

MARCH, 1960

METROPOLITAN



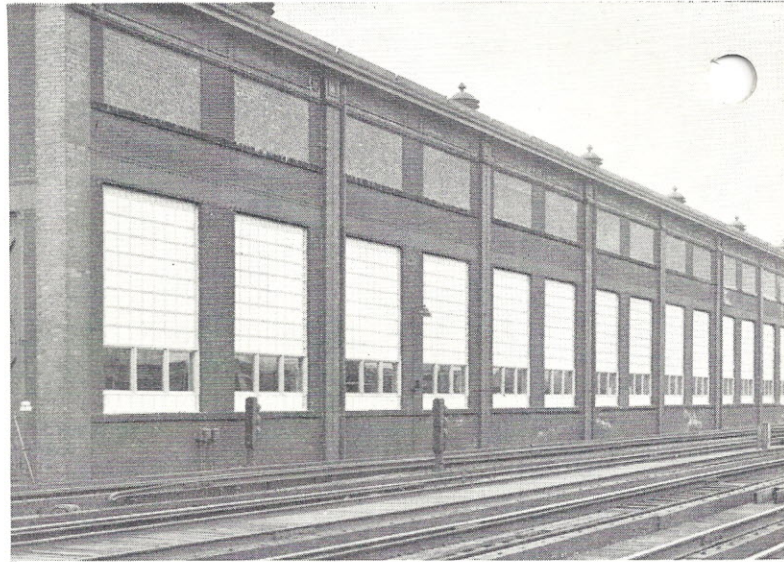
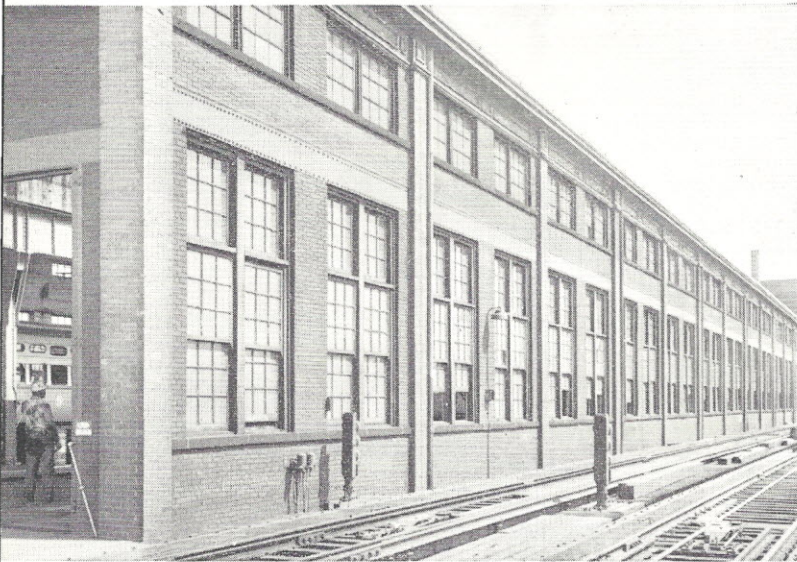
TRANSIT

# TRANSIT NEWS



NORMAL  
CURB  
HERE





A "NEW LOOK" has been given the rapid transit terminal inspection shops at Wilson avenue by the installation of glass-block windows replacing the old-style, small-paned window sash. In addition to improving the external appearance of the

old building, the windows are draft-free, helping to make for more comfortable working conditions within the shop during cold weather. These contrasting pictures of the "old" at the left and the "new" at

the right show a before and after view of the shop building. Note that the upper glass windows in the "before" photo have been bricked in as part of the alteration project.

## "FACE-LIFTING" PROJECT At Wilson Shops

EXTERIOR ALTERATIONS at the Wilson avenue rapid transit shops have given the old building, first placed in service in 1901, a more modern look as the result of a \$36,500 "face-lifting" project completed recently.

The major phase of the project was the installation of glass-block windows along the east and west side of the building, replacing old-style, small-paned window sash. Upper pane glass windows were bricked-in. The building is located on the structure immediately south of the Wilson avenue station directly adjacent to operating tracks.

In addition to improving the general overall appearance of the building, the new windows permit more daylight to filter into the working area of the shop. Another advantage is that the new windows contribute to more comfortable working conditions within the shop by cutting down on the amount of heat which formerly escaped through the old-sash type windows.

The new windows can be closed tightly to make them draft-free in cold weather, and in the summer aluminum sash ventilators can be adjusted to regulate circulation of outside air.

As part of the improvement program at this facility, officially the Wilson terminal inspection shops, a new heating system was installed last year. Future plans also call for the installation of a new interior lighting system.

**OUR COVER:** Chicago was still digging out of February snowstorms as this is written. As usual, the heavy snowfall intensified transportation problems. But the biggest problem in keeping traffic lanes open was created by illegal parking of automobiles at curb lines on transit streets. They hampered the work of snow plows and forced all traffic into narrow center lanes, slowing the pace of all moving vehicles. The cover picture is typical of conditions existing throughout the city whenever a big winter storm hits Chicago. (See pages 4 and 5)

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### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Alvin E. Childress*—Transportation (South Section)

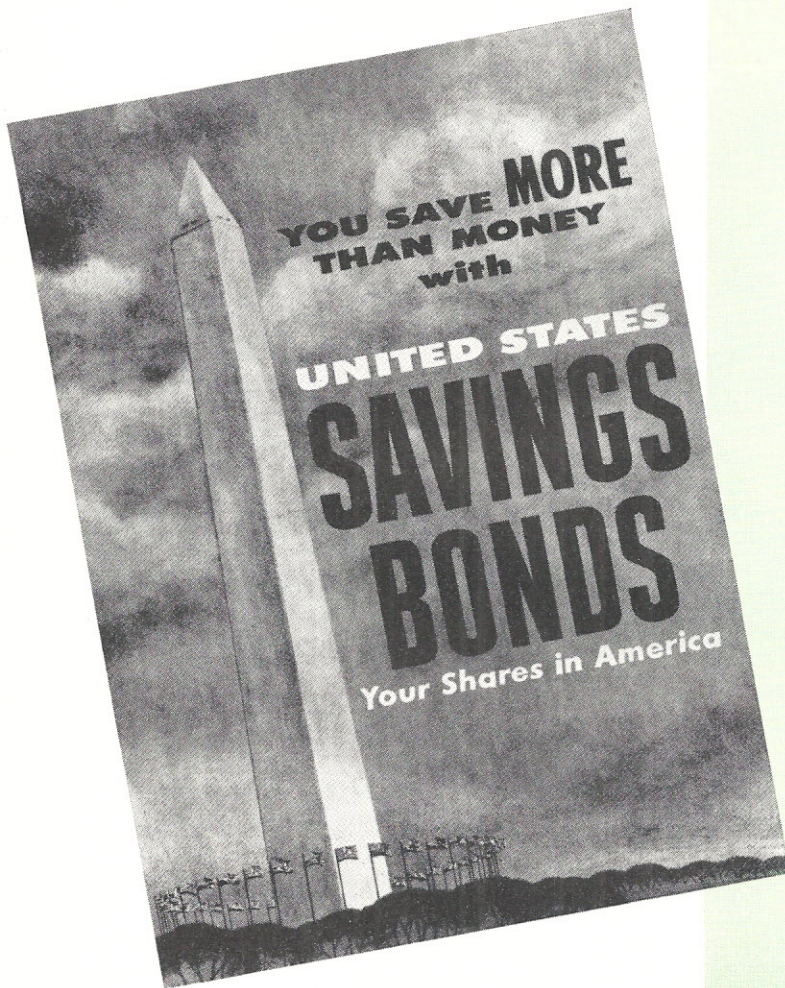
*Willie L. Fultz*—Transportation (77th)

*Sidney Sanford*—Transportation (Forest Glen)

"Some people boast they can trace their ancestors back for centuries, yet they don't know where their kids were the night before!"



## To All CTA Employees:



### Your Bond Savings Grow Faster Than Ever!

Now they pay you  $3\frac{3}{4}\%$   
when held to maturity in  
only 7 years and 9 months

Shares in American Freedom is another name for U. S. Savings Bonds which every CTA employe can buy the easy, automatic way through the payroll deduction plan.

The purchase of U. S. Bonds is more attractive now than ever before. The interest rate has been boosted to  $3\frac{3}{4}\%$  on bonds held to maturity, a period of seven years and nine months. This compares with the eight year and eleven-month maturity period at an interest rate of  $3\frac{1}{4}\%$  previously in effect.

Almost one-half of our people are already using this easy-way-to-save payroll deduction plan. Millions of Americans have already used tens of billions of bond savings to help finance new homes, modernize old ones, provide better equipment for living and making a living, to educate youngsters for a more useful and gainful life, to provide more security and pleasure when working years are over, and, meanwhile, to have an ample reserve for emergencies.

The plan will do the same thing for you! Within a week or so your immediate supervisor or a paymaster will hand you an explanatory leaflet and an application for enrollment in the payroll savings plan. Read the leaflet thoroughly, fill out the application blank and then return it to your supervisor for transmittal to our comptroller.

Participation is voluntary, of course, but it certainly deserves your serious consideration as there's more to be saved than money these days. Life, liberty and the pursuit of happiness in our own American way all depend upon how well we meet the challenges of today and tomorrow. Every Bond you buy will help to stabilize business and industry and create a reservoir of buying power to keep the wheels of progress turning. At the same time, bond savings help the Treasury to manage the national debt so as to protect the value of our dollars and insure the greatest benefits for all Americans.

My sincere recommendation is that you help yourself and your government by enrolling in CTA's payroll deduction plan for the purchase of U. S. Savings Bonds.

*V. E. Gunlock*

V. E. Gunlock, Chairman  
Chicago Transit Board

FOR EXAMPLE: SAVE EACH WEEK	And You Will Have		
	In 3 Years	In 5 Years	In 7 years 9 months
\$ 3.75	\$ 607	\$1,055	\$1,728
\$ 5.00	810	1,408	2,304
\$ 6.25	1,013	1,759	2,882
\$ 7.50	1,215	2,112	3,458
\$12.50	2,026	3,520	5,766
\$18.75	3,040	5,282	8,651





## The Abominable Snow... Man!

CHICAGOANS HAD been enjoying the mild weather of the first few months of the city's winter through the waning days of 1959 and early 1960. Temperatures had been above the seasonal average, and

severe storms which had plagued many other sections of the country had steered clear of this area.

And then came February . . . and snow. Lots of it!

In quick succession, starting February 9, heavy snowfalls of near blizzard proportions blew in from the plain states and covered the city's thoroughfares with inches of the white stuff and built up drifts that played havoc with traffic.

CTA and city snow-fighting equipment were hastily mobilized and the battle was on to keep the traffic arteries open.

The common enemy of the fight to clear the streets was—as usual under such circumstances—the car-owners who parked their vehicles illegally along the curb-lines on transit streets, forcing plows to detour around them.

All over the city, these cars hampered the efforts of crews to maintain something near normal traffic conditions. The curb-parkers in many instances allowed for the opening of only two lanes on streets that normally could accommodate a traffic flow over four lanes, slowing the progress not only of buses but also “backing up” all vehicles using the lanes







in bumper-to-bumper formation in some cases for several blocks.

The pictures on these pages illustrate some city street scenes during the height of one of the storms. Note how many of them show illegal parking.

Needless to say, the February snows were a costly change in the weather for CTA.

During the month, an estimated \$300,000 was expended in fighting the battle of the bulging curb-lines. Of this amount, \$188,925 was spent for salt and sand which was spread on some 900 miles of streets served by CTA buses.

The overall total of \$300,000 expended in February for snow removal included truck rental, wages of operators of CTA snow-fighting equipment, overtime work in non-operating departments, such as Shops and Equipment, Way and Structures, Utility, Electrical, Stores and Accounting, and non-scheduled overtime pay required for operation of scheduled service on surface lines and on the rapid

transit system. The total cost for the 1959-60 winter season through the end of February has been \$775,000.

According to official weather bureau records, some 16.4 inches of snow fell on Chicago during February, only .2" off the all-time record for the month. The successive storms, which piled from two to four inches each time on the original fall, contributed to this total. While the main arteries were kept open for the most part, the side streets were bogged down, forcing more cars on to the already crowded transit streets and impeding progress of all vehicles.

Nevertheless, despite the difficulties of holding to schedules, service was maintained with few breakdowns considering the operating conditions. Sleet added to the hazards of the slippery streets, but salt and sand spreaders working continuously, often for long hours, helped to enable buses to give service on regular routes although travel time for riders was longer than usual.





**THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES**

TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1959, USE ITEMS MARKED 1, 2, AND 3 FROM THE OTHER SIDE OF THE CARD.

**PAST SERVICE:**  

$$\frac{3700.00}{\text{ANNUAL RATE (1)}} \times \frac{32}{\text{YEARS (2)}} = \frac{1184.00}{\text{ANNUAL PAST SERVICE CREDIT}}$$

**FUTURE SERVICE:**  

$$\frac{48239.07}{\text{TOTAL ACCUMULATED EARNINGS TO DATE OR TO AGE 65 (3)}} \times 1\frac{1}{2}\% = \frac{723.59}{\text{ANNUAL FUTURE SERVICE CREDIT}}$$

**ESTIMATED TOTAL ANNUAL PENSION CREDIT**  
**1907.59**

USE ITEMS MARKED 4 AND 5 FROM OTHER SIDE OF THE CARD.

**YOUR CREDIT WITH THE PLAN:**  

$$\frac{1737.15}{\text{TOTAL ACCUMULATED CONTRIBUTIONS TO DATE (4)}} + \frac{128.42}{\text{ACCUMULATED INTEREST (5)}} = \frac{1865.59}{\text{TOTAL}}$$

**THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES REPORT OF EARNINGS AND CONTRIBUTIONS FOR YEAR 1959**

THE ABOVE REPORT SHOWS THE AMOUNT OF EARNINGS, CONTRIBUTIONS, AND INTEREST CREDITED UNDER THE PLAN FOR THE YEAR INDICATED ABOVE TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS, INTEREST, AND CONTRIBUTIONS (INCLUDING F.O.A.B. EQUIVALENT FROM OCTOBER 1, 1947 TO JANUARY 1, 1951), FROM THE START OF THE RETIREMENT PLAN ON JUNE 1, 1949. ITEM (1) ON THE REPORT SHOWS YOUR ANNUAL RATE OF EARNINGS CREDITED TO THE PLAN FOR PAST SERVICE. ITEM (2) SHOWS THE NUMBER OF FULL YEARS OF PAST SERVICE CREDITED UNDER THE PLAN.

TO ESTIMATE YOUR RETIREMENT BENEFITS AS OF THE LAST PAYDAY FOR THE YEAR 1959 INSERT ITEMS (1) AND (2) TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS TO DATE ITEM (3) IN THE BLANK SPACES OF THE FORMULA SHOWN ON THE REVERSE SIDE OF THIS CARD.

YOU SHOULD RETAIN THIS REPORT OF EARNINGS AND CONTRIBUTIONS AS A PERMANENT RECORD.

**H. B. STORM SECRETARY**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
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## Individual Report Cards on Pension Plan Due in April

PENSION PAYMENTS to CTA employees under the plan in effect since June 1, 1949, totaled \$55,978,558.28, according to the 11th annual report of the Retirement Plan issued recently by *H. B. Storm*, secretary of the Retirement Allowance Committee.

Subsequent pension payments for the months of January and February of 1960 raised the total amount to \$57,000,000, Mr. Storm reported.

On May 30, 1950, at the end of the first plan year, 2,548 were on the retirement rolls. This compares with the

5,490 receiving pension payments at the end of 1959, an increase of 115.5 per cent during the 11-year period.

Retirements of active employees in 1959 increased slightly over the year 1958, to 427 last year from 420 the previous year.

During April, all participating employees will receive individual report cards showing their credit in the CTA retirement fund brought up-to-date as of December 31, 1959. It is important that these cards be kept as they contain valu-

able information concerning pension rights and benefits.

The card notes that retirement credits, since they increase in value each year, become more important in charting the years ahead. Benefits from the retirement plan will enable future pensioners to plan and look forward to retirement years.

Participating employees during 1959 contributed \$2,840,839.92, while CTA contributed \$5,676,990.92, making a total combined contribution to the fund during the year of \$8,517,830.84, an average of \$608.42 per active employee.

### Commended by Riders

**OPERATOR BENJAMIN A. Gerace**, No. 1524, North Avenue station, seems to know the secret of how to win friends among CTA riders. But, to hear him tell it, it's really no secret at all.

It's just a matter of being pleasant, helpful, courteous and considerate to your passengers.

His record since he started as a CTA bus driver two years ago reflects this attitude.

In that period, 10 letters of commendation addressed to the Transportation Department have expressed the favorable impression Gerace has left with passengers on his bus.

Through them all runs the same theme: "He's the most courteous, cheerful and considerate operator I've ever seen. It's a pleasure to ride with him. He not only calls all street names plainly, but also their location by number. Each passenger boarding the bus is greeted pleasantly and he's always ready with the correct information when asked directions."

Gerace, 26-year-old air force veteran, was employed by CTA in January, 1958. Formerly he was a cab driver. He's a relief operator on the North avenue, Fullerton, Armitage and Division routes.

He says he likes people and he likes his job. "You get more compliments from bus riders than you ever do as a cabbie," he says. "I've found them much more appreciative of the service you give them."

*Benjamin A. Gerace*





## Operator Wins Civilian-of-Month Award



Fred Wilson

FRED WILSON, CTA bus operator, who carried 10 children to safety from a burning apartment building on the evening of January 13, was honored by *The Chicago Tribune* when the newspaper named him as winner of its \$100 civilian award for January.

His heroic act took place while he was making a regular run southbound driving a Hyde Park-Drexel bus. As he approached 6442 Stony Island avenue he noticed flames shooting from the second floor of the four-floor building. He stopped his bus immediately, entered the burning structure and began carrying the children to the sidewalk and safety.

He continued this until firemen arrived on the scene and then returned to his bus and continued his trip.

This all took only 15 or 20 minutes, and though he was late getting into 52nd station no one cared. In fact, the "office" there had already heard about the fire and Wilson was congratulated for his courageous action.

The fire resulted in the death of two children and the injury of two adults. In announcing the award *THE TRIBUNE* commented: "What the toll might have been without Wilson's help is a grim guess."

## Leaflet Offers Bus Boarding Safety Tips To Patrons



AN EXPERIMENTAL distribution of leaflets designed to test their effectiveness in reducing boarding accidents was recently made to riders on Halsted Street buses.

Operators on the route suggested the preparation of the leaflet which advised CTA patrons, when waiting to board buses, to stand at the curb to protect their own safety. The hazards of standing in the street were pointed out in the text matter.

The copy in the leaflet was as follows:

"When waiting for your CTA bus, please don't stand in the street. Wait on the curb until the bus stops. Then you can board safely.

"Even when there is an illegally parked car in the loading zone, stay on the curb. Signal the bus operator and leave the curb only when the bus has stopped.

"If you step in front of an approaching bus, you may be the cause of a serious accident.

"Your action may compel the bus operator to brake his bus faster than street conditions warrant, and, if the pavement is slippery, the fast stop may cause the bus to skid. Or, you may slip and fall directly in front of the approaching bus.

"Your safety is of great concern to us. Please help us keep you safe. Thank you, Your Bus Operator."

There's a lot of good advice in that message for all CTA bus patrons.



# OUR PUBLIC SPEAKS

IN RECENT years, public relations has become an ever increasing factor in the conduct of business. More and more emphasis has been placed upon the part the employe plays in building good will for a product or service.

Letters to this department reflect the reactions of our customers to our service. Good or bad, they measure how successful our efforts have been to win their good will.

It should be needless to point out that the customers are the real bosses in the transit field as in any other sphere of business. They will continue to do business with us only as long as they receive the service they expect.

Customers are human beings. As such, they have human feelings. They cannot be handled like machines. Human understanding is needed to comprehend their attitudes. Situations, irritating to both customers and employes with whom they come in contact, are bound to arise from time to time.

But each day affords opportunities to learn something new which may have an important bearing in improving public relations. That is a good point to remember in all our dealings with our riders, our customers, our bosses.

Reprinted below are a few recently received letters of commendation written by our customers who found our employes were giving the kind of service expected:

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

	Feb. 1960	Jan. 1960	Feb. 1959
Complaints .....	1162	824	1244
Commendations .....	109	86	113

## "One of the Finest"

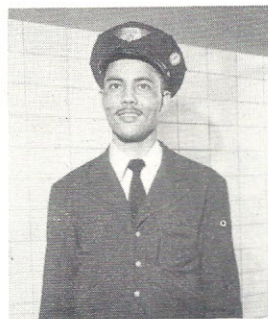
Operator Michael J. *Kompanowski*, Forest Glen: "We believe that we have one of the finest bus drivers to be found in the city on the Lawrence avenue line. No matter what the weather may be like or what problems he may encounter, Operator Number 6668 is always kind and courteous to everyone. He starts us all off daily in a good mood."



Kompanowski

## "Excellent Driver"

Operator Henry J. *Holt*, Forest Glen: "A few days ago I rode with the most excellently-cautious driver, Number 12156, on the Central avenue route. He was most courteous and polite. Aside from his very neat appearance, I might also add that he is one of the most patient operators I have ever ridden with."



Holt

## "Impressed"

Operator Robert M. *Anderson*, Forest Glen: "I am a cripple. I travel CTA buses everyday to and from work. I just want to tell you I am particularly impressed by the good qualities of Driver Number 806, who works on the Irving Park route. He is always so kind to me, considerate, jolly and efficient. In explaining how to reach destinations when asked by passengers, he is always infinitely patient."



Anderson

FOR COMPARISON'S sake, here are a few letters expressing another viewpoint:

"I realize that there are times when an operator cannot stop to pick up passengers, especially when the rush hour traffic is so great and the buses are crowded. However, there was no excuse for the operator who passed me up this afternoon, during the non-rush period. As soon as I saw the bus approaching, I stood at the curb in clear view. Unfortunately the bus zone is at a traffic light and the green signal was in his favor. He didn't even bother to stop."

COMMENT: Failing to stop at a designated bus stop zone is not only a direct violation of CTA's operating rules and regulations, but it also is a direct inconvenience to patrons. Our service should be the most efficient, convenient service patrons can buy.

"Recently, I have been confronted with either lax or sarcastic drivers. During the past few weeks, I have been accused of stopping off to do some shopping and then trying to pass-off a late transfer. Whenever I've tried to suggest that the transfers may have been mispunched, the drivers ignore what I say and become very rude. One operator told me to pay another fare or get off the bus because he didn't have time to listen to my story."

COMMENT: If a transfer is late, an operator should instruct a patron to write to the Service Section of the Public Information department, enclosing the transfer and explaining the situation, and collect the fare with an assumption that a refund may be made.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## Winter Sports Lure Week-Enders

ACCOUNTING — (Revenue) — Marie Havlik and her sister, Ruth, took a week-end excursion to Minneapolis, Minnesota, where they enjoyed the winter sports and did some shopping.

Beatrice Caroley Dietterle became the proud mother of a son, James Paul, who was born on February 2.

The father of Alice Arken passed away on February 9.

## Hospitalized

(Payroll)—Estelle Lucas is convalescing at home after undergoing surgery on February 4.

Eileen Neurauter is convalescing at home after undergoing surgery in Franklin Boulevard hospital.

(Payroll Distribution) — John H. Kruty died on January 29, after an extended illness. John, who began his transit career with the Chicago Surface Lines on May 6, 1916, had 44 years of service.

Daniel S. Halt, husband of Violet Halt, died suddenly on January 24.

(Material and Supplies)—Harriett Kryzau is presently recuperating at home after undergoing surgery in the Edgewater hospital.

Mae Kearns presently is in Loretto hospital, where, it is reported, she is making satisfactory progress.

## Western Traveler

(Budget) — John Schwartz traveled, via the airways, to California, during his recent vacation. He visited in Riverside and Los Angeles, and then followed along the pacific coast to San Francisco. John also stopped over in Las Vegas, Nevada, on his return trip home.

—HELEN A. LOWE and  
MABLE I. POTTHAST

## Golden Memories Mark Fiftieth Anniversary

GENERAL OFFICE — (Training and Accident Prevention)—The parents of Joseph O'Sullivan, training assistant, celebrated their golden wedding anniversary on February 6.



## 35TH SERVICE ANNIVERSARY

HELPING TO celebrate Chief Operator George Kelly's 35th year of service with CTA and predecessor companies, at the Country Store restaurant recently, are (from left to right): Wanda Krause, switchboard operator; his wife, Mrs. Caroline Kelly; George, and Joanne Kelly and Larry Provost, information operators.

George began his transit career as a steno-clerk with the former Chicago Rapid Transit Company in the telephone department.

—Reported by Julie Prinderville

After renewing their marriage vows before a Mass at St. Brendan's church, in which four of their ten grandchildren served as altar boys, a breakfast for friends and relatives was served at McKown's restaurant. Aside from Joe, the couple has three other sons, Emmett, William and Roger.

Ruth Havlik recently took a trip to St. Paul, Minnesota, with her mother and two sisters, Marie and Florence. While there, they enjoyed the winter carnival.

## Sun Valley Fun

(Job Classification)—Anne Zahumensky and three other CTA girls, Mary Berry, Ann Farrell and Dagmar McNamara, took off recently for a week vacation at Sun Valley, Idaho. While there, they intended to try out for the Olympics—"sumpthin."

(Way and Structures)—Marlene Neher, steno II, recently became

engaged to Tom Tipi, a graduate of the Illinois Institute of Technology. At present, no date has been set for the wedding.

—MARY E. CLARKE

## Harold Boasts A New Grandson

ELECTRICAL—Harold Coyne, assistant superintendent, substation maintenance, became a grandpa on February 2, when his daughter, Mrs. John Lock, gave birth to a baby boy. This makes a boy and a girl for the John Locks.

Ignatius O'Shaughnessy, chief operator, 42nd substation, returned to work after being on the sick list for a while.

A card was received from Chief Operator Thomas Callahan, who, presently, is on vacation in the southwest. Tom says he's enjoying the country and having a good time.

—GILBERT E. ANDREWS

## Receiver Retires After 47 Years

BEVERLY—Receiver Bill McConnell, who retired February 1, was feted with a dinner, which was held at the Beverly House restaurant. Bill was presented with a wallet.

Edith Payton, wife of Operator George Payton, has returned home from the hospital and is recuperating nicely.

Operator Marinus Dykhuisen and his wife, Minnie, proudly announced that they became grandparents for the second time when Michael was born to their daughter and son-in-law.

## New Mrs. Howard

Operator Clifford Howard and his new bride recently returned from a two-week honeymoon in Arkansas, Mississippi, and New Orleans, Louisiana, where they reported the temperature was 77 degrees. Incidentally, the new Mrs. Howard met her mother-in-law, who lives in Arkansas, for the first time.

Operator Art Neff's wife recently died.

Operator Henry Wade and his wife, Alma, will celebrate their 36th wedding anniversary on March 26.

Operator Fred Hagen and his wife, Minnie, went to Suring, Wisconsin, to visit with Fred's 90-year-old mother.

Operator Jack Healy, who was going to transfer to the rapid transit division to become a ticket agent, decided to stay at Beverly as an operator.

For the April issue we will have a new scribe, Operator Leonard Cantwell. I hope that you will give him the same cooperation that you have given me.

—CLIFFORD L. HOWARD

## Transfers Give G. O. New Faces

GENERAL OFFICE—(Transportation)—Instructor Alex Johnson has taken over the duties vacated by Thomas Boyle, who has transferred to the Schedule department.



## CTA FAMILIES



WHEN CAROL McMahon and John F. O'Grady were recently married at Resurrection church, they combined two CTA families. Carol's father is Foreman John P. McMahon, Lamon bus garage, and John's father is Operator Mike O'Grady, North avenue.

Reported by Mary E. Clarke

Edward W. Tobin, student engineer, has transferred from Wilson Shop department to Transportation.

Instructor Art Krickow, who is assigned to the Training Center, has been promoted to supervising instructor at that location.

Frank Krause, superintendent of Instruction, is now the proud grandfather of Carol Jean, who was born recently to his son, Frank, and daughter-in-law, Helen, at Scottsdale, Arizona. Carol Jean has a two-year-old sister, Karen. A few months ago, Mr. and Mrs. Krause, Sr. spent their vacation at Scottsdale and now are anxious to make a second trip.

Incidentally, at the present time, Frank is tuxedo-minded because he will middle-aisle it with his daughter, Jeanne, when she becomes the bride of George Hart in the near future.

(Insurance)—William Ashley recently was summoned to San Diego, California, to attend the funeral of his father, William W. Ashley, who died suddenly.

(Public Information)—Kay Kilteen, Charter Service, recently spent a week of her vacation enjoying the winter Olympics at Squaw Valley, California, via TV.

Tom Hartnett, clerk, has returned to work, after being on the sick list for a long time.

—JULIE PRINDERVILLE

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)

## Operator Goes West For Happy Vacation

KEDZIE—Operator and Mrs. Earl St. Pierre recently returned from a vacation in California, and reported that they had a wonderful time.

Sympathy is extended to the family of Retired Motorman Patrick (Paddy) Gibbons, who died suddenly.

We also extend sympathy to Mrs. Kusta, sister of Superintendent John Frugo, on the loss of her husband.

—C. P. STARR

## Attorney's Son Is Choir Candidate

LAW—John McGarry, nine-year-old son of Mr. John B. McGarry, was given an audition by the Reverend Eugene P. O'Malley, director of the Paulist choir, and was accepted as a boy soprano candidate. He will be in the probation group for a year.

Phyllis Cozens and her husband, Cliff, anxiously are waiting for the weather to clear so they can take a long ride in their new Rambler station wagon.

—CEILE E. BAGGS

## Tim's First Grandchild His Pride and Joy

LIMITS—Foreman Tim Riordan became a grandfather for the first time when Laura Ann was born on February 9 to Jeremiah and Katharine Riordan.

Operator Leonard Wengebauer, whose home was in Stuttgart, West Germany, is looking forward to getting more acquainted with the men of Limits.

Operator Stanley Deering and his wife recently celebrated their wedding anniversary.

Former Instructor Tom Stiglic was recently promoted to relief night superintendent.

Sorry to report that Operator Andy Wendt is back in Veterans hospital on Huron street. He'd appreciate a visit or get-well card from any of his friends.

Stanley Turek's father recently died.

Sympathy is extended to the family of John Cahill, who passed away recently.

It's up to you to make this column long and newsy. Let's have some news reports.

—IRVING J. METZGER

## Student Agent Gives Up His Bachelorhood

LOOP — (Agents) — Student Agent Patrick Melett was married to Mary Anne Padden on February 13, at Resurrection church. A reception was held at the Oak Park Arms hotel.

Mary Beasley, who just returned from the sick list, is retiring on pension March 1. Mary began her transit career on May 5, 1927. At this writing, she has made no plans for the future.

Dorothy Madigan and her sister, Helen, are presently vacationing in Florida. They plan to tour the entire state, stopping off at any place that seems to take their fancy.

Porter Leo Adams' son, Walter, was involved in a serious accident that resulted in the amputation of his foot.

The Metropolitan "L" Credit Union annual dinner was held January 24 at the Oak Park Arms hotel. A chicken dinner and wonderful entertainment was enjoyed by 123 guests. About 20 door prizes were given away during the course of the evening.

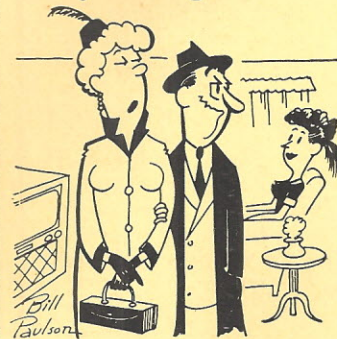
Also, an election of officers was conducted. The newly-elected people are: Walter Olsen, president; Frank Yapelli, vice-president; Mildred Small, treasurer and clerk, and John Carolan, assistant treasurer.

Hospitalized, at this writing, is Lucille Kelley, who underwent major surgery at Lutheran Deaconess.

Theresa Jarvis was in Grant hospital, while Margie Arnold was in Walther Memorial hospital.

—EDITH EDBROOKE

## My Neighbors



"No, George. You may NOT stay home and sit with the baby-sitter!"



## Great Anxieties Bring First Son to Bill

NORTH AVENUE—Operator William Connors is fully relaxed now that the expecting period is over. Bill and his wife are rejoicing over the birth of their first child, Timothy Michael, who was born January 14.

Operator Gerald Kalkanian joined the cigar-passing brigade when Terence John was born on January 25 at Elmhurst hospital. Terry was anxiously awaited at home by his brother, Gerald, Jr., and his sister, Georgette.

Joann Tedeschi, daughter of Operator Julius Tedeschi, was married to Fred Levenson on Valentine's day. A reception was held at the Marlac House in Oak Park. The newlyweds honeymooned in Tucson, Arizona.

The son of Operator Ray Kuml, Ray, Jr., was married to Rita McGuire on February 20 at St. Priscilla's church. The couple honeymooned at the Wisconsin Dells.

Operator Nick DeFina was mighty proud when he announced the birth of his first grandson, James, who was born January 22. Of course, this makes Nick an official member of the "Grandpappy's Club."

## 41 YEARS



AFTER 41 years of service, Arthur G. Anderson, (center) laborer, Blue Island substation, retired on pension February 1. Prior to Art's retirement, a dinner was given in his honor, with about 75 fellow employees in attendance. He was presented with a cash gift on behalf of his friends by Electrical Engineer Carl W. Wolf (left) as Superintendent William F. King looks on.

Reported by Gilbert E. Andrews

Another new grandfather, John Senco, proudly announced that his daughter and son-in-law welcomed "little Thomas" on Valentine's day.

Operators Tom Slattery, Walter Stark, Ed Gunlack and Al Barber all have pleasant memories of their recent winter vacations in Florida. Stark went to Clearwater; "Slatts" traveled to St. Petersburg, and Ed went to Miami. Al took a tour of all these towns.

Let's keep the mail going to our good friend, Bill Echols, who is a patient at Hines hospital. He has always been so thoughtful about suggesting sending notes to the ill-stricken fellows through his column in the Union Leader. His address is: William G. Echols, Ward F 3, Hines hospital, Hines, Illinois.

James S. O'Mahoney, superintendent, District "C," suffered the loss of his mother, in Ireland, on February 22.

Christ Fick, who has been off with a heart ailment, is reported to be feeling better. He has changed his position and is now working as a ticket agent.

Transfer Instructor William Kennedy and his wife celebrated their silver wedding anniversary on March 2.

Congratulations also are in order for Walter J. Stark and his wife, who celebrated their 24th anniversary on March 7.

The Jerry Vaneks will celebrate their 23rd wedding anniversary on March 27.

Joe Smith and his wife celebrated their silver wedding anniversary on February 6.

Don't forget to read the Inquiring Reporter in this issue. The fellows at our depot are featured.

—JOE HIEBEL

## Operators and Clerks Flee From Cold Wind

NORTH PARK — Winter vacations, away from the Chicago area, are becoming increasingly popular. February found Operators Harry Salitre and Henry Patrick and Clerks Hadson Phillips and Joe Digiovanni vacationing in Florida.

Clerk Walter Ringhoff and his wife flew to Hawaii.

The North Park Credit Union reports that there are still many books which have not been turned in for auditing and requests members to assist them in this matter as soon as possible.

We were sorry to learn of the recent death of Operator Herman Kowfeldt's mother.

Operators Alfred Schwegler and Frank Eagle recently reported the deaths of their wives.

(Keeler) — Operator Howard R. Dennis and his wife, Anne, recently announced the birth of their granddaughter, Patricia Lynn, who was born to their daughter and son-in-law, Mr. and Mrs. Ronald Usack.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

## Easy Chair Comfort During Cold Weather

NORTH SECTION—Switchman Walter Weissgerber spent his vacation at home, enjoying the Chicago weather from an easy chair.

Here's hoping that Conductor Joe Bradtke, who is home recuperating from recent surgery, will be back on the job soon.

Conductor Mike King and Extra Guard Floyd Smith are back at work after being on the sick list for some time.

Agent Mary Cassells wishes to express her gratitude for many thoughtful messages received during her absence from duty on account of illness.

—ANGELO BIANCHINI

## Three Weeks of Caribbean Sun

PURCHASING AND STORES — Agatha Barnsley, Purchasing, spent a wonderful three-week vacation visiting Haiti, Curacao, Caracas, Trinidad, Grenada, Martinique, and other points of interest in the Caribbean. Agatha visited most of these places via the airways.

Edward M. Devine, buyer, Purchasing, and his wife started the new year out happily. Their son, James, who is a lieutenant in the Marine Corps, flew home from the far east. After the visit, the entire Devine family drove to Las Vegas, Arizona and Mexico. The trip ended in California, where James is stationed at Camp Pendleton.

Jim Farrell is the new clerk in our general office.

George Kahlfeldt, Purchasing, transferred from our office to become a traffic checker.

## NEW GROOM



MOST RECENT bridegroom in the Training and Accident Prevention department is Bernard Ford, training assistant, who was married to Edna Wilcke, at St. Benedict's church, Blue Island, on January 16. Following the ceremony, a reception and dinner was held at Club Allegro.

Reported by Mary E. Clarke

Fred Loitz and J. Y. Guinter, Stores, general office, are the proud possessors of the Paper Mate pens that the Employee Suggestion System is awarding for ideas that merit thorough investigation.

Norman Mackie, laborer, south division, retired on disability pension February 1.

—DAGMAR McNAMARA

## This Makes Number Four For Grandpappy Walter

69TH—Operator Walter Harrison recently became a grandfather for the fourth time.

Mr. and Mrs. Bob McClelland, repairman, celebrated a happy anniversary recently.

On the sick list, at this writing, are: Operators Tom Pichart, Gus Melander, Mike Everett, Marco Locasto and Tom Williams.

Operator Carroll Thurston's cousin, Retired Conductor Earl Day, 77th, died recently.

Operator William T. Cavanaugh and Operator Cal Claussen recently suffered the deaths of their brothers.

I'm very happy to be your new reporter. How about helping me out by sending in whatever news you have, regardless of its length.

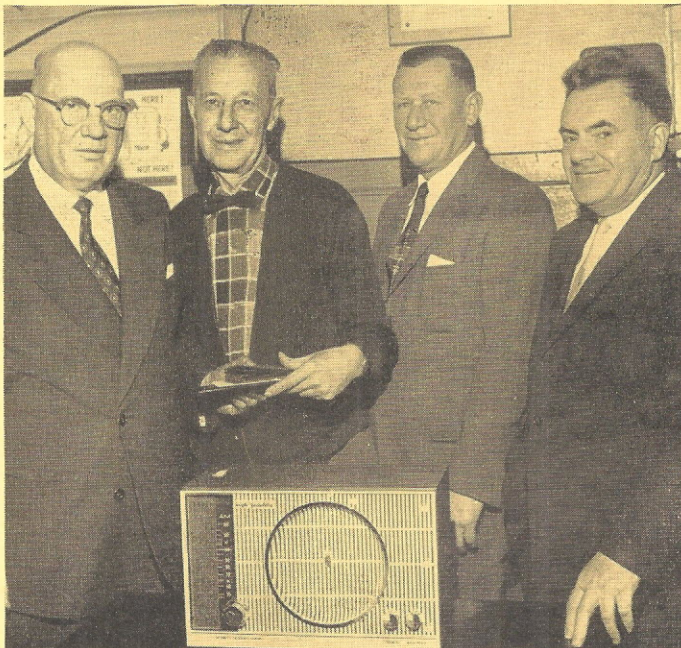
—THOMAS S. ELPHICK



### New Pensioners

<b>H. W. Antonion</b> , conductor, 61st Street. Employed 9-6-17.	<b>Joseph Kordek</b> , conductor, 61st Street. Employed 11-14-22.
<b>M. C. Beazley</b> , agent, West Section. Employed 5-5-27.	<b>H. T. Lekas</b> , car cleaner, West Section. Employed 7-13-27.
<b>E. H. Benson</b> , operator, Limits. Employed 9-12-28.	<b>Joseph Marcis</b> , bus repairman, Shops and Equipment. Employed 1-5-43.
<b>William C. Boggs</b> , gateman, West Section. Employed 8-7-50.	<b>Patrick McHale</b> , laborer, Way and Structures. Employed 3-14-23.
<b>M. A. Brennan</b> , temporary collector, 77th Street. Employed 2-13-23.	<b>J. P. Miller</b> , operator, Forest Glen. Employed 4-14-26.
<b>George Casensky</b> , bus cleaner, Lawndale. Employed 1-25-19.	<b>P. J. O'Toole</b> , operator, Lawndale. Employed 1-26-26.
<b>James Devine</b> , operator, Lawndale. Employed 7-20-21.	<b>William Pfaender</b> , electrical worker "A," Skokie Shops. Employed 5-14-12.
<b>Joseph Durak</b> , upholsterer "A," South Shops. Employed 4-10-36.	<b>Tony Ponzio</b> , bus cleaner, Lawndale. Employed 10-16-43.
<b>Maurice Feldner</b> , bus cleaner, Lawndale. Employed 5-7-43.	<b>C. A. Ruediger</b> , plant guard, CTA Department of Police. Employed 12-5-28.
<b>J. W. Hoban</b> , operator, Forest Glen. Employed 6-12-25.	<b>C. F. Rzepka</b> , wireman "A," Skokie Shops. Employed 5-23-16.
<b>G. A. Holmes</b> , engineering assistant, Shops and Equipment. Employed 3-16-48.	<b>Joseph Weber</b> , bus repairman, Shops and Equipment. Employed 11-6-24.
<b>G. W. Kabon</b> , porter, South Section. Employed 5-31-23.	<b>A. E. Wolff</b> , porter, South Section. Employed 11-20-28.
<b>J. J. Kaltsas</b> , conductor, 61st Street. Employed 10-14-18.	

### RETIRES AFTER 18 YEARS



RETIRING AFTER 18 years of transit service, **Harry Albers**, assistant superintendent of building, Way and Structures, went on pension January 1. Pictured with Mr. Albers are (left to right): Superintendent **Vern Olson**; **Harry**; Assistant Superintendent **Rus Shanklin** and Day Foreman **Dennis Barrett**.

### DISABILITY RETIREMENTS

**L. M. Baker**, operator, Kedzie. Employed 10-16-28.

**W. D. Carlander**, bus operator, North Park. Employed 9-30-46.

**W. G. Echols**, switchboard operator, North Avenue. Employed 6-14-28.

**Michael Fanella**, gateman, West Section. Employed 12-17-29.

**Patrick O'Malley**, operator, North Park. Employed 12-13-44.

### Bowling Match Determines Champs

SKOKIE SHOPS—A bowling match, consisting of three games with the winner being determined by total pins, was rolled on January 24 between the Machinist, Shopmen and Electrical departments. The Machinist-Trucks won the match.

Electrician **Joe Perillo** and his wife recently returned from a Florida vacation. While they were there, they visited with Pensioner **Gus Hyde**.

—DAVE GURWICH and  
EVERETT E. ENGLAND

### Credit Union Party Includes Election

SOUTH SECTION—The annual South Side "L" Credit Union party, held at Viking Temple complete with refreshments and dancing, was enjoyed by all those who attended. An election of officers also was held during the evening. The newly elected officers are: **John Lemke**, president; **Roland Hartney**, vice president, and **Fred Gronemeyer**, secretary-treasurer.

Porter **Frank DeBerry** has been keeping "Sammy R," his beagle pup, in trim during the winter by taking him out for a workout each Sunday. Frank says that Sammy makes a good hunter, but a poor watch dog because he is so friendly.

It is probable that few of us are aware that one of our employes is studying for the theatre. Part-time Agent **James Arnold**, who is originally from British Honduras, currently is attending the Goodman theatre and took a leading part in a play entitled "A Giant Step."

### NEWLY WEDS



THE HAPPY couple, **Bernadette Bonk**, Law department, and her new husband, **Robert A. Reichardt**, were recently married at St. Patrick's church in Clearwater, Wisconsin. Mr. and Mrs. Reichardt honeymooned in Miami Beach, Florida.

Reported by **Ceile E. Baggs**

Just a reminder that suggestion blanks and envelopes are available at 61st Street and Loomis Street.

This column is in need of news to keep it interesting. Why not participate by sending any news items to me at 61st Street.

—LEO J. BIEN

### Flu Bug Hits Terminal Shops

TERMINAL INSPECTION SHOPS—(West-Northwest) — **Repairman Quentin Bond** was off sick, as was **Cleaner John Esposito**.

**Repairman Nick Suero** spent his vacation in and around Chicago-land.

**Repairman John Daniels** forwarded a card from Las Vegas, Nevada, where he spent his vacation.

**Repairman Mike Fahey** spent his vacation getting acquainted with his newly-born son, **Kevin Joseph**.

(Wilson)—**Repairman Joe Lelakes** spent his vacation in and around Chicago.

Cleaners **Charles Dansby** and **Andrew Kotowicz**, who were both on the sick list, have returned to work.

**Repairman Joe Bagdzius** recently reported the death of his mother-in-law.



Cleaner Frank Miculinic, who was recently hospitalized, returned to work.

(Kimball) — Repairman Frank Fawcett, who was off sick, returned to work.

Cleaner Edward Stamborski reports that his wife, who recently underwent surgery, is recuperating nicely.

(Lake)—The following repairmen were on the sick list: Elmer Greer, Stanely Maturo and Tom Daly.

Your reporter would like to thank those of you who visited him and sent get-well cards while he was hospitalized.

—JOE FEINENDEGEN

## Before Too Long He'll Have A Champ

WAY AND STRUCTURES — Foreman Ted Wade's dog, Leader, a Saint Bernard, recently won top honors in a major dog show at Wheaton, Illinois. Leader now has 13 points toward his championship.

Florence Tobin, wife of Martin Tobin, surface track foreman, rapid transit division, is recuperating at home, after undergoing surgery at St. Luke's Presbyterian hospital.

Patrick McHale, laborer, building division, retired March 1, after 37 years of service. Pat previously worked as a streetcar motorman.

Construction Track Foreman Emil Estvanik's mother, Elizabeth, died January 7.

—MARLENE NEHER

## Happy Couple Record Another Anniversary

WEST SECTION—(Agents)—Supervisor and Mrs. Byron Hawley celebrated their 31st wedding anniversary on February 9.

Agent Ed Bensen became a grandfather when his son and daughter-in-law became the proud parents of Cynthia Kay, who was born on January 30.

Agent Vic LeBeau, who was hospitalized for three weeks, is back on the job, again.

Agent Dorothy McGreevy is back at work, after being on the sick list for a few weeks.

Agent Catherine Sullivan was home for a short time due to a recent illness.

Porter W. Ravivee was battling with the flu, at this writing.

Porter Ed Coleman resumed his duties after a short siege of illness.

Agent Ruth Hansen is still on the sick list, at this writing.

Agent John Filipek, longtime west side resident, recently moved into his new home on south Wood street.

Agent Art Kosica celebrated his birthday recently.

Assignment Agent Robert Maloney is presently on the sick list.

Agent Stephen Gibbons' brother, Pat, died suddenly on February 10.

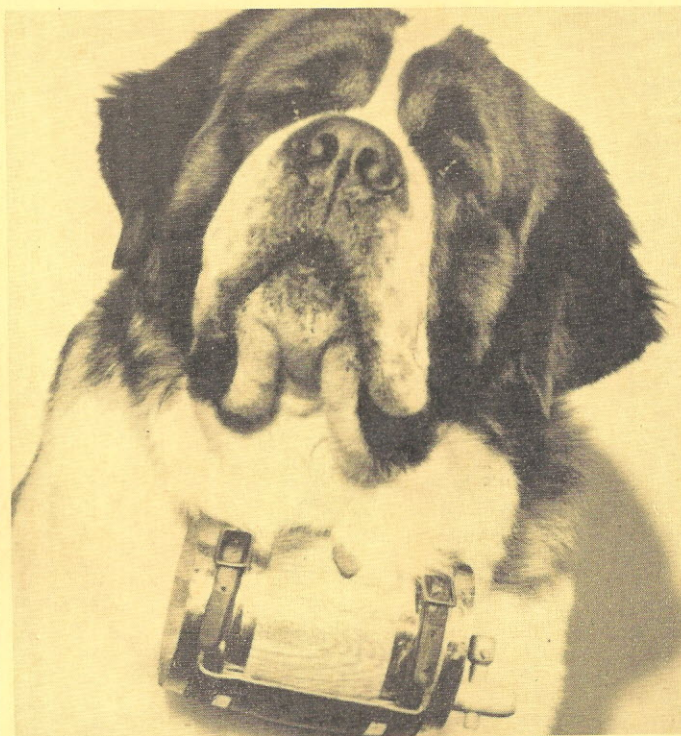
The welcome mat is out for Extra Agent Thomas Printen, formerly of North Park station, and to all the new extra and student agents who recently joined our happy family.

—GORDON KELLY

## TRANSITAD

FOR SALE — 86-Acre Farm. Northern Wisconsin. House and Barn, \$5,000. Telephone: GI 8-5720, Palos Park, Illinois.

## NEED ANY HELP?



THE TRAVELERS' Aid Society is using the Saint Bernard as their symbol this year and Way and Structures' foreman, E. Ted Wade's, dog, Leader, has and will be used with various activities of the Society to publicize their symbol. Ted says that Leader's only problem has been in struggling with elevators and revolving doors because of his 185 pounds.

## RECENT DEATHS AMONG EMPLOYEES

O. J. AUBRY, 87, retired motorman, Kedzie. Died 1-23-60. Employed 10-24-95.

HARLAN J. BLARE, 33, executive assistant. Died 2-12-60. Employed 10-14-52.

W. C. BOHNE, 69, retired motorman, 77th Street. Died 1-15-60. Employed 1-13-27.

FRANK BOSNAK, 69, retired foreman, Way and Structures. Died 1-29-60. Employed 1-2-11.

W. C. BOYD, 71, retired motorman, 77th Street. Died 1-11-60. Employed 7-2-23.

H. O. CARLSON, 69, retired motorman, 77th Street. Died 1-28-60. Employed 10-25-13.

W. T. CLARK, 52, retired operator, 77th Street. Died 1-19-60. Employed 5-9-44.

T. J. COUGHLIN, 68, retired conductor, 77th Street. Died 1-11-60. Employed 1-30-12.

R. C. DAVIDSON, 71, retired laborer, West Shops. Died 1-25-60. Employed 3-9-43.

E. W. DAY, 71, retired conductor, 77th Street. Died 1-24-60. Employed 6-14-12.

DAVID EVANS, 81, retired gateman, West Section. Died 1-17-60. Employed 12-9-30.

CARL HALPER, 79, retired motorman, Lawndale. Died 1-31-60. Employed 6-12-12.

SULLIVAN GUIDO, 65, retired conductor, Elston. Died 1-22-60. Employed 3-25-22.

M. J. HARTNETT, 63, retired conductor, 69th Street. Died 1-26-60. Employed 9-9-22.

HUGH HAYES, 84, retired conductor, North Section. Died 1-12-60. Employed 3-4-08.

E. J. IRWIN, 76, retired motorman, Devon. Died 1-15-60. Employed 3-16-11.

F. W. KARTCH, 72, retired motorman, 77th Street. Died 1-20-60. Employed 5-28-04.

MARKO KASIC, 72, retired laborer, Way and Structures. Died 12-31-59. Employed 12-8-23.

W. P. KELLEHER, 81, retired conductor, Lawndale. Died 1-11-60. Employed 1-31-05.

PROCO KLOMANS, 60, gateman, West Section. Died 2-8-60. Employed 7-5-29.

CHARLES KROPIDLOWSKI, 48, operator, Archer. Died 1-18-60. Employed 4-22-37.

JOHN H. KRUTY, 60, clerk, Payroll Accounting Department. Died 1-29-60. Employed 5-6-16.

E. R. LAIRD, 67, retired agent, South Section. Died 1-25-60. Employed 2-20-18.

DUNCAN LAMOND, 70, retired conductor, North Avenue. Died 1-23-60. Employed 9-12-11.



## RECENT DEATHS AMONG EMPLOYEES

**JOSEPH LAVACCARI**, 69, retired maintainer, Electrical. Died 1-27-60. Employed 3-5-20.

**DOMINIC LIMA**, 74, retired paver, Way and Structures. Died 1-21-60. Employed 3-8-09.

**MICHAEL LYONS**, 70, retired laborer, Way and Structures. Died 1-27-60. Employed 5-16-27.

**STANLEY MARSHALL**, 65, retired machinist, Shops and Equipment. Died 1-11-60. Employed 8-15-23.

**MATTHEW McDONALD**, 63, retired conductor, 69th Street. Died 1-9-60. Employed 1-6-20.

**P. H. MILLER**, 78, retired towerman, South Section. Died 1-26-60. Employed 10-2-13.

**FRANK MISKOWICZ**, 72, retired electrical worker "B," South Shops. Died 2-1-60. Employed 8-21-19.

**J. J. O'CONNELL**, 65, retired conductor, 77th Street. Died 1-7-60. Employed 3-16-25.

**JAMES O'KEEFE**, 83, retired laborer, Way and Structures. Died 2-3-60. Employed 6-18-27.

**HARRY A. OTT**, 61, retired machinist, South Shops. Died 1-23-60. Employed 7-18-23.

**GEORGE PANTELAKIS**, 70, retired watchman, Kedzie. Died 1-13-60. Employed 9-19-16.

**GEORGE PLEULER**, 65, retired motorman, 77th Street. Died 1-8-60. Employed 6-13-19.

**BENJAMIN ROBERTS**, 71, retired car cleaner, 77th Street. Died 1-16-60. Employed 8-21-18.

**ROBERT L. SCHULTZ**, 63, operator, 77th Street. Died 1-19-60. Employed 1-3-24.

**T. H. SHUMON**, 68, retired shop clerk 1, West Shops. Died 1-29-60. Employed 12-29-26.

**R. C. SLEVERT**, 59, retired gateman, West Section. Died 2-2-60. Employed 12-4-41.

**MIKE STRACCHIO**, 63, retired watchman, Way and Structures. Died 1-24-60. Employed 4-15-30.

**MICHAEL SUBA**, 82, retired carpenter, West Shops. Died 1-16-60. Employed 7-30-24.

**T. J. SULLIVAN**, 81, retired conductor, North Avenue. Died 1-7-60. Employed 10-30-01.

**L. L. TODORA**, 88, retired trackman, North Section. Died 1-13-60. Employed 12-18-06.

**EDWARD V. WARCHOL**, 52, instructor, Shops and Equipment. Died 1-31-60. Employed 5-17-26.

**BRUNO WOJTAS**, 47, gateman, West Section. Died 1-21-60. Employed 12-23-40.

**FRANK ZANDER**, 71, retired laborer, Stores Department. Died 1-8-60. Employed 2-29-44.

## RETIRES AFTER 24 YEARS



**SOUTH SHOPS' Assistant to Auto Engineer, Carl S. Anderson**, retired on pension January 1, after 24 years of service. Carl (center) began his career on February 15, 1935. Presenting Carl with a gift on behalf of his co-workers is (left) **Industrial Engineer Earl Essington**, Shops and Equipment. Looking on is **Assistant Industrial Engineer J. A. Rosendahl**.

## GOLDEN WEDDING



**RECENTLY CELEBRATING** their 50th wedding anniversary were **Retired Motorman Joseph and Mary Garro**. A reception and dinner was held at the Orpheus Singing club, and helping to celebrate the occasion were their children, **Sol and Eleanor**, who work in the Claims department, **Genevieve Berg**, who is a former employee in the Insurance department, and **Gabe**, who is a free-lance lawyer.

## The Golden's Boast Grandchild Number 22

**SOUTH SHOPS — Carpenter John Golden** and his wife, **Phoebe**, proudly boasted about the birth of their 22nd grandchild, **Kathleen**, who was born on February 2.

**Auto Mechanic John Kehoe** and his wife, **Valerie**, announced the birth of their fourth child, **Mark Joseph**, who was born on February 13. Mark's mother celebrated her birthday on February 14.

**Dennis O'Shea**, machinist, is still confined to the hospital, at this writing. And, his companion, **Machinist George Vincolese**, is at home, convalescing from injuries he received when Dennis' car skidded on ice and hit a tree, while they were driving home from work on January 15.

Our annual Credit Union meeting was held at the AMVETS hall, 87th and Peoria streets, on January 14. The meeting was a mixture of business and fun, and all those who missed it should try to make it a point to be at the next one.

Re-elected to the board of directors were: **Bob Hunt**, **Frank DeWitt**, **John Jankus**, **Bill Unwin**, **Vernon Howe** and **John Gianella**. Re-elected to the credit committee were: **John Kennedy**, **Frank DeWitt** and **John Gianella**. **President R. A. Hunt** appointed a six-man committee to take charge of a dinner-dance for next year, which will include the wives and husbands of our members.

**Ray Kura** and **James Walter**, bus overhaul, are convalescing at home, at this writing. Ray was hospitalized because of recent surgery, and Walter dislocated his shoulder when he slipped on the ice near his home.

**Auto Mechanic Hubert McGee** and his wife, **Thelma**, are receiving congratulations on the birth of their second child, **Bonnie Sue**, who was born January 29.

**Tom Pawley**, blacksmith shop foreman, reported the recent death of his wife.

**Electrician Clarence Penberthy's** father recently died in Wisconsin.



## EXCELLENCE



A GOLD medal for excellence in the ROTC was received by Justin Anderson, son of Conductor J. S. "Andy" Anderson, North Section. Justin is a sophomore at Lane Technical high school.

Reported by Angelo Bianchini

Our new pensioners are: Carl Anderson, assistant to automotive engineer, who retired after 25 years of service; Vassilios Bousis, laborer, who retired after 34 years of service, and Martin Seifried, laborer who retired after 35 years of service.

—EVELYN HOWE and  
FRANCES LOUWARD

## Ed's Son Exchanges Wedding Vows

SCHEDULE-TRAFFIC — Louis, son of Edward Feinberg, and Arlene Nowak exchanged marriage vows on January 30 at St. Ann's church.

Robert Hengl, who has been in the Schedule-Traffic department since 1944, transferred to the Treasury department.

We welcome two newcomers to this department—William Buetow and Anthony Ritrovato.

—GERTRUDE F. ANDERSON

If you've moved recently,  
please notify  
CTA TRANSIT NEWS

## WEATHER SUPERSTITIONS

CHARLES DUDLEY Warner, not Mark Twain, made the famous wisecrack — "Everybody talks about the weather but nobody does anything about it" — when our U. S. Weather Bureau was in its infancy and reliable local forecasts were not available. There are still no accurate forecasts of what kind of weather we will have in the next 30 days, to say nothing of what will occur six months from now. That is important to the farmer. In many localities he gambles on certain signs and what an almanac predicts.

Since time immemorial, men have been trying to outguess the weather. Many local superstitions developed, some of which have come down to us in well-known rhymes. Some are logical deductions from certain signs—such as smoke rising vertically from a chimney, indicating fair weather—but most are pure superstitions. Many are still believed and stoutly defended in the more remote regions. A few are subjects for discussion even in our modern cities.

\* \* \*

Most famous is Groundhog day, when the woodchuck is supposed to awake from his long hibernation, come out of his burrow and, if it is a sunshiny day so that he sees his shadow, go back to sleep knowing that there will be six more weeks of winter. It is generally observed on February 2, but there are thousands of people in Missouri and Arkansas who regard February 14 as Groundhog day and who, if it is dark and cloudy, begin to spade up their garden patches.

In southern Illinois and the Ozark hills of Missouri, "goose-bone" weather prophets examine the breastbone of a wild goose killed in autumn. If it is thin and rather transparent, that predicts a mild winter; if thick and opaque, a hard winter; if white, much snow; if reddish or red-spotted, cold but little snow. It is commonly believed that muskrats build bigger lodges and the fur is thicker on muskrats, raccoons, skunks and other furbearers before a severe winter. The woolly bear caterpillar is supposed to forecast a mild winter if its middle band of reddish brown is wider than the two end bands of black, and a hard winter if it is narrower. Such conditions among animals have natural causes but nothing to do with what the weather will be in later months.

\* \* \*

There are similar superstitions that a frost will occur six weeks after we hear the first katydid; that tree frogs trilling, or a "rain crow" (yellow-billed cuckoo) calling, predict rain; that bad weather is coming when we feel twinges of rheumatism or aching corns and bunions; that a red sunset or a rainbow in evening insure clear weather tomorrow; that a ring around the moon means a storm is coming and that the number of stars visible inside the ring tell the number of days before it will start.

Other very prevalent beliefs have some justification, such as the fact that sun dogs predict a cold spell; that train whistles sound louder and clearer before a rain, and that stormy weather is probable when the sky is mantled with clouds resembling a flock of sheep. However, the old rhyme "rain before seven, fair by eleven" — does not always hold true; neither does the fact that chickens foraging outdoors, heedless of a morning drizzle, necessarily mean an all-day rain.

\* \* \*

If the crescent of a new moon is horizontal, some old-timers say the next month will be dry because it holds water; if roughly vertical, 'twill be wet because the water will spill out. Others believe exactly the opposite, arguing that if the moon is "on its back" the month will be rainy and the hunter can hang his rifle and powder horn on its tips; if vertical, the water has been spilled out and he needs no such place.

Just remember this: "All signs fail in dry weather."

## West Section Sees New Faces

WEST SECTION — (Lake) — New faces, who recently joined our gang, are: Martin Gorman, Lake; Leonard Nelson, Logan Square; Edward Mulvihill, Desplaines, and Ronald DeBiase and Leroy Alexander, 54th, Douglas Park.

Clerk Eugene Duffy presently is confined to the West Suburban hospital.

Extra Guard Herbert Herzfeldt has recently returned home after being hospitalized for surgery.

Conductor John Consiglieri presently is in the Franklin boulevard hospital.

(Douglas Park) — Motorman Thomas Sokol and his wife, Mary, celebrated their 37th wedding anniversary on February 14.

Clerk Robert Broune is vacationing in Florida, at this writing.

(Logan Square) — Motorman Peter Stolz and his wife recently purchased a new home in Elmhurst.

—JOHN M. HANNING

## 48 YEARS



AFTER 48 years of transit service, Daniel J. Kelly, (left) chief operator, 63rd substation, retired on pension February 1. Fellow workers and friends gathered at the station to wish him well as Chief Operator George A. Becker (right) presented Dan with a savings bond.

Reported by Gilbert E. Andrews



## For And About Our Pensioners

ACCOUNTING—*Art Bresin*, formerly of Payroll, expects to spend about three months in sunny California. During this time, he hopes to visit with *Ben Ratner*, formerly of Vouchers, in Los Angeles, and then travel on to Bellflower, to visit with *Leon Salisbury*, also formerly of Vouchers. He will also spend some time in Glendale and San Diego.

—HELEN A. LOWE and  
MABLE I. POTTHAST

BEVERLY—*Former Operator Gabriel DeJonge*, who is on disability pension, visited at Beverly recently and reported that he is feeling much better.

Former *Motorman and Supervisor, Bill Carr*, 77th, died recently.

*Pensioner C. L. Norton*, father of *Howard Norton*, operator, 77th, recently died.

—CLIFFORD L. HOWARD

ELECTRICAL—*Pensioner Leo J. Davis*, who wrote from Santa Ana, California, said that his wife and he are enjoying the scenery and weather in southern California.

—GILBERT E. ANDREWS

LOOP—(*Agents*)—Your reporter received a card from the *Herbert Templemans*, who are visiting their daughter and her family in Atlanta, Georgia. Prior to this, they spent a month in the Ozarks. They sent a "hello" and best wishes to all their friends.

—EDITH EDBROOKE

NORTH SECTION—*Retired Conductor Louie Ruhlach* dropped by recently to say hello to all his friends at Howard street.

—ANGELO BIANCHINI

69TH—*Retired Conductor and Ex-Board Member George Grassel*, 77th, and *Retired Instructor John Volkart* are both patients in Veterans hospital, 330 E. Huron street. They would appreciate hearing from and seeing some of their fellow-workers.

—THOMAS S. ELPHICK

SOUTH SHOPS—We are sorry to report the deaths of *Harry Ott* and *Stanley Marshall*, retired machinists.

Some of our pensioners who dropped in for a visit were: *Bill Hanna* and *Jim Hessler*.

*Ida Hoffman*, wife of *Frank Hoffman*, retired painter, died recently.

—EVELYN HOWE and  
FRANCES LOUWARD

SKOKIE SHOPS — *Retired Foreman Henry Altschuler*, Electrical, sent a card from Las Vegas, Nevada, where he reported he was having a good time. Henry now resides in Los Angeles, California.

—DAVE GURWICH and  
EVERETT E. ENGLAND

WEST SECTION—(*Agents*)—*Retired Agent Mary Tracy* celebrated her birthday on February 17.

Your reporter had the pleasure of talking to *Retired Agent Teresa Oberley*, recently. Teresa said she is in good health and wishes to be remembered to all her friends.

*Retired Agent Bruno Schultz* passes through our station quite frequently and reports that he is feeling in the pink and also wishes to be remembered to all the gang.

*Mary Rezab*, retired agent, is, at present, visiting in Alaska, and is seriously considering making this locale her permanent residence.

—GORDON KELLY

### 42 YEARS



BEGINNING HIS transit career on September 6, 1917, *Conductor Harry W. Antonion*, 61st St., South Section, retired on pension March 1, after 42 years of service. He joined the South Side Elevated company as a painter in the Paint Shop at 61st. A short time later he went into the Army, and when he returned, he became an extra guard in April, 1920.

Harry and his wife, *Pagona*, plan to do a lot of traveling, visiting with relatives in Idaho, Arizona and Texas.

### PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, April 5, 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, April 21, 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.

### NEW SKOKIE SHOP RETIREES

Two Skokie Shops employees—*Electrical Workers William Pfaender* and *Charles Rzepka*—retired on pension March 1, after 47 and 43 years of transit service, respectively.

Mr. Pfaender, 65, began his career on May 14, 1912, as an apprentice electrical worker with the former Chicago Railways company at the now-closed West Shops. He continued to work at the West Shops until March, 1959, when he transferred to the Skokie Shops.

A World War I Army veteran, William was stationed at Jefferson Barracks, Missouri.

He and his wife, Ella, have two daughters, *Charlotte* and *Mrs. Evelyn Baine*.

Mr. Rzepka, 65, began his career as an armature winder helper at the former Chicago Rapid Transit company's now-closed Throop Street Shop. He became an electrical worker in August, 1922, and worked at this locale until October, 1950, when he transferred to Skokie Shops.

A World War I Army veteran, Charles also was stationed at Jefferson Barracks, Missouri.

A bachelor, he lives with his 84-year-old mother, *Mrs. Josephine Rzepka*.

### 41 YEARS



AFTER MORE than 41 years of transit service, *Conductor James J. Kaltsas*, South Section, retired on pension March 1. He began his transit career as an extra guard with the former South Side Elevated company on October 14, 1918. Aside from eight years that he spent at 61st Street, James always worked out of Loomis.

His brother, *Louis J. Kaltsas*, conductor, North Section, retired on CTA pension June 1, 1958, after about 30 years of service.



## Wilson Project Enters Second Phase

CONSTRUCTION WORK on the second phase of the \$1,800,000 program to provide a four-track right-of-way through the Wilson avenue station area moved a step nearer completion recently when award of a contract was made by CTA for the steel and structural work.

The contract, in the amount of \$120,940, was placed with Telander Bros. Contractors, Inc., whose bid was the lowest of nine submitted. The terms called for actual construction work to begin within 120 days and to be completed within 90 days after the starting date.

This second phase of the program calls for the erection of new steel structure and the reconstruction of a part of the present steel structure across Broadway in the vicinity of Leland avenue and the construction of a new steel structure in CTA yards south of Wilson.

A steel superstructure supported by five columns with cassettes going down to a depth of 55 feet will be constructed across Broadway between the existing elevated structure and the newly completed outer southbound track. These columns will be in line with existing columns near Leland avenue. Additional steel structural work will be erected in the car storage yard south of Wilson avenue to provide for a section of track to bring rapid transit cars in and out of the inspection shop.

## New Appointments

NEW APPOINTMENTS affecting eight Transportation Department supervisory personnel effective March 13 were announced recently.

*E. G. Milz* and *J. J. Roche*, were named acting superintendents of operation controls, surface and rapid transit, General Office.

On the rapid transit system, *L. J. Hickey*, was named station superintendent of the south section; *K. L. Ma-naugh*, station superintendent of the north section; *R. W. Meisner*, night superintendent of the north section, and *E. J. Heatter*, acting night district superintendent.

Other appointments, on the surface

system, were: *J. G. Stanton*, acting district superintendent, District "D" and *E. R. O'Connell*, acting district superintendent, Central District.

The bulletin announcing the appointments was signed by *Charles E. Keiser*, superintendent of transportation; *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and was approved by *Walter J. McCarter*, general manager.

## TEST ELECTRIC HEATERS AT FULLERTON STATION

IN ANOTHER test of over-head radiant heaters for station platforms, five electric, infra-red heaters were installed recently near the north end of the northbound platform at the Fullerton station.

In November, CTA installed on an experimental basis four gas-fired heaters between the two stairways near the north end of the southbound platform at Fullerton avenue.

The tests are being made to find out the effectiveness of using over-head heaters on station platforms for the comfort of CTA patrons who are required to wait for trains during non-rush hours.

The electric heaters, located under the canopy in front of a billboard that acts as a windbreak, are slanted so that the heat is directed toward the people standing under them. Infra-red units reflect the heat downward to warm objects that come within the range of the rays.

The five electric heaters, furnished by the manufacturer on a loan basis, were installed at a cost of about \$500.

Both types of heaters are themostatically-controlled to provide heat only when the temperature dips below the 32 degree mark. During these cold periods, the heaters operate at all times of the day and night except during the morning and late afternoon rush hours when headways between trains are very short.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JANUARY 1960 AND 1959, AND TWELVE MONTHS ENDED  
JANUARY 31, 1960

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

	Month of January		Twelve Months Ended Jan. 31, 1960
	1960	1959	
Revenues	\$10,634,100	\$10,681,693	\$129,833,282
Operation and Maintenance Expenses	9,219,326	10,341,866	110,022,449
Available for Debt Service	1,414,774	339,827	\$19,810,833
Debt Service Requirements:			
Interest Charges	367,084	377,524	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	166,667(1)	166,667	
Deposits to Sinking Funds -			
Series of 1947 (2)	115,006	105,213	
Series of 1952 (2)	28,750	-	
Series of 1953 (3)	8,750	-	
	686,257	649,404	
Balance Available for Depreciation or			
Deficit in Meeting Debt Service Requirements	728,517	309,577 r	
Transfer from Operating Expense Reserve to meet			
deficit in Debt Service Requirements (4)	-	309,577	
Balance Available for Depreciation	728,517	-	
Provision for Depreciation	850,728	854,535	
Deficit in Depreciation Provision (5)	122,211 r	854,535 r	
Accumulated Deficit:			
To End of Previous Period	-	600,631 r	
At Close of Period	\$122,211 r	\$1,455,166 r	

r - denotes red figure

## PASSENGER STATISTICS

Originating Revenue Passengers	43,544,215	45,534,627	544,024,911
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- NOTES:
- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1960.
  - (2) Equal monthly installments to currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
  - (3) Equal monthly installments to currently retire Series of 1953 Revenue Bonds by purchase in the open market or after invitation for tenders. Deposits to Series of 1953 Sinking Fund prior to July 1, 1961 shall be deferrable, if and so long as during said period prior to July 1, 1961 a deficiency exists, or as a result of making any of said prescribed payments would exist in the amount available to meet the required deposit in the Depreciation Reserve Fund. Such payments into said Series of 1953 Sinking Fund so deferred shall be cumulative, and shall thereafter be made at the earliest date or dates when the prescribed payments into the Depreciation Reserve Fund are current.
  - (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 \$800,000 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.



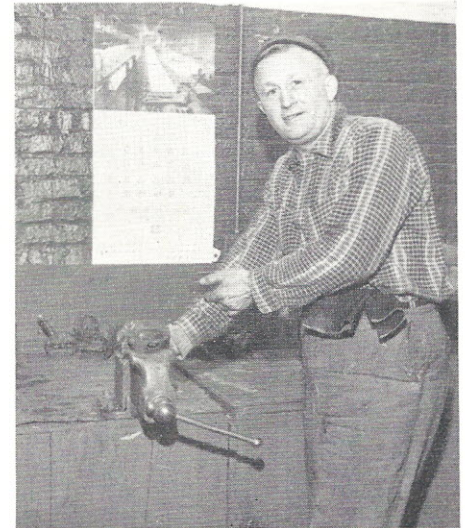
INQUIRING REPORTER: Joe Hibel

LOCATION: North Avenue

How will the coming of Spring influence your daily routine?



**AL ROHDE, Clerk,** (with *Inquiring Reporter Joe Hibel*): "The coming of spring will not influence my daily routine too much. Aside from getting the screens cleaned, painted and ready to be put up, I'll be getting my fishing equipment ready. I like spring fishing best because the fish bite better and there aren't too many speed boats."



**GEORGE KUENSTLE, Repairman:** "During the cold weather, I do a lot of practicing on my harmonica. As soon as spring comes, I change my hobby from the harmonica to my backyard. I enjoy working on my garden, trying to develop new ideas, just as I do when I'm trying for a new sound on the harmonica."



**JOHN SENKO, Operator:** "The coming of spring has quite an effect on my daily routine because my hobby is gardening. As soon as the weather changes, I'm right out in the yard, planting vegetables and tending to my fruit trees. Two years ago, I raised a 13-inch carrot in my garden."



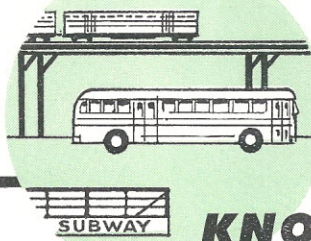
**MICHAEL HARTNETT, Operator:** "The coming of spring will influence my daily routine in several ways. In spring I spend more time outdoors. I work on my lawn almost everyday. Also, the nice weather means that I have more opportunities to play with my grandson, who lives only a few blocks away from my home."



**NICK DeFINA, Operator:** "Just the thought of getting rid of the snow and cold weather affects me. As soon as the warmer air hits my face, I feel like a new man. I've got more pep and energy, and seem to get things done more easily."



to serve our riders better...



## KNOW YOUR CTA ROUTES

GAS BUSES traveling over the California South (No. 94) route serve a city area lying on the south and southwest side between Chicago avenue (800 north) and 71st street on the south.

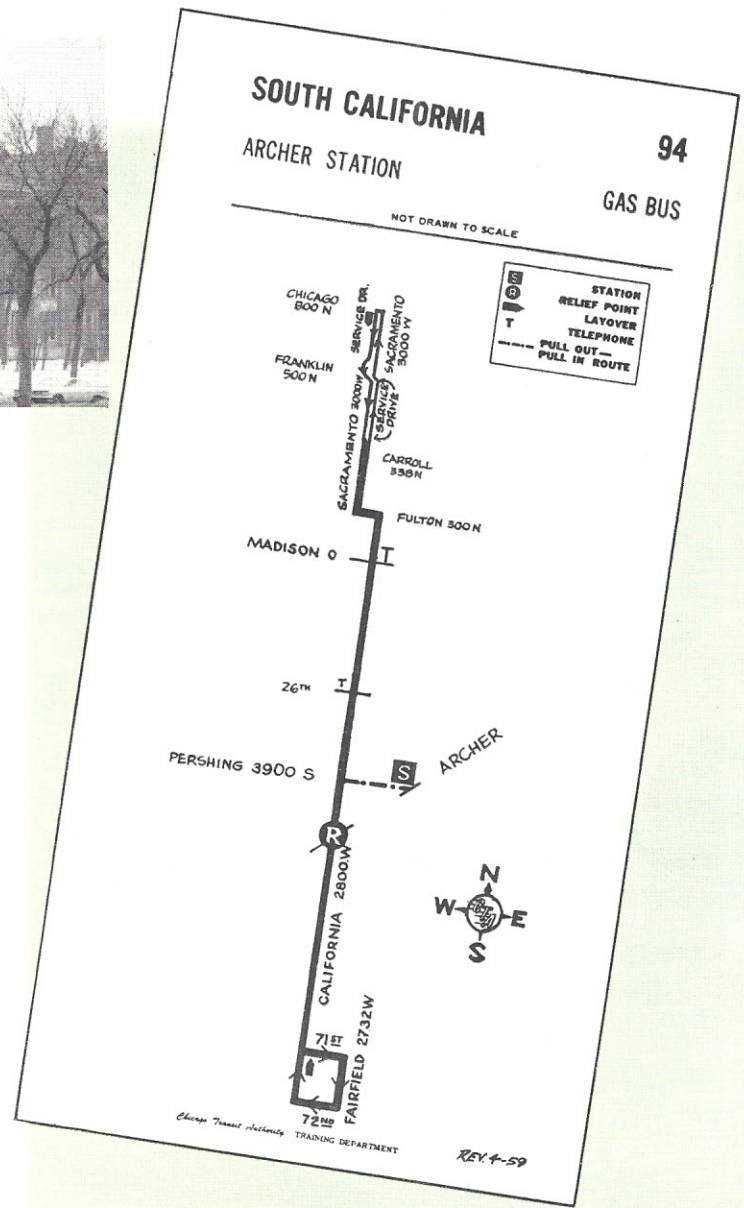
It is a mid-town area typically urban in character, following a pattern which finds residential, business and industrial sections nudging each other in close proximity. The influence of these factors is easily apparent in the combination of the old and the new, each marking its own era in the growth of the city.

In its nine and one-half-mile trip—to be more specific, 19.02 miles for a round trip—between the northern and southern terminals, the line follows this routing: South on Sacramento from Chicago to Fulton; east on Fulton from Sacramento to California; thence south on California from Fulton to 71st; east on 71st from California to Fairfield; south from Fairfield from 71st to 72nd; then a loop back by way of Fairfield, California and 72nd, to the terminal point at 71st. The return trip reverses this routing.

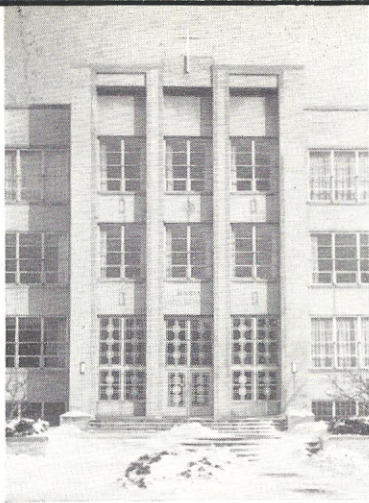


AMONG THE largest and best-known of the city's public high schools is Harrison Tech, named after a former Chicago mayor, *Carter Harrison*. Many illustrious Chicagoans are numbered among the graduates of the school, located in the Douglas Park area at 2850 W. 24th street.

AUSTERE IN appearance, this building at 26th and California houses the Cook County Criminal Courts and County Jail. It has been the scene of many famous trials since it was first used in March, 1929. The old court house it replaced was located on Dearborn street, just north of the Loop.







**MARIA HIGH** School looks cold and deserted in this picture right after a February snow storm. But there's plenty of activity when the student group of some 800 girls fills its classrooms. Dedicated in April, 1953, the school is located at 67th and California.



**THIS BLEAK**, wintry scene in Douglas Park, on California avenue south of Roosevelt road, becomes, in summer and early fall, a pond abloom with water lilies, and is one of the park's favored spots with visitors.



**ONE OF** three direct rapid transit transfer connections made by California South buses is at California station of the Douglas route. This is a view looking north from the entrance to the station.

**THE EAST** terminal of the 31st street surface route is at California avenue, where connections are made with California South buses. The building in the background is the Contagious Diseases Hospital.



## (Continued from Page 19)

Weekday schedules on the route call for service at three-minute intervals during the morning rush period, and four minutes through the afternoon peak hours. Ten-minute headways are set up for midday and evening hours, when traffic is light. On Saturdays, buses operate on eight-minute headways throughout the day and are spaced out to 10 minutes apart during the evening. The Sunday and holiday schedules vary from 15-minute intervals in the morning and 10-minute headways the rest of the day.

Twenty-nine gas buses are assigned to the route from Archer station. The running time between outer terminals is 40 to 54 minutes, depending upon street traffic conditions and the time of day.

California South is one of the highest transfer lines on the CTA system due to the fact that some 21 surface intersecting routes provide direct connecting points. Also, direct connections are made with three rapid transit routes, at California avenue stations on the Lake, Congress and Douglas rapid transit branches.

The route was first placed in service from Fulton street (300 N) to 72nd street on December 2, 1945. On October 17, 1948, it was extended from Fulton street to Chicago avenue, along Sacramento boulevard, and from Sacramento to California avenue, its present routing.

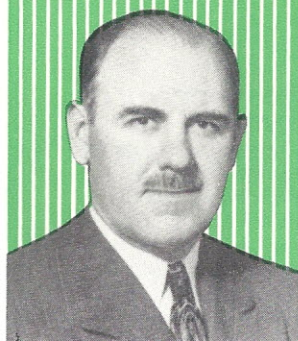
The area traversed by California South buses provides a cross section of city neighborhoods. The route either skirts or passes through eight Chicago communities. These are: Humboldt Park, West Town, East Garfield Park, North Lawndale, South Lawndale, Brighton Park, Gage Park and Chicago Lawn.

Two of the city's larger public parks are located directly on the California South route. These are Marquette Park, between Marquette boulevard and 71st street, and Douglas Park, between Roosevelt road and 21st street. The former is one of four city parks providing a low fee public golf course as part of its recreational facilities. It contains an area of 322 acres and was named for *Father Jacques Marquette*, early missionary in the Great Lakes region, one of the discoverers of the Mississippi River, and the first white man to occupy a habitation on the site of Chicago.



**AT THE** far south end of the route buses terminate at 73rd and California in the Chicago Lawn neighborhood. The bus in the foreground is ready to start the northbound trip. Buses have been operating on the route since 1945.





By Dr. George H. Irwin  
CTA Medical Director

MARCH AND April are upon us and during these months many illnesses occur. Evidence is piling up to show that many diseases are linked to the weather in one way or another. Changes in temperature, relative humidity and barometric pressure have all been blamed for touching off acute attacks in varied conditions, such as acute appendicitis, stomach ulcers, gall-bladder disease, arthritis, asthma and hayfever. In late winter and early spring we usually see an increased number of contagious diseases such as measles, scarlet fever, head and chest colds and rheumatism.

It is easy to recall how much better we feel on clear, sunny, cool days and how depressed we may be on the cloudy, rainy, low pressure days. It is generally accepted that there are more acute attacks of coronary thrombosis in the extremely hot or very cold days. Hayfever in August and September is a good example of the seasonal influence on disease. These are a few indications that seem to imply that there is a definite re-

lationship between seasons and certain diseases.

### Why Seasons Affect Illness

Many factors help to explain these facts. Basically, the effect of changing temperature and various atmospheric conditions upon the metabolism and physiology of our bodies are responsible for the development of disease. Lowered resistance due to over-crowded schools, churches, movies and lack of sunshine also play a part.

What can we do to avoid illness at this time of year?

A trip to a warm sunny temperature is ideal if that is possible. A change of climate is a good tonic at this time of year.

Improve your resistance by following the principles of sensible living.

Relaxation is very important for good resistance and good health. As a matter of fact, some of the benefits from vacation in warmer climates are derived from the fact that most persons are relaxed on vacations.

### Suggestions on How to Relax

Here are a few simple suggestions that will help you to relax and relieve tensions, even while working:

(1) Get off the merry-go-round of business for certain periods everyday.

(2) Take some interesting light reading with you as you commute to and from work.

(3) Walk, don't run, for buses or trains.

(4) Eat your meals leisurely and seek to avoid emotional disturbances.

(5) Slow down your activities one hour or so before going to bed.

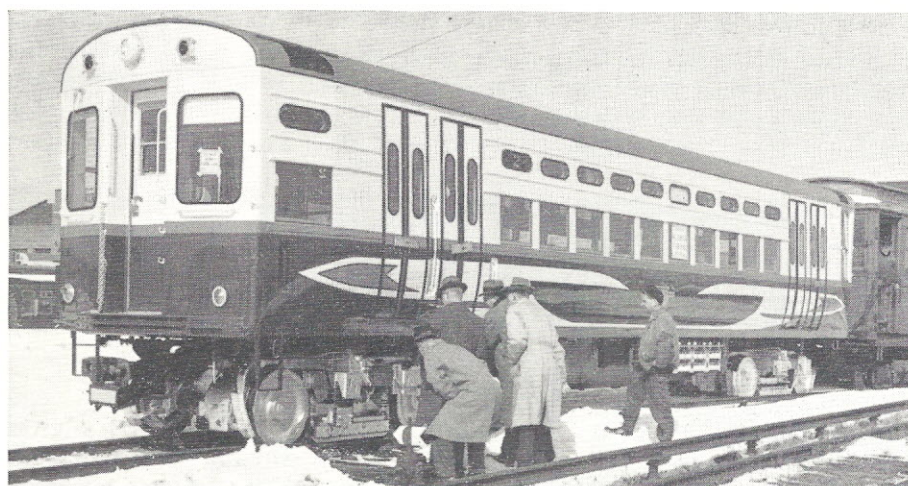
(6) Try to keep irritating thoughts out of your mind at bedtime. Frequently a light snack will help you to sleep better.

(7) Learn to make the most of your leisure time. Formerly I held the opinion that what one did with leisure time was rather unimportant. But I have changed my mind and now feel that proper use of leisure time is most beneficial to good health.

It should be realized that unfavorable weather is not always the direct cause of illness. However, we do know that many ailments are aggravated by the wrong kind of weather. We realize that not all persons are able to take advantage of warm climates because of financial and other considerations. Nevertheless, they can be helpful to general health.

In addition to the suggestions mentioned above, planning your personal activities with an eye on the weather can bring you added comfort and health.

**OBJECT OF** the attention of shop supervisory personnel is the first of four high-speed, light-weight, experimental rapid transit cars delivered to CTA's Skokie Shops. The new cars are specially-designed and equipped to operate at higher speeds than equipment presently available to the mass transit industry and are geared to attain a maximum speed of about 75 miles per hour. The experimental train will be placed in operation on the Congress West Side Subway when the other three cars are delivered and tested.







## WHAT IS SAUCE FOR THE FISH?

A FAMOUS chef, renowned in Paris, London and New York, once said that there is no greater satisfaction for one who likes to cook than to put combinations together and produce perfectly-flavored or textured sauces.

Because of the great variety of fish and many methods of preparing it, the fun of preparing sauces for fish reaches new heights, especially now, since we're in the Lenten season. Here are three unusual recipes for sauces that can be served with fish that anyone can buy.

### Salmon Steaks with Genevoise Sauce

Place salmon steaks in preheated broiler pan. Season and brush with butter or margarine. Place pan in broiler 2 inches from heat and broil 3 minutes. Turn steaks and broil 3 to 5 minutes longer, or until fish flakes easily when tested with a fork. Serve with this Genevoise Sauce: Cut 1 carrot and 1 onion into very fine dice and put in a saucepan with a little thyme, a small bay leaf, 3 to 4 sprigs of parsley and 1 tablespoon butter. Cook very slowly for 15 to 20 minutes, shaking the pan occasionally to prevent scorching. Cream together 1 tablespoon butter and 1 teaspoon flour and stir into pan, mixing well. Add 1 pint red wine and cook until liquid is reduced to about three-fourths the original quantity. Strain and correct the seasoning with salt. Makes enough sauce for 4 or 5 steaks.

### Broiled Fish Steaks with Celery-Pimiento Sauce

Preheat broiler and broiler pan. Place fish steaks on pan. Brush with melted butter or margarine and sprinkle with salt, pepper and a little onion or garlic salt (if desired). Place pan 2 or 3 inches from source of heat. Broil three

**MOST IMPORTANT,** especially during the Lenten season, is to prepare meals for the entire family without having them grow tired of a routine menu. Salmon steaks with Genevoise Sauce introduce a new adventure to the taste-buds.



minutes. Turn carefully, brush again with melted butter and repeat seasonings. Broil five minutes, or until fish flakes easily when tested with a fork, brushing with more melted butter once during the cooking time. Serve on heated platter with rice timbales and lemon wedges, accompanied by a bowl of Celery-Pimiento Sauce: Boil  $\frac{1}{2}$  cup chopped celery until tender. Reserve  $\frac{1}{4}$  cup of water in which celery is cooked. Melt 2 tablespoons butter or margarine in saucepan. Remove from heat and blend in  $1\frac{1}{2}$  tablespoons flour. Return to heat and add slowly  $\frac{1}{4}$  cup of celery water plus  $\frac{3}{4}$  cup milk, stirring constantly. Add  $\frac{1}{2}$  teaspoon salt,  $\frac{1}{8}$  teaspoon pepper,  $\frac{1}{8}$  teaspoon thyme,  $\frac{1}{4}$  teaspoon paprika. Cook, stirring constantly until mixture begins to bubble. Add cooked celery and  $\frac{1}{2}$  cup chopped pimiento and cook just enough to be sure vegetables are heated. Makes enough sauce for four servings.

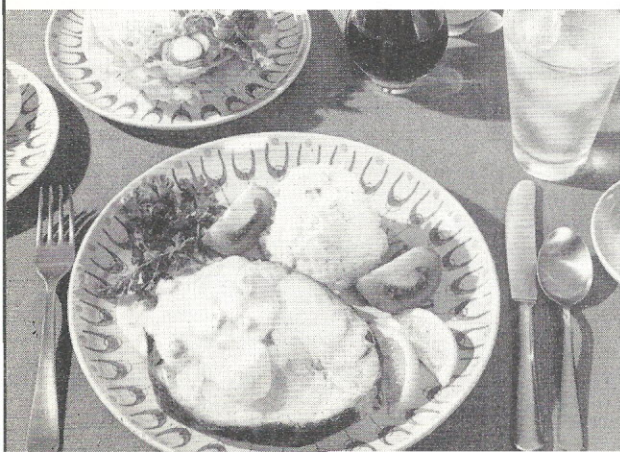
### Fish Sticks with Lobster Newburg Sauce

Prepare 2 packages fish sticks according to directions on package. Serve Lobster Newburg Sauce on fish sticks, or in a bowl on the side.

Lobster Newburg Sauce: Melt 2 tablespoons butter in top part of a double boiler. Remove from heat and blend in 1 tablespoon flour. Gradually add 1 cup light cream and return to heat. Cook, stirring until sauce is thick and smooth, but do not boil. Add 1 5-ounce can lobster meat broken into small pieces. Add salt and cayenne pepper to taste. To 2 well-beaten egg yolks add a little of the hot sauce, then stir the mixture into the sauce. Cook over boiling water for 3 minutes, stirring well. Add 2 tablespoons dry Sherry (or 1 tablespoon lemon juice and 1 tablespoon water). Makes six to eight servings.

**LOBSTER NEWBURG** sauce, adapted from the French, is a delicious treat for the entire family. Although its name sounds elegant, the sauce is economically and easily prepared.

**BROILED FISH** steaks with Celery Pimiento Sauce is a delectable, change-of-pace entree that your family will enjoy well after the fast and abstinence season is over.





**HERE'S A do-it-yourself project designed to give you a head start on a successful gardening season this year. Just build garden supply shelves in your garage or cellar—like the handy unit shown here.**

*(Photo Courtesy of Antrol Garden Products)*



## HINTS FOR HOMEBODIES

### Easy-to-Make Garden Supply Shelf

TO TAKE the clutter out of your garage or tool shed, build a garden supply shelf.

Easy to put up on a rainy weekend, it saves more room than it takes up, and saves time when you're looking for gardening supplies and tools.

Four to six shelves, each about six feet long, will provide enough space for the

average gardener. You will need boards of  $\frac{3}{4}$  inch lumber (third-grade pine will do) and metal shelf brackets or metal shelving strips with brackets for movable shelves.

You can keep equal distances between shelves, or vary the heights to meet your particular storage needs. It's a good

idea, however, to start the lowest shelf up high enough to allow storage room on the floor for buckets, watering cans and other large pieces of equipment.

Now paint the new shelving unit the color of your choice. Finally label the various storage areas on the shelf edging with a simple black crayon—and a steady hand.

For safety's sake, it's a good idea to keep chemical herbicides, insecticides and fungicides on top shelves, out of reach of children's hands. Paint and paint supplies also should be placed near the top.

When your shelf is arranged you'll be able to tell at a glance which gardening supplies are missing. Completing your "stock" now will save more than one frustration during the season — when you're all ready to dig in and discover that a certain necessary supply is all gone.

Whatever your particular gardening problems, there are certain "musts" for every well-stocked shelf. Items you'll want to include are weed and brush killer, lime, fertilizer, sand and plant foods, as you may require.

And the experts say it's a good idea to keep weed killers away from seed supplies when you're stocking your shelf. It's been found that weed killers give off a fume that can harm seeds.

## Wives Should Know About Family Finances

EXPERTS WHO see wives caught in the aftermath of an emotional crisis say that they are almost totally uninformed on family finances. Funeral directors, hospital managers, lawyers, and insurance men state that half of them helplessly depend on someone else's advice in facing finances when a husband is ill or dies.

Here are an expert's tips on how any woman can acquire a practical knowledge of family finances by herself.

In the case of a husband's disability, it's wise for the wife to obtain "power of attorney"—the transfer of the right to make decisions, conduct business, etc., for her husband.

Every family should have a will that is kept up-to-date whenever the status of properties or family members is changed.

Many women don't even know if there is a will—and if they do, they may not know where it is. Its logical home is a safety deposit box, attorney's office, or on file with the probate clerk of court.

When the husband dies, widows are wise to listen to the impartial advice of a family friend or lawyer. And this is the time to examine finances. If the bank account is in the husband's name only, it must go through the regular estate channels. If money is urgently needed, most states provide a "widow's allowance" as a temporary measure. (There are millions of dollars in "forgotten" accounts.)

If an insurance policy has been mislaid, a search through cancelled checks or a letter to the logical companies may

provide the answer. Insurance circulars and annual reports that come to the house often indicate a policy connection. Most state insurance companies will help in tracing policies.

Copies of federal returns are furnished by the income tax office for a small fee. These returns will offer leads to overlooked sources of revenue. Three dollars listed as interest means roughly \$100 in a bank or investment.

Finally, the new widow should not overlook social security benefits to which she and any child under 18 may be entitled. Benefits from fraternal organizations, veterans' administration, or retirement funds may be monthly payments or lump sums. But, usually, these benefits must be applied for; they will not be received automatically.



# HERE'S WHAT CTA RIDERS

## APPRECIATE!



**COURTEOUS  
TREATMENT...**



**NO PASS-UPS ...**



**CALLING STOPS  
CLEARLY!**

*Let's all give them  
what they want!*

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