M. L. Pulliam, agent, Howard Street. Employed 4-16-31.
- C. G. Radcliffe, agent, North Section. Employed 9-24-46.
- M. M. Radcliffe, agent, North Section. Employed 5-10-44.
- M. J. Seifried, laborer, South Shops. Employed 11-17-25.
- Peter Six, conductor, Lake Street. Employed 7-7-19.
- W. B. Taylor, auto specialist, West Shops. Employed 12-3-23.
- Milan Ukropina, laborer, Way and Structures. Employed 3-10-23.

- Jacob Van Overbake, operator, Keeler. Employed 5-18-28.
- Tony Verdoljack, laborer, Way and Structures. Employed 8-26-29.
- D. J. Williams, blacksmith, Way and Structures. Employed 8-24-20.

**WEST SECTION OLD-TIMERS**



THREE OLD-timers, (left to right) Chief Clerk Harry Baker, age 59; B. J. Lewis, age 70, retired conductor, and John J. Fitzgerald, age 82, retired conductor and first president of the Metropolitan Federal "L" credit union in 1937, recently came across this photo and said they're enjoying as much good health now as they did when the picture was taken.

**DISABILITY RETIREMENTS**

- F. J. Fisher, bus repairman, Archer. Employed 8-30-26.
- Gudrun Hanssen, typist I, Stores Department. Employed 12-8-26.
- J. H. Kruty, special assignment clerk, Accounting Department. Employed 5-6-16.
- N. M. Mackie, trolley tender and laborer, Stores Department. Employed 10-24-16.
- D. P. Perkovich, track gang foreman, Way and Structures. Employed 9-3-25.
- A. M. Walker, supervisor, District "D." Employed 6-21-33.
- S. C. Wapon, janitor, Kedzie. Employed 5-3-27.
- Peter Wukman, trackman, Way and Structures. Employed 8-20-28.





AMONG THE first to receive a Paper-Mate pen bonus for submitting an acceptable suggestion to the Employees' Suggestion Plan was **John Y. Guinter**, material clerk, Stores Department, who is handed his special award by **Thomas P. Lyons**, (right), secretary, Employees' Suggestion Committee. Cash awards also have been increased to stimulate participation.

## ADDED PRIZES FOR SUGGESTION AWARDS

NOW CTA employes can get more in cash prizes for their winning suggestion awards.

In addition, starting with January 1, those who send in an acceptable suggestion will receive as a special gift a handy Paper-Mate pen.

The double incentive is expected to stimulate employe participation in the suggestion plan and to prompt a steadier flow of ideas. Making it more worthwhile is the fact that the cash award rate for adopted suggestions has recently been increased.

The pens will be given for all suggestions which merit consideration by CTA, whether or not they are adjudged worthy of awards by the committee.

Bulletin announcements regarding the increased awards have been mailed to all employes. The reverse side of the announcement carries a form to be used in submitting an entry. It should be of interest to all employes.

Under the new plan, employes can now earn initial and supplemental awards totaling as much as 25 per cent of the first year's savings. So far, CTA employes have earned more than \$20,000 for their ideas.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF DECEMBER 1959 AND 1958, AND TWELVE MONTHS ENDED DECEMBER 31, 1959 AND 1958  
(Revenues applied in order of precedence required by Trust Agreement)

This statement is subject to such changes, if any, as may be disclosed by final year end audit.

	Month of December		Twelve Months Ended	
	1959	1958	December 31, 1959	December 31, 1958
Revenues	\$11,694,634	\$11,040,240	\$129,880,875	\$126,118,729
Operation and Maintenance Expenses	10,039,579	10,087,885	111,144,989	108,604,206
Available for Debt Service	1,655,055	952,355	18,735,886	17,514,523
Debt Service Requirements:				
Interest Charges	366,633	377,893	4,468,636	4,595,688
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	2,000,000	2,000,000
Deposit to Series of 1947 Sinking Fund (2)	115,007	105,213	1,321,320	1,205,880
Revenue Bond Reserves (3)	—	—	—	43,398
	648,307	649,773	7,789,956	7,844,966
Balance Available for Depreciation or Deficit in Meeting Debt Service Requirements	1,006,748	302,582	10,945,930	9,669,557
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	—	—	309,577	—
Balance Available for Depreciation	1,006,748	302,582	11,255,507	9,669,557
Provision for Depreciation	935,571	883,219	10,390,470	10,089,498
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	71,177	580,637 r	865,037	419,941 r
Accumulated Balance Available for Other Charges or Deficit in Depreciation Provision	193,229	19,994 r	600,631 r	180,690 r
Balance Available for Other Charges or Deficit in Depreciation Provision	\$264,406	\$600,631 r	\$264,406	\$600,631 r
r - denotes red figure				
PASSENGER STATISTICS				
Originating Revenue Passengers	47,604,290	46,450,166	546,015,323	533,294,043

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 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

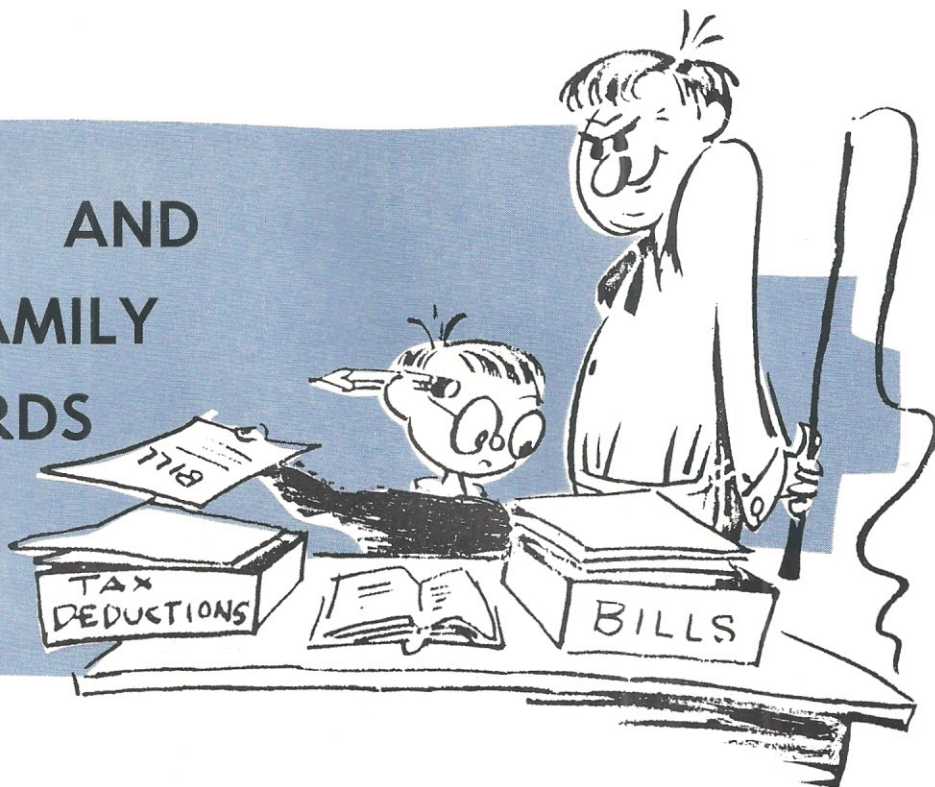
#### NOTES:

- (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.

## Changes in Family Status Affect Beneficiary

WHEN DEATH, marriage, divorce or other changes in family status makes it necessary to change the beneficiary named for your life insurance and retirement refund, it should be done at once. Change of beneficiary forms for both are available through your department head. These forms should be filled out promptly and returned to the Insurance Department. Failure to change your beneficiary adds unnecessary expense in settling your estate.

# TAXES AND YOUR FAMILY RECORDS



FAMILY RECORD keeping probably ranks with mowing the lawn and cleaning out the attic, as being among the things you would most like to avoid in your leisure time. However, carefully prepared family records can pay off in dividends—tax-refund-type dividends. And to take advantage of any of the many legitimate tax deductions you are allowed, you must have adequate records.

Perhaps the possibility of cash savings will prompt you seriously to consider the suggestions given by the American Institute of Certified Public Accountants. They show why you should keep monthly records of most of your tax deductible expenses.

## Medical and Dental Expenses

You can deduct medical and dental expenses in excess of 3 per cent of your adjusted gross income. In other words, if your adjusted gross income was \$6,000 then you could deduct expenses over \$180. Medical and dental expenses include not only doctor and dentist bills, but also such things as X-rays, hospital insurance premiums, and hearing aids.

Many people, particularly people with hospitalization insurance, figure that they will never have enough medical bills to allow them a deduction, so they pay their doctor and dentist in cash whenever they make a visit and don't bother to add up the expense. However, medical bills have a way of hitting hard and fast. A valuable deduction may be lost simply because you cannot tell how much you have paid to various doctors and dentists for the care of yourself and your family. And remember, every \$5 you deduct will put a dollar or more back into your pocket.

So, record your medical and dental expenses on a monthly basis. Be pessimistic. Assume that your bills will be high for the year, and that you will need to accumulate them toward a deduction. Also assume that the Internal Revenue Service will want to check your return. You can and should get proof of your medical expenses as they are paid. Either pay all expenses by check (made out to the doctor or dentist, not to "cash") and keep the cancelled checks, or ask for a receipted bill whenever you pay cash.

## Cost of Drugs

Drugs in excess of 1 per cent of your adjusted gross income can be deducted as a medical expense. However, you must be sure to segregate drug purchases from other things you buy at the drug store. Toothpaste, cosmetics, and toiletries can't be included. Neither can vitamins, iron supplements, or other formulas taken to preserve your general health. However, there are many drugs and medicines you can buy without a prescription that will allow a deductible expense. Such things as headache and cold remedies, lotions to heal cuts and bruises, and so on.

## Charitable Contributions

The federal tax law allows a very liberal deduction for charitable giving. Whether or not the amount you give each year warrants your keeping a tally can best be answered by you, but if you are at all generous there are some things you should consider. Your deductible contributions to charity can go as high as 20 per cent of your adjusted gross income, and up to 30 per cent in some cases. The instruction

booklet you receive from the Internal Revenue Service gives information on the various organizations that are considered charitable for tax purposes.

An important point to think about here is that your charitable contributions can be made in forms other than cash. For example, you can give shares of stock, land, furniture, clothing and so on. The deduction you are allowed for items other than cash is measured in terms of the value of the item at the time you give it. You may have purchased a set of living room furniture some years ago for \$800, but at the time you give it to your local church it has a fair market value of only about \$50. Your deduction would be \$50. It is important to keep a record of the gift, particularly the date it was given, and if it happens to be stock, you might clip the stock market quotations from the newspaper of that date to show the price it was selling at.

### State and Local Taxes

You will probably not be able to support every deductible expense with a cancelled check or receipted bill, but if you know approximately how much you spent on purchases subject to, say, sales tax, you will be able to make a reasonable estimate of the amount of tax you paid, which is a deductible item on your tax return. The Internal Revenue Service will allow such an estimate. However, if your purchases are unusually high because you bought a new car or some other expensive commodity, your best bet is to be able to show the bills on at least the large items. It pays to set up a record for state and local taxes paid, and estimate the amount each month while the expenses are still fresh in your mind. This will save you a lot of trouble at tax filing time.

### Other Considerations

Interest on your mortgage or loan is a deductible expense. However, since your interest expense is likely to be fairly consistent month to month, it isn't difficult to determine your total interest expenses at the end of the year.

If you contribute to the support of a relative, it may be advantageous to list your contributions each month. You may be giving cash regularly, but other items such as food and clothing also count and may be important in showing that you contributed enough during the year to claim a dependency exemption for the relative. Of course, the relative must also meet certain other tests for a dependent. Space does not permit a complete discussion of dependency exemptions, but there is information on the subject in the instruction booklet you receive with your tax return. But, whether you think you will be able to claim a dependency exemption or not, list the expenses just in case.

### Income Other Than Wages

You must keep a record of any additional income you receive. Such income as interest on a savings account, gambling winnings, prizes, dividends, and so on. Any additional income must be added to your wage or salary when determining your taxable income.

Always keep your cancelled checks, paid bills, and other records together. At the end of the year, simply tally up your deductible expenses and you will have most of the information you need to make your income tax filing a breeze. You will also be able to ensure for yourself the maximum in legitimate tax deductions.

ESTIMATED SALES TAX TABLE FOR RESIDENTS OF ILLINOIS BASED ON GROSS INCOME AND EXEMPTIONS	GROSS ANNUAL INCOME	SINGLE, NO DEPENDENT	MARRIED, OR WITH ONE DEPENDENT	MARRIED, WITH ONE CHILD	MARRIED, WITH TWO CHILDREN	MARRIED, THREE OR MORE CHILDREN
	\$1,000	\$20	\$—	\$—	\$—	\$—
	1,500	30	35	—	—	—
	2,000	37	43	—	—	—
	2,500	44	50	55	—	—
	3,000	50	57	63	69	—
	3,500	56	64	70	77	82
	4,000	62	70	78	84	90
	4,500	68	77	85	92	98
	5,000	74	84	93	100	107
	5,500	81	91	102	108	114
	6,000	86	97	107	116	123
	6,500	93	104	115	124	132
	7,000	99	111	122	135	143
	7,500	105	117	129	145	153
	8,000	110	123	136	152	162
	8,500	116	129	143	159	169
	9,000	119	135	150	166	177
	9,500	123	140	156	172	184
	10,000	126	146	162	180	191

NOTE: The deductible gasoline tax in the State of Illinois is 5c per gallon.

# What are the Odds?



**USING MORE** complex methods of doping out life expectancies, statisticians have come up with figures that would make anybody flip. The average citizen of 20 is odds-on to survive at least another 54 years. At 30, he's favored to live another 44 years, the 40-year-old can expect another 35 years of life, men of 50 are odds-on to survive past 75. And the outlook for women is even better!

**HOW LONG** will you live?

What are your chances of winning the Irish Sweepstakes? Of drawing a perfect hand at bridge? Of acquiring a mate, if presently unattached?

No one can tell you for certain, of course, but the mathematical experts who spend their lives doping out the laws of chance can do almost as well: they can tell you the odds.

What, for example, are the mathematical chances of your living to a ripe old age? According to annuity tables worked out by insurance actuaries, the odds are that a twenty-year old man will live 54.23 years longer; a girl of the same age can expect 59.43 additional years of life.

But lest you become over confident and do something silly—like speeding 80 miles an hour—remember that your chances of accidental injury this year are about 1 in 17, and that accidents are the primary cause of death from age 1 to 44!

Unfortunately, your chances of accidentally striking it rich are much, much slimmer. The odds against any single ticket winning the Irish Sweepstakes? A sad 60,000 to one.

Even greater are the odds against your drawing a royal flush at poker: 649,739

to one. On four of a kind, they drop to 4,164. The odds on getting a flush are only 508 to one against you, and a straight comes even easier at 254 to one.

You can easily figure your chances of a straight or a flush by counting the number of cards that will do it against the number of cards remaining in the deck. It's 47 to 8 on the first, 47 to 9 on the second.

You have 4 chances in 47 of drawing an inside straight—a bet hardly worth taking unless the table is likely to contain, at the very least, 12 times as much money as you're likely to wager. And then you may lose because an inside straight can be beaten.

How about bridge? The odds against a perfect hand—all 13 cards of the same suit—are a ridiculous 635,013,599,599 to one. But few card players stop to think that the odds against their picking up any specified hand—including that awful one that fate dealt you last night—are exactly the same as the odds against holding 13 spades.

## Perfect Bridge Hand

Has a whole table ever held perfect hands at one deal? Yes—and it happened quite recently—just this past April. The lucky players: the Duke of Marlborough and some aristocratic pals at a London bridge table. The odds against this particular fluke, as computed with the help of a calculator, were 53,644,737-765,488,792,839,247,440,000 to one!

Often called a gamble, marriage, too, has comparable odds. At the age of 20, a girl has nine chances in 10 of marrying at some time during her life. At 25 she has 78 chances in 100 of marrying, by 30 her chances are 55 out of 100, a year later she has an even chance, and by 32 the odds are slightly against her—46.4 chances in 100 of becoming a Mrs.

A man of 30, on the other hand, has 72 chances in 100 of finding a wife, and the odds don't begin to work against him till the age of 35, when he has slightly less than one chance in two of marrying. (A woman of the same age battles three

to one odds against finding a mate.) There are 31.7 chances in 100 that a man of 40 will wed; one chance out of five that a woman of the same age will marry.

What are the chances of wedded bliss including a set of twins, triplets, quadruplets or quints? Though multiple births do tend to "run in families," the theoretical odds against any expectant mother giving birth to twins are 90 to one. The odds against her producing triplets are 9,000 to one, 900,000 against quadruplets and 90,000,000 against repeating the accomplishment of *Papa* and *Mama Dionne!*



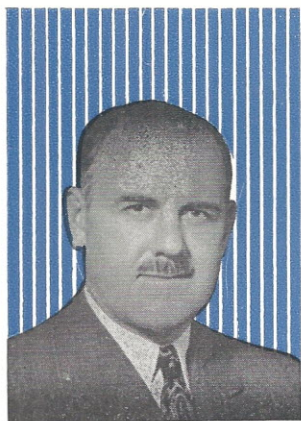
**GETTING THE** jump in a card game can mean hurdling tremendous odds. You have only one chance in 649,739 of drawing a royal flush in poker, one in 4,164 of getting four of a kind. But the odds against a perfect bridge hand—635,599,599 to one—are no higher than the odds against getting *any* specified hand in the deck!

But surely you can count on a fifty-fifty chance of getting a boy (or a girl if you want one)? Not quite! Actually the odds are very slightly in favor of having a son. 105 boys are born for every 100 girls. Doctors know that the very young mother (teens and early twenties) is even more likely to produce a son.

The law of averages has no influence in determining the sex of a child—or any other issue in doubt. No fallacy has cost more people more money than the "lightning doesn't strike twice in the same place" myth. It's even cost lives! The chance of getting "heads" on a coin toss, no matter how many "heads" have rolled before, is always one in two.

Oh, well, all life is a gamble anyway. So what are the odds?

(Source Material: *Facit, Inc.*)



**By Dr. George H. Irwin**  
**CTA Medical Director**

## VIRUS INFECTIONS

A VIRUS may be defined as a submicroscopic, very small, infectious agent which reproduces only inside specific living cells. Viruses have the property of passing through the finest filters made. Therefore, it is very difficult to isolate and study the viruses. However, in spite of this difficulty over 75 different types of viruses have been discovered.

The popular interest in this subject stems from the fact that the flu, or influenza, and the common cold are caused by a virus. Some of the other common illnesses produced by viruses are small pox, chicken pox, measles, mumps, glandular fever, certain types of pneumonia, hepatitis (liver), encephalitis, neuritis, poliomyelitis (infantile paralysis) and many more.

From the above, one may realize that a virus infection may or can involve almost any organ or tissue of the body. However, the two most common varieties of virus infections are those affecting the respiratory tract—nose throat and chest—and those involving the gastro-intestinal tract. In the former, sneezing, running nose, sore throat and cough are the outstanding symptoms. In the latter, we usually find the victims to have nausea, vomiting and diarrhea.

For practical reasons, we are confining the virus infections to those most commonly encountered at this time of the year, namely the common cold and influenza.

How do we get these virus infections?

Colds or flu are transmitted from one person to another via droplets in the air or by direct contact with contaminated hands, towels, handkerchiefs, cups, drinking glasses, telephone transmitters, etc. These viruses are picked up easier when a person's resistance is low from lack of sleep, worry, exposure to cold, emotional strain, overeating, over-drinking, or too many or too little clothes, and improper ventilation often caused by air conditioning or over-heating. Of course all persons exposed do not contract the disease.

Recently there was an epidemic of flu in California. While there are many virus infections in this area it has not reached the epidemic stage at this writing.

To avoid colds or the flu, follow the simple rules of good hygiene and common sense. These cannot be repeated too often.

Maintain your health and strength by getting adequate rest and sleep. Wear clothes suitable to the weather. Avoid large crowds and prolonged chilling, eat a well balanced diet. If by chance you do get it, stay home and out of circulation and thereby reduce the number of contacts. Call your family doctor for detailed advice.

The value of shots is debatable. When one recalls that there are over 75 different viruses it is extremely difficult to get a vaccine that will protect you from all 75. It may immunize you against certain ones. This is a problem for your personal physician to decide. It is now generally considered that most viruses are resistant to penicillin. So don't expect any cure from antibiotics (penicillin) unless the virus is mixed with a streptococcus, staphylococcus or pneumococcus germ.

In most of the uncomplicated cases the fever lasts about four or five days. When symptoms persist longer one should be checked for complications. People frequently feel weak and lack their usual pep for several weeks. However, it is nice to know that you will recover from the uncomplicated flu if you follow the plain, simple rules mentioned.



**National Society for Crippled Children and Adults**  
**2023 W. Ogden Ave., Chicago 12, Ill.**



## CHERRY PIE A LA MODE

CHERRY PIE a la mode is appropriate at almost any time, but Washington's birthday and the cherry tree legend offer a particularly good season for a cherry pie celebration. Instead of a hatchet, use a pastry cutter to make a pretty deckle edge lattice across the top. And for the ice cream, choose February's special flavor: cherry vanilla. The ice cream and pie blend beautifully.

While we're on the subject of Washington and cherries, we can tell you it's no legend that red cherries had a great many uses in Washington's time. There were cherry cobblers, puddings and custards,



**HOT CROSS** loaf is simple and easy to make. It's taste tempting and especially appropriate for the Lenten season. The entire family will welcome its delectable raisin-lemon peel flavor.

### Special for Lent

ADD FLAVOR to Lent's meatless meals with this yeast recipe for the traditional Hot Cross Loaf.

Since the days of 13th Century England, the Hot Cross Loaf or Bun has been served on Easter Sunday or Good Friday. Nowadays, it appears on American tables all during lent. Lemon peels and raisins make it especially good.

all of them excellent, and all of them are still just as excellent today. Perhaps you want to celebrate Washington's birthday with the traditional cherry pie, but remember that cherries can be made into other fine desserts, too. Look up your recipe file and try some of them.

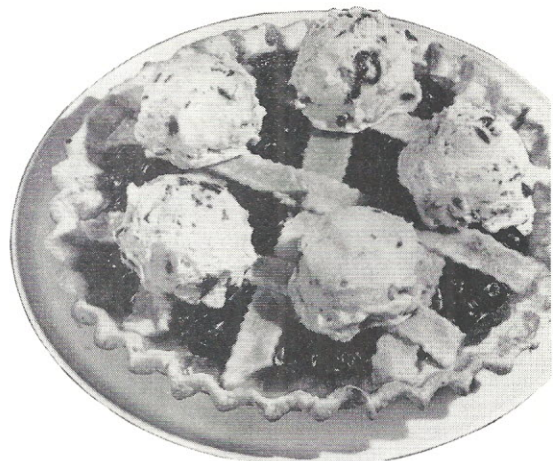
#### Cherry Pie A La Mode

1 package pie crust mix, *or* standard recipe using 2 cups flour; 2 No. 2 cans red tart pitted cherries; 1 cup sugar; 4 tablespoons corn-starch;  $\frac{1}{2}$  teaspoon salt; 2 tablespoons butter or margarine; 1 tablespoon lemon juice; red food coloring, and pre-packaged ice cream.

Prepare and roll pastry according to package directions. Roll out half the pastry  $\frac{1}{8}$ -inch thick; fit into a 9-inch pie plate. Drain cherries; reserve 1 cup of the liquid. Combine sugar, corn-starch and salt in saucepan; gradually

stir in cherry liquid. Remove from heat; add butter and lemon juice; cool slightly. Add cherries and few drops red food coloring. Turn into prepared pastry lined plate. Roll out remaining dough and cut remaining pastry into  $\frac{1}{3}$ -inch wide strips. Place strips "lattice" fashion across filling; press edges together with tines of fork. Bake in a hot oven, (400°F.) 10 minutes; reduce temperature to moderate (350°F.) and bake 20 minutes longer. Serve with pre-packaged ice cream.

YIELD: 6 servings.



**DURING WASHINGTON'S** day, making pies wasn't as easy a chore as it is today. Cherry pie ala mode enhances the traditional reference to the cherry tree and also introduces the modern-day package ice cream.

- 3 medium-sized potatoes
- $\frac{2}{3}$  cup milk;  $\frac{2}{3}$  cup sugar
- $1\frac{3}{4}$  teaspoons salt
- $\frac{2}{3}$  cup margarine or butter
- $\frac{2}{3}$  cup warm, not hot, water
- 2 packages or cakes yeast, active-dry or compressed
- 4 eggs
- 6 cups sifted enriched flour
- Grated peel of 1 lemon
- 1 cup raisins
- $\frac{2}{3}$  cup sifted confectioners' sugar

Pare and boil potatoes. Drain and put through ricer or mash until smooth. Scald milk. Stir in sugar, salt, margarine or butter and  $1\frac{1}{3}$  cups of the riced or mashed potatoes. Cool to lukewarm. Measure water into a large mixing bowl. Sprinkle or crumble in yeast, stir until dissolved. Add lukewarm milk-potato mixture. Beat three of the eggs and

add to yeast mixture. Stir in half of the flour and the lemon peel. Beat until smooth. Add remaining flour or enough to make an easily handled dough. Turn out on light floured board and knead quickly and lightly until smooth and elastic—about 8 to 10 minutes. Let rise until double in bulk. Punch down and turn out on lightly floured board. Knead raisins into dough. Divide dough in half. Let rest 10 minutes and shape into loaves. Place in greased bread pans 9x5x3 inches. Beat egg yolk with 2 tablespoons water and brush loaves with the mixture. Cover loaves and set in warm place, free from draft, until doubled in bulk. Bake at 400°F. about 45 minutes. Beat remaining egg white and add confectioners' sugar to make spreading consistency. Drop from tip of spoon, making crosses on tops of loaves.

## HINTS FOR HOMEBODIES

### Furniture 'First Aid' Saves Costly Refinishing

WHEN ACCIDENTS happen to furniture—a cigarette burn, spilled liquid, a loose chair leg—often there's a simple solution for hiding or repairing the damage.

Here are some "first aid" tips for furniture that may save you costly refinishing bills:

To remove water spots, apply heat and moisture by placing a warm iron over a damp blotter. Use brief applications and repeat until the spot is gone. You can remove alcohol spots by dipping your finger in liquid or paste wax and then rubbing the area with your finger. Automobile cleaning wax, silver polish, boiled linseed oil, or a cloth barely dampened with ammonia may also be used.

Ink stains can be removed only if they have not penetrated the wood. Blot the stain immediately and clean with cream wax. Or pat with a damp cloth; but don't rub. Keep turning the cloth to a clean surface. If the stain persists, rub with rottenstone and oil.

The lactic acid contained in milk acts the same way as a mild dose of paint remover. Therefore, it's wise to wipe away spilt milk quickly. Then try cleaning the furniture with cream wax to repolish the wood.

Drops of candle wax are easier to remove if you first chill the wax with a piece of ice. Then crumble off as much as possible with your fingers. Scrape

gently with the dull edge of a table knife to remove the remainder. Apply a cream wax and rub well; then dry with a clean cloth. Repeat the procedure if necessary.

A staining wax will often hide a superficial blemish. If the damage extends into the finish, fill with a commercial refinishing compound to match the wood. You can use a wax stick, oil stain—even a crayon or shoe polish.

To reglue loose joints, take the joint apart and sand or rasp off the old glue. Build up the joint with wedges or wrap the peg with glue-soaked string. Tap the peg into place and clamp with furniture clamps or rubber tubing until dry.

When table tops with a soft covering such as cork are damaged, cut a square around the damage and replace with new material. Score the rest of the table top to match this square.

### Time to Think About Your Garden

THIS IS a good time to start thinking about your summer outdoor garden.

There are many new varieties of annuals this year that you might want to try out. For instance, there is the new group of asters called Curlilocks. They can be had in a salmon pink or a series of scarlet, as well as in pure white, and blue and violet. Calendulas—the new variety flame beauty has large graceful flowers, resists hot weather, and grows in a compact form about one foot high.

There is the Gloriosa Daisy. It was introduced several years ago but it has

remarkable tall, robust plants, very large flowers of pure gold marked with an interesting brown and maroon coloring on the petals.

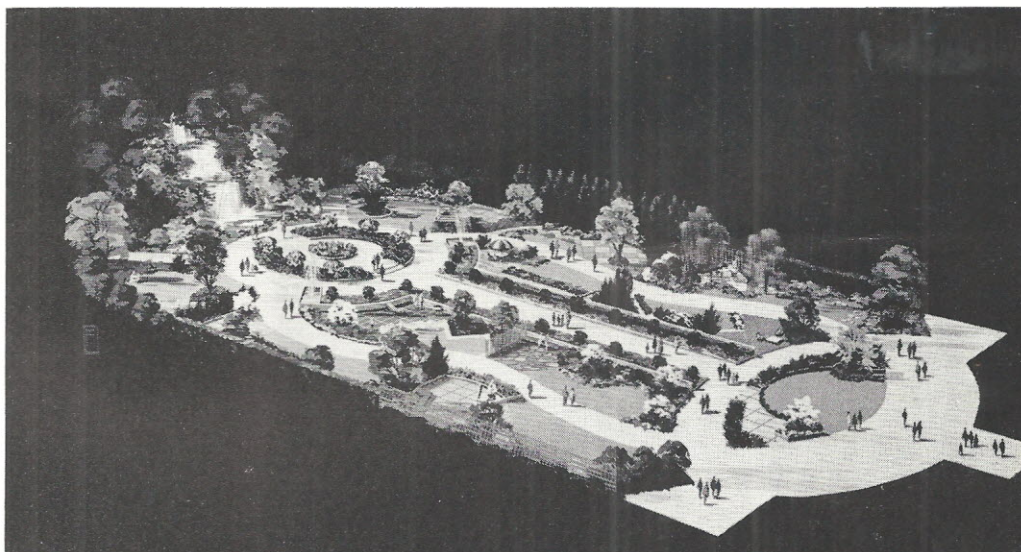
Flying Saucer is a new morning glory with striped, large flowers. Blue Mist is a new dwarf variety of petunias that makes an excellent bedding plant. Bonanza is a new multi-flowered type of petunia that comes in many colors. Cherry Time zinnia is another cactus flowered kind of zinnia. A new fibrous rooted begonia, easily grown from seed is Jewelite. Toreador is an excellent new marigold with flowers four inches across of a rich orange color.

There is a new phlox called Glamour with exquisite salmon pink flowers that measure one and three-quarters inches across.

The foregoing are only a few of the many new kinds and varieties of flowering plants offered on the market for this coming year. If you grow some of them in your garden, they will create the envy of all the neighborhood. Write for a few garden catalogs and you will find many of these newer products described.

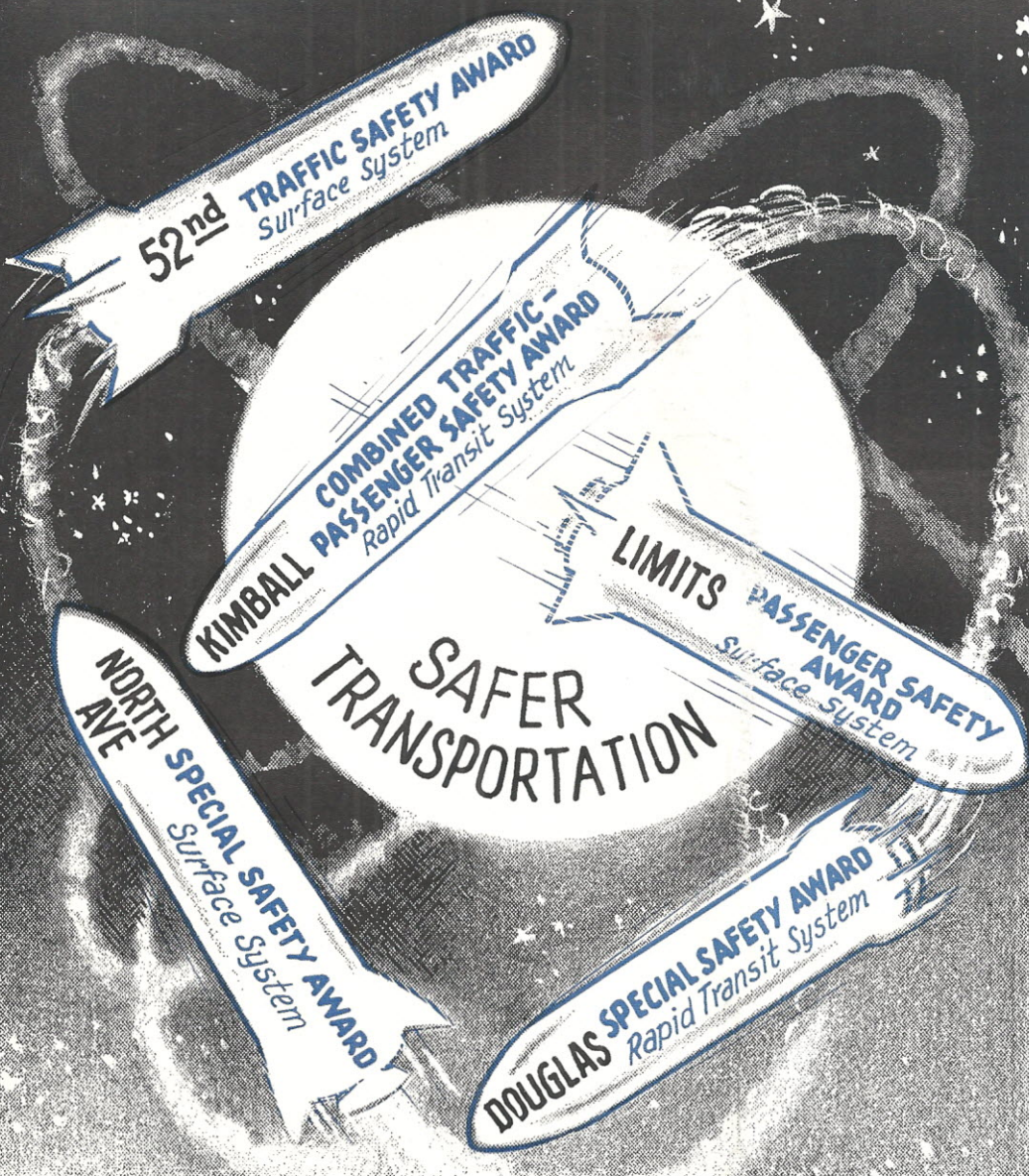
It is not too late to plant some tulips, or hyacinths, or other spring flowering bulbs, even though some of the ground is frozen. All you need to do is break through the crust of frost and do the planting in the ordinary way. Then put a mulch of leaves or straw or some other similar material over the surface so that deep freezing will be delayed and give the bulbs a chance to form roots.

THE CHICAGO World Flower and Garden Show—which established itself last year as the leading major flower show of the middle west—will be held again this year at International Amphitheatre, 42nd and S. Halsted street, from March 19 to 27. It will feature a great central arena, as pictured in the artist's sketch appearing above. As visitors enter, a breathtaking sight will greet them, with spacious gardens of living flowers, lawns, full-size trees and shrubs. As a backdrop a towering hillside overgrown with tall trees and flowering shrubs, and a glistening, splashing waterfall will add to the beauty of the scene.



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