

NOVEMBER, 1960

# TRANSIT NEWS

METROPOLITAN



TRANSIT







## New Class Completes Supervisors' Training Program

THE FIRST of three groups of surface system operators selected for supervisors' training satisfactorily completed their class sessions recently under the program to qualify them for assignment to supervisory duties as future vacancies occur in this classification.

Two other groups, chosen from applicants among Transportation Department personnel, are now in various stages of their training schedule and will be graduated upon satisfactory completion of the instruction course.

The program involved classroom sessions and equipment instruction, with the classes being conducted at the CTA Training Center, 2660 N. Clark street, under the direction of surface system instructors.

Purpose of the program, developed by the Training and

Accident Prevention Department and administered by the Transportation Department, is to provide trained men who will be immediately available to serve or "fill in" as acting supervisors as operational needs require. A total of 37 men were in the three groups selected in the most recent training program.

Members of the first group are shown in the accompanying photograph. They are, left to right, seated: *Arthur Thiel, Eugene Dieden, Thomas Spratt, James Stanton, George Burton, George Batterson.* Standing: *D. M. Flynn*, superintendent of operations; *Thomas Boyle, James Kelly, William O'Brien, Harold Jefferies, Charles Sunblad, Edward Weston, Henry Coelyn,* and *Robert Quetschke*, training assistant.

## KEDZIE, NORTH PARK, KIMBALL WIN AWARDS

STATION ACHIEVEMENT Awards for the third quarter of the year were presented recently at three stations which registered the most improvement in safety of operation during the three-month period ending September 30.

Kedzie was named the winner of the traffic-type award and North Park took the passenger-type plaque in the surface system competition.

Kimball, continuing its good record that has made it a consistent winner on the rapid transit system, came through again to win the combined traffic-type and passenger-type award.

Kedzie achieved a 3.85 decrease in traffic-type accidents, North Park a 2.62 decrease in passenger type accidents, and Kimball a 1.25 decrease in the combined category to earn the awards. All are based on a comparison of figures for the same quarter in the three previous years.

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David E. Evans, Editor

Ellen Miller, Editorial Assistant

W. M. Howlett, Supervisor of Publications H. L. Polland, Director of Public Information

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## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Richard A. Koprowski* — Training and Accident Prevention Department.

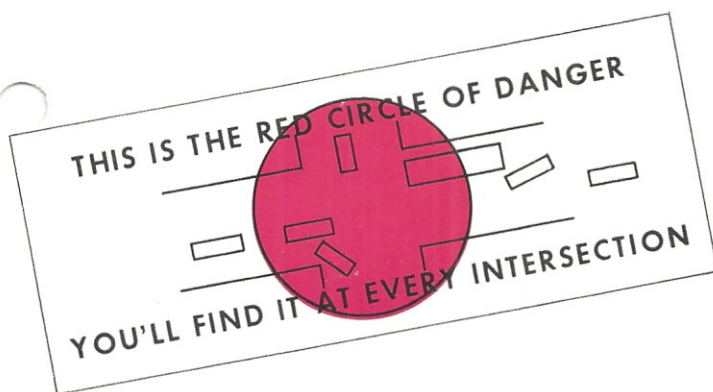
## RECENTLY RETURNED

*George Dillon* — Transportation (North Avenue)

*James Johnson*—Transportation (Kedzie)

CTA TRANSIT NEWS





## New Program Seeks To Cut Street Accidents



TRAINING AND refresher courses for Transportation Department personnel are being stepped up during the months ahead under a series of programs developed by the Training and Accident Prevention Department. One recent activity was the briefing of instructors for a new refresher course for operators. Instructors who will conduct the sessions at surface stations are shown here. They are, from left to right, first row: Raymond Pryor, George Wickman, Arthur Tabel; second row, Edward Levandowski, James Lahey, Frank Vitek; third row: Edward Wehmeyer, Howard Hoepfner, Martin Glynn. John Zupko, at the easel, discusses a point with his fellow instructors.

A NEW refresher program for surface system operators, designed to help prevent accidents at street intersections, began in late October in a concentrated system-wide effort to further improve CTA's excellent public safety record of the past five years.

The object of the program is to effect a decline in the disturbing accident statistics which show that 79 out of every 100 CTA accidents happen at intersections where cross traffic creates additional street hazards. The theme of the program designates these intersections as "The Red Circle of Danger."

Preceding the instruction sessions which started Novem-

ber 7 at six stations, a promotional campaign was conducted at the 12 surface system installations. A series of transfer-sized teaser announcements and one-sheet posters were used.

The presentations at the stations provided an opportunity for operators to participate by expressing their ideas on preventing accidents at intersections. These are being recorded and summarized and will be published and distributed to all operators as a follow-up procedure.

The instruction phase of the program lasted two weeks and covered the 12 operating stations. Six instructors were assigned to the program by the Transportation Department.

## LIGHTER, BRIGHTER STATION FACILITIES

ILLUMINATION OF elevated station stairways and platforms has been improved by about 60 per cent by substituting 56-watt lamps for the 36-watt lamps previously used as a result of CTA's recently completed program of providing better lighting of its rapid transit station facilities.

About 10,500 were replaced on the North-South, Lake, Douglas, Logan Square, Ravenswood and Evanston routes and another 3,535 lamps were replaced in the Loop area.

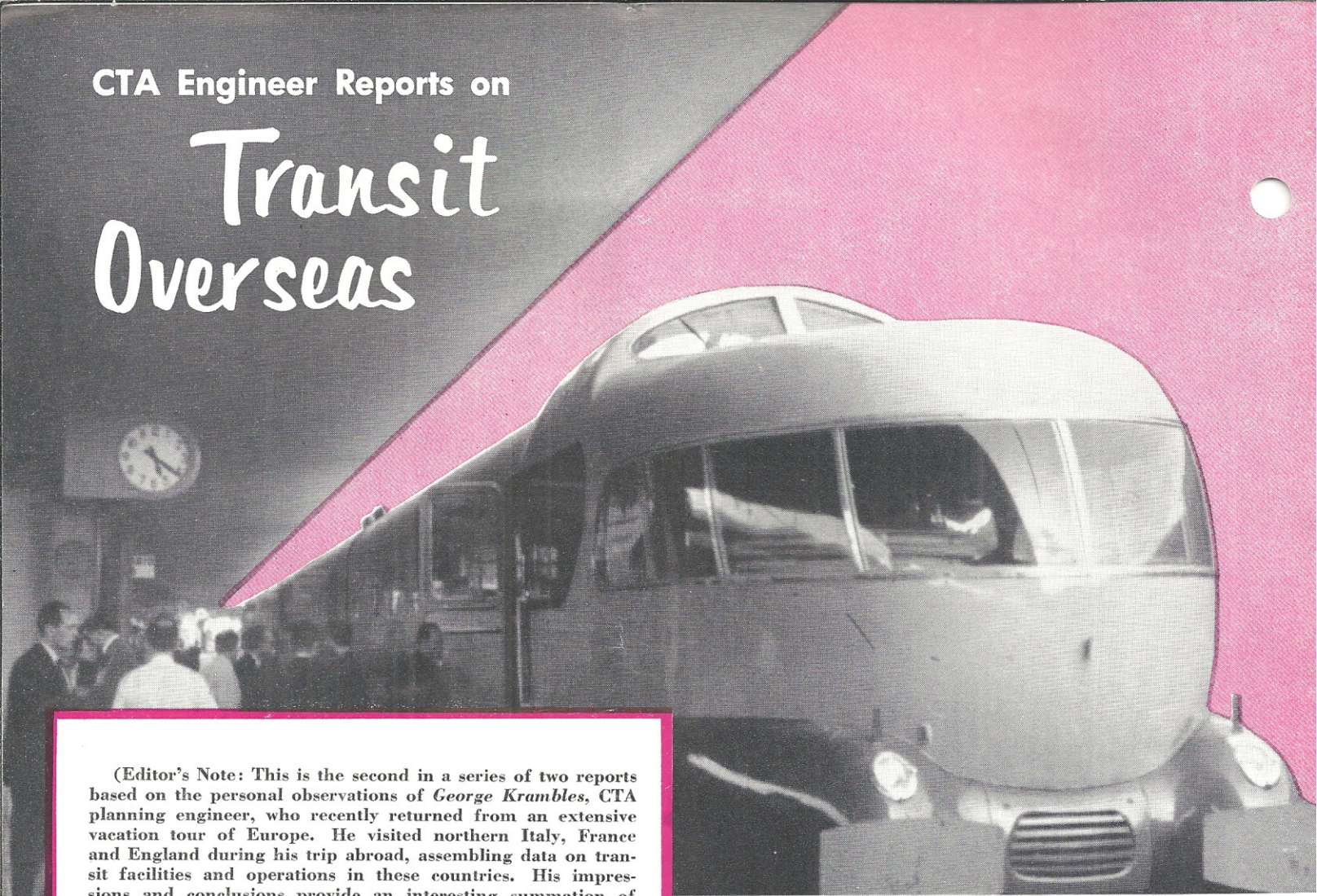
It is estimated that the increased illumination of the stations will add about \$25,000 to CTA's annual power costs.

Platform lamps in the canopied areas are spaced 10 feet apart. In the open platform areas, the lamps are in clusters of three about 20 feet apart. On the average, there are 100 lamps to a platform, and 25-30 lamps per stairway.

All of the lamps replaced are in a series of five. If one of the lamps burns out, or is removed or broken, five lights are extinguished until necessary replacement can be made. However, the five lamps in a series are not located adjacent to each other so that no area will be completely darkened should a series go out.



# Transit Overseas



(Editor's Note: This is the second in a series of two reports based on the personal observations of *George Krambles*, CTA planning engineer, who recently returned from an extensive vacation tour of Europe. He visited northern Italy, France and England during his trip abroad, assembling data on transit facilities and operations in these countries. His impressions and conclusions provide an interesting summation of transit problems and progress in populous European metropolitan areas.)

## TURIN

THE INDUSTRIAL city of Turin is the home of the popular Fiat automobile. Its transit system is municipally owned and includes motor buses, trolley buses and streetcars. All the equipment is modern. Double truck and 3-truck street cars are used, all of them modern. Articulated motor and trolley buses are used and there are some bus trains consisting of a motor and trailer bus combination.

A government regulation in Italy requires all urban transit equipment to be painted in a two-tone green livery. This makes for a certain sameness in the appearance of city cars and buses throughout the country, but does immediately identify a local transit vehicle for the traveler. Turin and other companies manage to exhibit some individuality in the appearance of their equipment by striping and speed lines. Taxis in Italy are similarly always painted black and dark green.

Turin has one interurban railway that goes about 25 miles back into the mountains. This is another high voltage DC road that uses light locomotives or motor passenger cars to pull trailers. Power is collected by pantograph from catenary trolley. Almost all catenary trolley throughout Italy is

temperature compensated to keep the running wire from sagging in all weather, using a system of weights loaded onto the end of a length of trolley by a flexible cable running through a pulley. Line poles are predominantly tubular steel poles even in rural construction, a wood pole being a rarity.

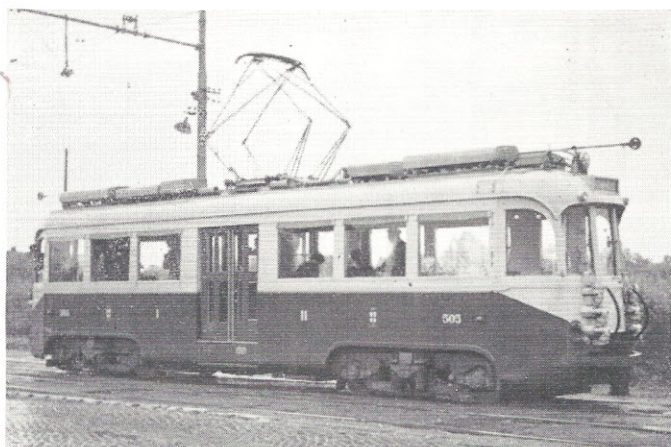
## GENOA

Genoa is a most interesting seaport city. The "Leonardo da Vinci," luxury passenger liner replacing the ill-fated "Andrea Doria," was in port at the conclusion of successful trial runs during our visit here.

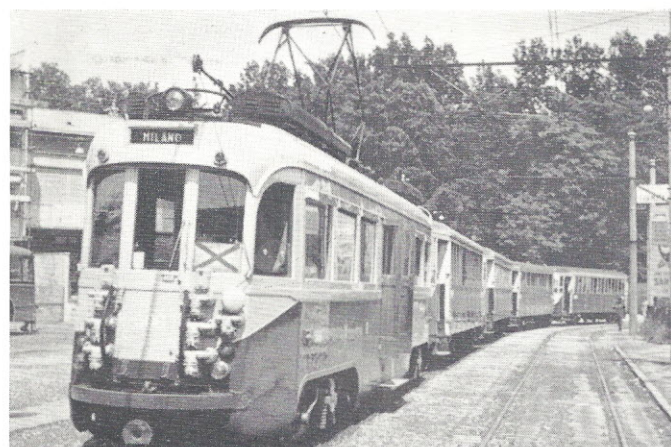
The coastal mountain range comes very close to the sea here and the city is therefore packed into the narrow shelf along the sea, up two or three narrow valleys and over low hills in a manner that reminds an American of San Francisco with a touch of Pittsburgh thrown in.

Transit here again includes motor and trolley buses and streetcars, but in addition, the hills necessitate a counter-balance cable railway and a cog funicular railway. All these facilities are operated by the municipal transit company. As is often the case in Italy, the fares are slightly higher in buses than in cars, the modernization step giving the company an opportunity to get receipts more nearly in line with needs, without undergoing a general fare increase which is even more politically explosive in Europe than in the States. Transfers are not issued, but there is enough





**FAST SUBURBAN** train operated by ATM (the CTA of Milan) on line to colorfully named Vaprio D'Adda.



**BUILT IN the 1950's**, Milan's 500-class can pull four trailers at 40-45 mph over level suburban route to Vimercate.

traffic to support services working through between the various legs of the system at least in busy periods.

An unusual "Guided Way" operates from Genoa up a steep grade to a mountain top Sanctuary. The single cars used on this line are like motor buses but the wheels have solid rubber tires and steel flanges. The track includes a concrete pavement about a foot wide under each wheel, edged with a light steel rail to engage the flanges for guidance.

A meter gage interurban railroad winds over the hills through many tunnels to the village of Casella, a distance of about 15 miles. Although this is a very pretty ride, very little population is served and the line has a meager existence.

### OTHER LINES

A number of other interurban electric railways are in operation in northern Italy. A quick visit was made to those at Vicenza, Arezzo, Modena, Terni, Vignola and at Cagliari on the island of Sardinia. Some have very modern streamlined equipment and interchange freight with the State Railway.

An extensive system of small motor bus companies links practically all important towns. Fuel shortage leads to more

common use of trolley buses than is the case in the States and there are even a few suburban and interurban trolley bus routes up to 15 miles in length.

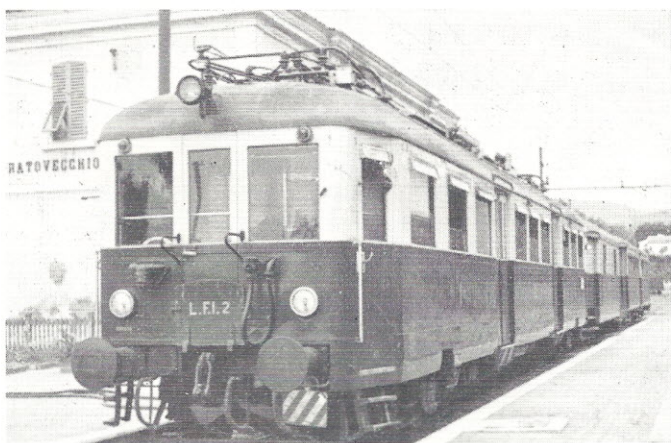
In Italy, streetcars and buses are predominantly operated by two-man crews. Interurban trains have more men depending on the length of train. On the other hand, wages are very low, \$80 being near the top monthly earning.

### MAIN LINE STATE RAILWAYS

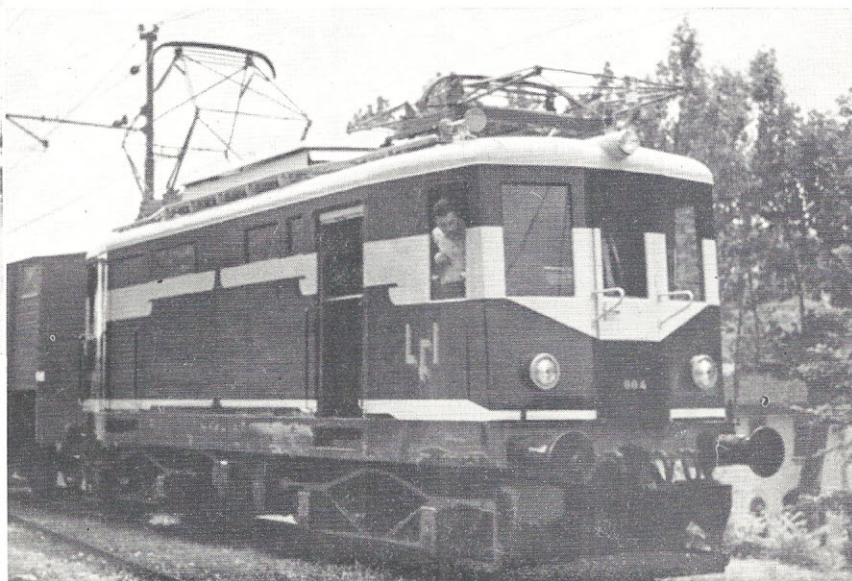
Main line railway trains are electrified over almost 4000 miles of route. The newer standard is a 3000 volt DC system, but there are still many miles of the 3300 volt, 3 phase 25 cycle, AC system, using two trolley wires.

Many streamlined multiple-unit electric cars are used, some of them air conditioned and capable of sustained speeds of 90 mph. Finest of these is the "Settobello" operating between Milan and Rome. This train is like the North Shore Line "Electroliner" but is more than twice as long, having 7 cars, although only 160 passengers are accommodated.

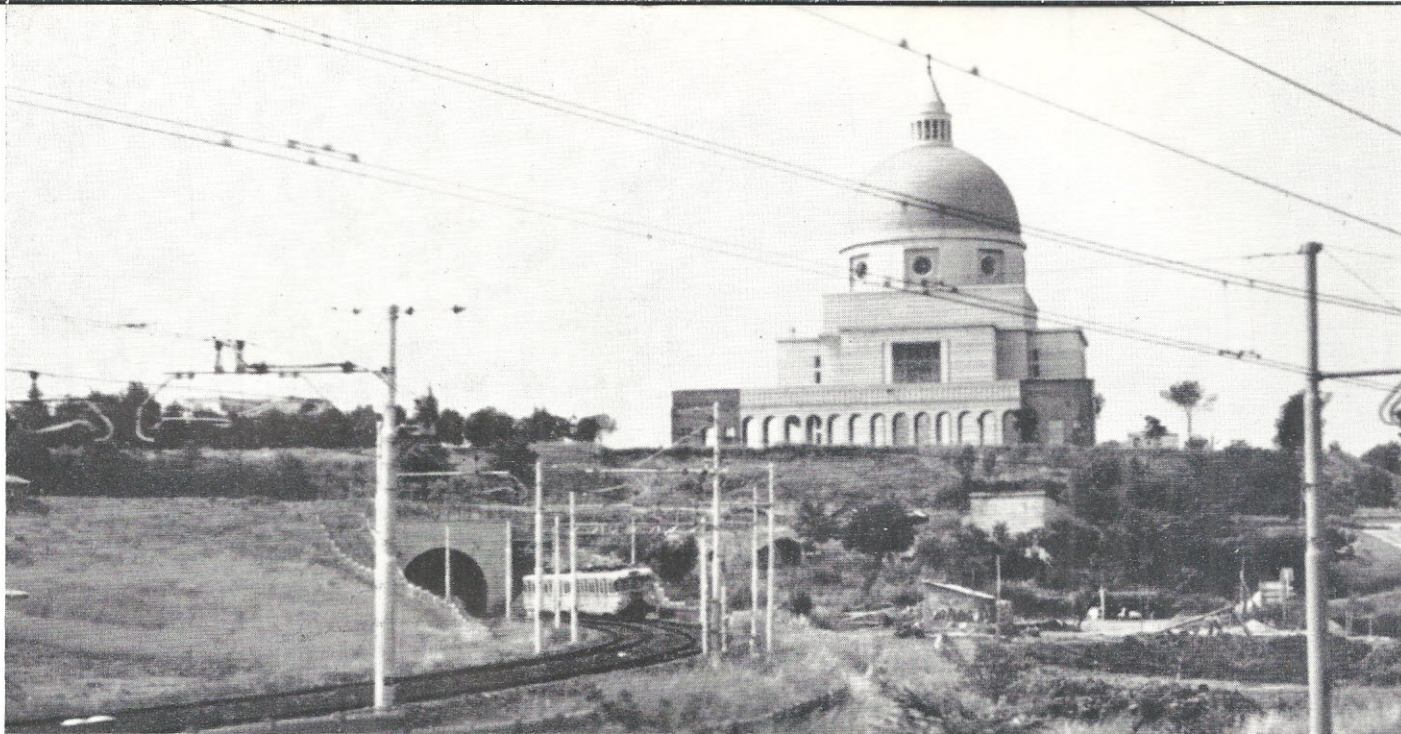
"Settobello" (which means "lucky seven," the 7 of diamonds) makes only three intermediate stops and completes its trip of 391 miles in 360 minutes. This calls for some intensive high speed operation considering that many



**THESE TWO** views show passenger and freight equipment of another interurban route, this one at Arezzo, south of Florence.







sizeable cities and towns must be passed without stopping and also that the Appenine mountain range with its many curves and tunnels must be traversed. Front observation seats in the nose of the train permit the railroad student to observe operating practices closely. Here one soon realizes that an overall average start-to-stop speed remarkably close to the maximum speed is obtained by avoiding all possible slowdowns en route.

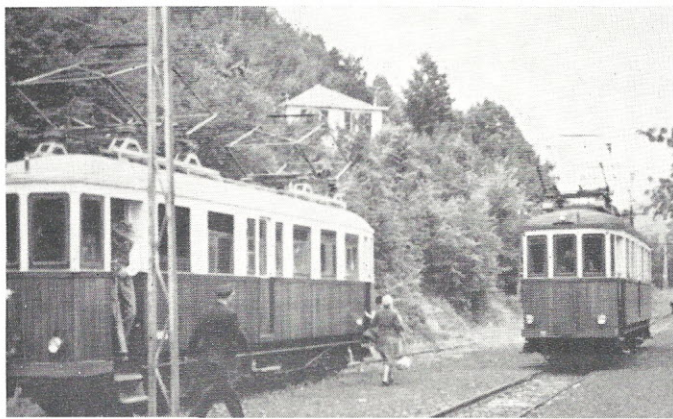
Thus, curves are well-superelevated and laid out for wide radius even in mountainous areas. Switches are carefully aligned and locked so that the main straight route can usually be taken at 90 mph through facing points and even through double slip switches. Tunnels are frequent in the mountainous regions and the famed 11½-mile Appenine tunnel probably gives the fastest subway ride in the world as the "Settobello" roars through it at a speed between 80-90 mph!

Often it was possible to watch the motorman of multiple-unit trains at work through the glazed panel of his cab door and the operation and techniques were not greatly different from ours. However, when power doors were used the door controls were handled by the motorman.

### VENICE

The most unusual transit system in Italy is that at Venice, the island city. Venice is on a cluster of man-remade islands in a lagoon of the Adriatic sea. It is connected to the mainland by a causeway which carries the electrified state rail-

**A VERITABLE Toonerville trolley winds endlessly into the mountains between Genoa and Casella, doing little business.**



**ROME SUBWAY** train emerges below modern church at portal of Laurentina branch.

way and a modern highway on which trolley buses are operated. These lines all terminate at the edge of Venice. A motorist may leave his car in a large parking building.

In the remainder of the city there are no autos or trucks, all traffic being pedestrian or by water.

In general, the streets in Venice are all waterways filled with sea water. In a few cases sidewalks border the canals, but more typically, sidewalks are in the interior of a block. Many small bridges carry pedestrian traffic over the canals. Most of Venice's canals are probably not more than 15 ft. in width, but the Grand Canal is much wider, perhaps as much as 150 ft. in some places.

Imagine a city where the mail and the milk must be delivered by barge, the firehouse has docks, the hospital emergency entrance is a slip and a funeral procession floats somberly to the cemetery! And, of course, the transit system consists of a fleet of two-man motor launches. Common transit practices are followed, with trippers and heavy standing loads in rush hours. In addition to getting fares, the conductor of a launch is kept busy at stops working the hawser.

Although Italy's chief claim to fame may be in the fine cultural arts, it is a very interesting place to anyone working in the transit field.

**MODERN LOCOMOTIVES** double in passenger service, although multiple-unit cars are the rule on Milan Northern line.





# Projects Pinpoint Progress

THREE IMPORTANT projects now being undertaken are pictured on this page in various stages of progress. They are examples of CTA's continuing effort to improve service

and facilities and to increase the flexibility of its operations on both the surface and rapid transit systems.

This view looking south from Broadway at the Wilson avenue station area shows the work under way on the construction of an additional northbound track. Originally, there were only two tracks crossing Broadway. The new southbound track on the right was placed in use November, 1959. During the period of construction, all northbound trains are converging into the easternmost track so that the track work may continue. The work in progress at this location includes the erection of steel structures across Broadway. When the realignment of tracks is completed there will be four tracks through the station area.



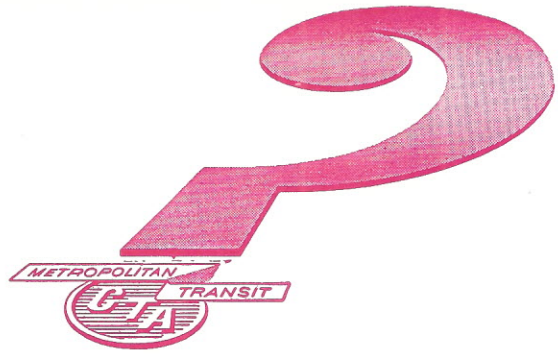
Passenger facilities at 35th-Tech station on the North-South route are being expanded which will approximately double the present capacity for handling 4,800 alighting persons per hour. The new facilities include a center platform 420 feet long and 15 feet wide protected by a canopy about 200 feet long; a new stairway between the mezzanine and the street on the west side of the "L" structure; new stairways connecting the new platform with the mezzanine, and installation of exit and entrance turnstiles to supplement those now in place. This picture shows the new platform which is constructed over the unused center track of the "L" structure.



Forerunner of other improvements subsequently planned at the Logan Square terminal station of the west-northwest rapid transit route is the city-financed project of channelizing Linden place, at the south end of the station, to provide a segregated lane and on-street loading facilities for CTA buses at this busy transfer point. Milwaukee limiteds in rush-hour service and Kimball avenue buses use this as their south terminals, while Kedzie-Homan buses operate through the area on southbound trips.







**INQUIRING REPORTER:** John Hanning  
**LOCATION:** Douglas Park Terminal

**How do you and your family observe Thanksgiving Day?**

**PIERCE FLECK**, Chief Clerk (with Inquiring Reporter John Hanning): "We observe Thanksgiving Day by having our two sons, who live out of state, home. And our daughter and son-in-law and their four children come home for dinner also. After dinner, our children, son-in-law and I gather around and play musical instruments. We have our own little orchestra that meets only during the holidays."

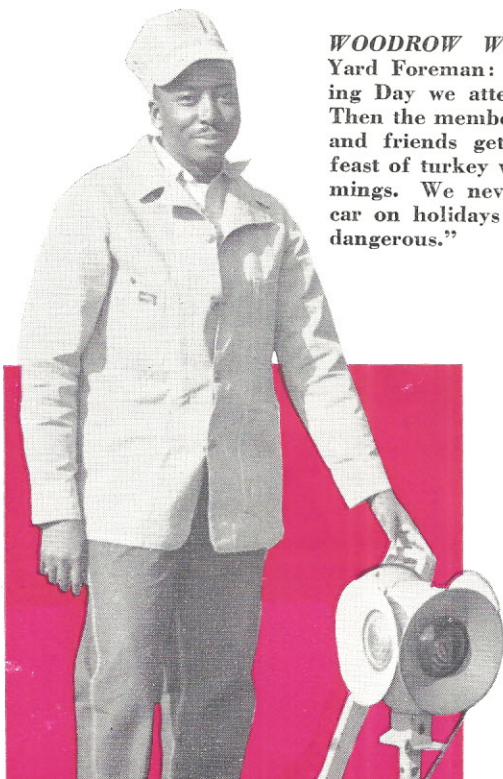


**JIMMY WHITLOCK**, Conductor: "We observe Thanksgiving by having our grandsons over for a turkey dinner. We enjoy Thanksgiving more now than in our younger years because we have a larger family."

**JOHN TAGLER**, Towerman: "Thanksgiving at our house begins with our family attending Mass. After that we all patiently sit and wait for the "Big Bird" to cook through while my wife busies herself with preparing the trimmings."



**WOODROW WALLACE**, Extra Yard Foreman: "On Thanksgiving Day we attend church first. Then the members of our family and friends get together for a feast of turkey with all the trimmings. We never travel in our car on holidays because it's too dangerous."



**CHARLES SASS**, Motorman: "Since we have two sons and a daughter, we always rotate where we will spend our Thanksgiving Day. This year we will be meeting at our oldest son's home. This, of course, is one way of keeping the burden of holiday entertaining distributed."





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## This Big One Got Caught

**ACCOUNTING — (Budget) — Supervisor W. S. Comstock** recently made his annual trek to the fishing waters of northern Wisconsin, where he realized a fisherman's dream—he landed a muskie.

**(Real Estate)—George J. Seiler**, supervisor, recently vacationed in the Ozarks, where he went golfing for a week in Branson, Missouri, and fishing at Table Rock lake. On his return trip home, he stopped at Mountain Home, Arkansas, to visit with **Dick Amis**, former vice president of the North Shore line.

**(Property Accounting)—Pat and Nancy Clifford** announced that a new heir, **Kevin**, was born on October 14. Nancy formerly worked in Insurance.

**(Voucher)—Bea Franke** and her husband and their two children recently vacationed at Minocqua, Wisconsin, where they enjoyed fishing and late sleeping. Bea's proudest catch was a large walleyed pike. When they returned home, they were happy to welcome their son, **Russell**, who came home on furlough from Ellsworth Nike missile base in South Dakota.

**Jim Touhy** and his wife recently celebrated their 23rd wedding anniversary by traveling to Winona, Minnesota, to visit with their son, **John**, who is a freshman at St. Mary's college.

## Fisherman Catches Limit

**(Payroll) — Bill Gallagher** went fishing for a week in Hayward, Wisconsin, where he caught the limit.

**John Pope** and his brothers enjoyed their trip to Crivitz, Wisconsin, where the weather was too cool for fishing.

**Ruth Busse** was glad to report back to work after her siege of illness.

**Joe O'Connor** recently was injured in an automobile accident.

**Estelle Lucas** now is recuperating at home after undergoing surgery.

**Agnes Coman** presently is convalescing at home.

**Esther Anderson** vacationed in Chicago.



## RECEIVER RETIRES

**A GROUP** of well-wishers recently gathered at Kimball terminal to present **Receiver Otto Kopchynska** (2nd row, center) with a cash gift when he retired on pension October 1, after 42 years of service. Sitting next to Otto are (left) **Kenneth L. Manaugh**, station superintendent, North Section, and (right) **Raymond M. Sanford**, assistant station superintendent, North Section.

Photo by Bill Limanowski

**Rosemary Kenny** and her husband, **Pat**, of Treasury, enjoyed some pleasant trips in and around Chicago, during their vacation.

**Emily Coyne** made use of her two-week vacation by working on her garden in Barrington.

**(General)—Gerald Dalton** is our new clerk.

**John Ruberry**, statistician, and his wife entrained to Miami Beach for a two-week vacation, where they enjoyed a stay at the Fountainbleu hotel. The American Legion convention was an important part of their itinerary.

**Andrew Fitzsimons**, general accountant, vacationed at home, where he caught up with household chores and painting his home.

**(Revenue Accounting) — Marcia Little** was injured in an automobile accident and now is recuperating at home.

**Felix Palilunas**, assistant revenue accountant, won third place in the CTA Golf Tournament at Woodridge golf club. His prize was a golf bag.

**Esther Erdman** drove to St. Paul,

Minnesota, where she had an enjoyable time visiting with relatives.

**Margaret Miller** and her husband, **Bob**, drove to Manistee, Michigan, where they enjoyed sight seeing, fishing, and relaxing.

**Frances Haddix** and **Genevieve Bagger**, of Employment, took a Burlington railroad trip to Denver, Colorado.

**Mary Nedin** flew via jet to Miami Beach and Fort Lauderdale, Florida, for a two-week vacation.

**Millie Juricic** resigned to assume full-time housekeeping duties.

**Mary Blackmore** transferred to M and S.

**(IBM) — John Eckel** spent two weeks at Fort Sheridan for Army reserve training.

**Dan Frusolone** and his family visited Starved Rock during their vacation.

**Evelyn Leu** had her apartment decorated during her vacation, and took her mother on a shopping spree.

—MARIE E. HAVLIK and EILEEN NEURAUTER

## It's Hard To Tread Water This Way

**BEVERLY—Janitor Rudy Koprowitz** and his wife, **Lillian**, vacationed at Lake Alice in Tomahawk, Wisconsin. **Operator B. F. Zesch** met Rudy there and said he enjoyed watching Rudy rowing the boat while it was anchored.

**Operator Henry Wade** and his wife, **Alma**, vacationed in Miami, Florida.

**Operator Clyde Eaton** vacationed at the Adirondacks Mountains.

**Operator Harold Marhoefer** visited with his daughter, **Dianne O'Brien**, and her husband in California. He also saw his only grandson, **Timothy**, who is one-year-old.

**When Operator Frank and Ruth Black** arrived in Anaheim, California, they were greeted by their first grandchild, **Virgil Alan Bradford**, who beat them in town by two days because he was born on September 4. While Frank was in California, he talked with **Instructor Joe Carney's** wife, who was visiting with their daughter and grandchildren.

**Operator Earl Tibbetts** and his wife, **Luella**, are home from a one-month vacation in California. Most of their time was spent in the Los Angeles area.

**Operator Fred Rapp** and his son, **Fred, Jr.**, took a trip up to Lake Louise in Canada. Coming back down the coast, the Rapps spent two weeks in Los Angeles, visiting with Fred's sister, **Mrs. Bertha Ralston**. The Rapps also visited with former operator **Linus Davenport** of Mesa, Arizona.

**Operator George Schletz** and his wife, **Genevieve**, took a trip to the Grand Canyon in Arizona. They also toured Los Angeles and San Francisco, California.

**Operator Mavis Bennett** is back at work after a seven-month absence, due to a broken leg he suffered last winter.

**John McDonald** was at Beverly for a month while our regular janitor was on vacation.

**Operator Jim Durchanek** received a letter of commendation for courtesy.

**Ronald Griffin**, son of **Operator Joe Griffin**, entered the Air Force recently and is stationed in San Antonio, Texas.



## DOUBLE BUNDLE



**INTRODUCING THE O'Neill twins, Michelle and Michael, is their proud grandmother, Florence Parrott, of IBM.**

Reported by Marie Havlik and Eileen Neurauter

Operator Clovis Bailey and his wife, Rosalie, welcomed a son, Robert Burenum, who was born on October 1.

Operator Al Cermak and his wife, Thelma, spent an enjoyable two weeks in the Ozarks.

Operator Ralph and Florence Layton's daughter, Pat, was married to Ronnie Uidl at Christ Memorial church.

Stanley Novak, son of Operator Barney Novak, is a star tackle on the Lockport high school football team, and Barney is working a tripper this pick, so he can watch his son play.

Couples celebrating wedding anniversaries this month are: the Joe Griffins, their 21st on November 8; Charles and Virginia Berryhill, their 32nd on November 10; Rudy and Lillian Koprowitz, their 31st on November 17; the Pat Mul-lanays, their 33rd on November 21; Chester and Stella Buckley, their 32nd on November 26; Henry and Madge Gottsch, their 24th on November 26; the Bill Moores, their 38th on November 27; Ray and Marie Cole, their 15th on November 21, and John and Marge Ponsoigo, their 30th on November 29.

—CLIFFORD L. HOWARD

## These Two Gals Are Altar-Bound

CLAIMS—Mary Ann Nykiel, typist, announced her engagement and set the date of her wedding for November 19.

Charlene O'Connor is sporting a big diamond and plans to be married in the spring.

Joe Koch, property damage adjuster, recently announced the arrival of his fourth granddaughter.

Vault Clerk Leo Miotke's wife, who underwent surgery, is at home recuperating.

Mary Traxler, typist, and John Daly, inside adjuster, received ball point pens for sending in acceptable suggestions. That makes it nine for our department.

Herman Wirth, receptionist, received a cash award for his suggestion.

Legal Investigator Bill Schram's mother recently died.

Hank Mauer, locator, and Al Giddins are back at work after being sick.

Our new record clerk, Tony Scardina, transferred from Accounting.

Alden Lawson was promoted from statementman to legal investigator.

—FRANK SEPANSKI

## First-time Grandpappy Gleams With Pride

ELECTRICAL — Thaddius Kusiak, lineman's helper, recently became a grandpa for the first time, when John Joseph was born to Mr. and Mrs. John Zappia.

The number 11 is a lucky one for Robert Booth, Blue Island. He recently celebrated his 11th wedding anniversary and his 11th year with CTA.

Jack Becker, chief operator, 42nd substation, recently suffered the loss of his mother.

Frank Corrigan wrote from Boston, Massachusetts, that he was having a grand time touring the New England states and enjoying the scenery.

Amos Smith, "B" electrician, enjoyed his fishing trip in northern Wisconsin and Minnesota.

—GILBERT ANDREWS

## Station Welcomes New Superintendents

FOREST GLEN—Thomas Stiglic now is assistant superintendent and Alex Johnson is relief superintendent.

Clerk and Mrs. Frank Koncar recently celebrated their 34th wedding anniversary.

Operator Michael Hunt is back at work after recovering from injuries he sustained in an automobile accident.

Operators Jesse Hill, Stanley Bergren and Frank Geldmyer retired on October 1, after 35, 35 and 37 years of service respectively.

—EARL W. McLAUGHLIN

## Production Chairman Has Successful Show

GENERAL OFFICE — (Job Classification)—Fran Knautz, superintendent, was production chairman of the third annual gang show at Morton high school, which starred Boy Scouts from the entire city. In the capacity of production chairman, Fran was responsible for directing and coordinating the selection and casting of talent, stage props, costumes, musical arrangements and numerous related details. The show was a tremendous success and was enthusiastically received by a sell-out audience at each performance. Stu Maginnis, of Training and Accident Prevention, donated his carpenter's skills for the construction of many of the stage props.

Marcia Sorensen, typist, became engaged to Michael Lung recently. The wedding date is set for June 3.

Karl Gaeger is our new file clerk.

(Buildings and Structures) — Robert Link, civil engineer, and his wife recently returned from a vacation in Europe. They sailed aboard the M.S. Oslofjord to Oslo, Norway, and stopped at Bergen, Stavenger and Christianborg on the way. From Norway, they took a plane to Stockholm, Sweden, and then back to Oslo. They later toured Denmark, Germany, along the Rhine, Luxemborg and then Paris, France, and Belgium. After enjoying the mountains and fjords on their return to Norway, another flight was taken to Copenhagen, with a stopover in Glasgow, Scotland.

One of the most unusual common sights that Bob saw was seeing the women in Denmark smoking cigars in public.

## She's A Grandmother

(Staff Engineer's Office) — Mary Isbrandt happily announced the birth of her grandchild, John Marvin, whose parents are Mr. and Mrs. Marvin Isbrandt.

Gregory Coakley recently passed away.

Frank Scheubert and his wife enjoyed a three-week vacation in Florida and New Orleans.

Glen Anderson and Kathleen

## DUTCHMAN



**DURING HIS** recent European tour, Robert Link, civil engineer, Buildings and Structures, dressed in the garb of a Hollander at Volendam, and had this photo made to bring home as a souvenir.

Reported by Mary E. Clarke

Garbutt, of Insurance, were recently married in the First Presbyterian church of Roseland. The bride's father is Walter Garbutt, of Training and Accident Prevention.

Robert Schageman's father, John, a former CTA employe, recently died. Bob's sister journeyed from Buenos Aires, Argentina, to attend the funeral.

(Training and Accident Prevention)—Jim Tretton and his wife recently returned from a trip to the Gulf, stopping again this year at the Holiday Inn at Long Beach, Mississippi. Also, a day was spent in New Orleans, Louisiana.

Our department received a letter from Dick Koprowski, who is on military leave with the National Guard at Ft. Leonard Wood, Missouri.

—MARY E. CLARKE

## This Model Is A Living Doll

GENERAL OFFICE—(Transportation)—A clothing store recently sponsored a fashion show for the benefit of St. Colette church in Rolling Meadows. The cutest and best dressed manikin on the promenade was six-year-old Mary Janet, daughter of Bill and Mary Rooney.

Dick Redding, travel information operator, recently led his daughter, Cozetta Ann, up the middle aisle



## FAMILY SEEKS MISSING PENSIONER



A SISTER of Judson M. ("Jerry") Dilworth, 82, retired CTA employe, has appealed to his former co-workers for aid in the search for her brother who has been missing since he disappeared from a Mt. Carroll, Illinois, nursing home on September 10.

The sister, Mrs. Jessie Iden of 4608 N. Seeley avenue, Chicago, 25, is making this appeal through CTA TRANSIT NEWS in the hope that some of his friends or CTA associates may have information regarding his whereabouts. Mr. Dilworth was a conductor assigned to Devon station at the time of his retirement on September 1, 1949.

Anyone who may have any information which would be helpful in locating the missing man is requested to notify by phone Sheriff Harry Miller, Mt. Carroll 3831; Mrs. Delos Brown, Dixon (Illinois) AT 3-2214, or Mrs. Iden, Uptown 8-5585, Chicago. Reward offered.

of South Park church in Park Ridge, where she exchanged marriage vows with Dale Bode.

George Kelly and his wife, Caroline, spent their vacation at Wilsonville, in southern Illinois, visiting Caroline's mother.

(Insurance)—Two of our gals, Pat O'Connell and Carol Behrens and six other girls spent a recent week-end in a dormitory at the Catherine Legge memorial, located in Hinsdale. Since the swimming pool was closed for the season, the girls went horseback riding and indulged in games of tennis and volley ball.

Pat Fiorita has been pinned by George Riley, a member of the Alpha Delta Gamma fraternity at Loyola university.

Your reporter was delightfully surprised to learn that Patricia Ann Farnham's father, Al (Red) Schmitz, of Skokie Shops, is the same Red who was a star bowler in the rapid transit league many years ago. He is still bowling top scores in the ABC league.

—JULIE PRINDERVILLE

## Operator Welcomes A Hearty Son

KEDZIE—Operator L. Costley was presented with an eight-pound, six ounce boy on October 13.

The following deaths recently were reported: S. Polniasek's mother, John McGrail's daughter, Joe Shea's mother, J. Cappelletti's daughter and the wife of ex-motorman Eddy Harrold.

Assistant Superintendent Myles Harrington and his wife enjoyed their vacation in sunny Florida.

—C. P. STARR

## Reporter Enjoys Convention Trip

LIMITS—Your reporter took a carload of people to Atlanta, Georgia, a trip of some 1,466 miles. We had a wonderful time, even though the weather was not very good. It rained for five days and nights.

The purpose of the trip was to attend a convention of an organization of which your scribe is a Past State President. Between sessions, we made a tour of the city; went to the zoo, and saw some fine mountain scenery.

Bus Operator Lewis Monckton is presently on the sick list. We hope he is on the way to recovery by now. He is Limits station representative on the union board.

—IRVING J. METZGER

## New Retired Agents Honored At Dinner

LOOP (Agents)—A group of friends attended a dinner at the Ivanhoe to celebrate the retirement of Mary Beasley and Marie McAndrews. Marie, who came to the company in September, 1937, received an orchid and a billfold containing a check. Mary, who had received a check from her well wishers when she retired in February, also was given an orchid.

Mary and George Ohensorge had a wonderful vacation visiting cousins in Oshkosh, Wisconsin. They also spent some time with

former Agent Mollie McKenna, of Bloomington, Illinois.

The weather was ideal in the Smokies when Dorothy Parker took her mother and sister, Rosemarie, there for a vacation.

Julia Curry and Mary Avallone vacationed in the Chicagoland area.

Alice Murtagh and Veronica Nichols flew to Toronto, Canada. They visited Buffalo and the Canadian side of Niagara Falls. Their itinerary included a tour of New York city.

Hollis Boggus' time was spent relaxing and decorating his apartment.

—EDITH EDBROOKE

## Hunter Stalks North Woods

NORTH AVENUE—The first hunter we heard from was Bill Miedema, who stalked around the woods at Crivitz, Wisconsin.

Arlene Briggs, daughter of Ralph Briggs, was married on November 5 to Fred Deneene at St. Gertrude church.

John Ruddle was presented with a baby boy, Thomas William. This makes two boys and one girl for the Ruddles.

## CLERK RETIRES



BEING PRESENTED with a cash gift is Margaret M. Allen, clerk II, Stores department, who retired on pension October 1, after 20 years of service. Making the presentation is J. T. Harty, superintendent of Stores.

Reported by D. Jane Bell

## PHOTO OF MONTH



"READING USUALLY helps to pass the time, especially when you're anticipating a turkey feast," says Patricia Ann Kennedy, granddaughter of James Welton, electrician, Skokie Shops.

Reported by Dave Gurwich and Everett E. England

The Terry Regans are rejoicing over the arrival of a baby boy on October 8. He was named Daniel Forbes. This was nothing new for the Regans—they now have five boys and one girl.

Tom Cummane is doing nicely after his recent operation.

Luke Pisano recently was a patient at St. Ann's hospital, where he underwent jaw surgery.

Tom Brown, of repair, retired on pension November 1.

Wedding anniversaries being celebrated this month are: the Ralph Hartsells, their 35th on November 3; the Ed Menths, their 27th on November 8; the Arthur Weinreichs, their 29th on November 10; the Douglas Halbergs, their 31st on November 11; the Joe Dillons, their 30th on November 16; Phil and Mary Smith, their 33rd on November 19; the Joseph Hebidas, their 21st on November 26, and the John "Jake" Jacobys, their 29th on November 27.

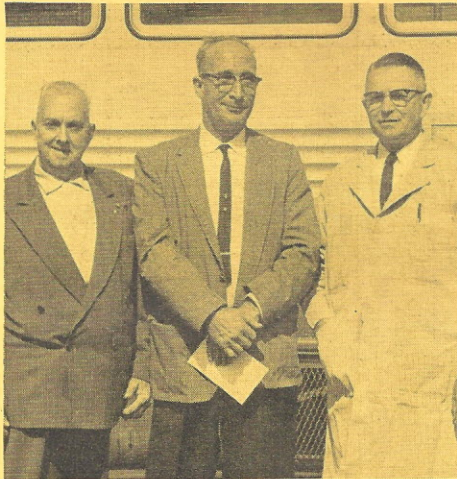
—JOE HIEBEL

## Prideful Repairman Wins First Prize

NORTH PARK—Paul Shreeves, of repair, recently won a first prize for the best creeping bent lawn in his community, which prides itself on well-kept homes and grounds.



## ELECTRICIAN RETIRES



**MORE THAN 43** years of transit service came to a close when (center) **Electrician Richard Klese**, South Shops, retired on pension October 1, at the age of 58. Shown with Mr. Klese is (left) **Foreman Harvey Harders** and (right) **Senior Foreman Ted Wahlberg**.

Reported by  
*Evelyn Howe and  
Frances Louward*

**Charles Kerr** has returned to North Park as our superintendent, replacing **Ernest Guiles**, who retired on pension October 1.

**Instructor Eddie Brodd** and his family enjoyed good fishing at Pike Lake, Wisconsin.

**Operator Hans Weber** went to a fishery at Northome, Minnesota, and reported he caught his limit.

**Operator Homer Clemmons** and his wife recently announced the birth of a boy, **Michael Ray**, their third child.

**Operator Robert Moskovitz** and his wife are the proud parents of a boy, who was born on September 22.

**Operator Nick Rupp** recently was presented with a grandson.

**Operator Charles Kurth's** mother recently passed away.

—ELMER RIEDEL

## Relaxation Offers Quiet Vacation

**NORTH SECTION** — **Jamie Morris**, yard foreman, spent his vacation relaxing at home.

**Switchman Glen Thompson** redecorated his home, during his vacation.

**Towerman Fern Smith** went to Iowa to visit with relatives on his vacation.

**Towerman John McManus** took his family to Niagara Falls, Canada, and Detroit, Michigan, on his vacation.

—ANGELO BIANCHINI

## Many Agents Attend Co-Worker's Wedding

**NORTH SECTION (Agents)**—A beautiful wedding was solemnized at St. Gertrude's church when **Nora King** and **Terence O'Neill** were married on September 24. A reception was held at the Ridgeview hotel. The guests included many of the agents.

**Helen Barton** was married to **Joseph Beauger**. The newlyweds spent their honeymoon in Milwaukee, Wisconsin.

**Gregory Bojan's** son, **William**, was married to **Maureen Heyl** at St. Edward's church on October 1. A reception was held at Chantclair hall.

**Mrs. Lydia Stone**, retired agent,

and your scribe vacationed in California. They visited Disneyland, Knott's Berry Farm, Mission of San Juan Capistrano, and San Francisco. They also visited with **Helen Esterline**, a former west side agent, who is now married and living in Lancaster, California.

**Doris Johnson** is confined to Weiss Memorial hospital, at this writing.

—ELIZABETH HAWKINS

## Perfect 300 Game Brings An Invitation

**SCHEDULE-TRAFFIC** — **Glen Crump**, supervisor, was one of 10 Chicago area bowlers who qualified for an invitation to a special bowling event sponsored by the Bowling Proprietors of Chicago limited to those who had rolled perfect 300 games in match play during the 59-60 season. Glen finished in fifth place and won a \$150 cash award. He will captain the Bee-Gee Builders team in the Masters' Traveling League during the season now underway.

**James Brennan**, traffic checker, and his wife announced the recent arrival of their sixth child, a boy.

**Edward Tobin**, graduate trainee, recently announced that his wife presented him with a daughter, **Sharon Ann**, on September 16.

**Mr. and Mrs. Clark Johnson** flew to the West Indies and visited Ja-

## New Pensioners

**E. A. Anderson**, plant guard, CTA Department of Police. Employed 1-4-36.

**M. J. Barr**, janitor, Archer. Employed 5-10-16.

**L. J. Borgstrom**, operator, Forest Glen. Employed 9-18-19.

**Thomas Brown**, bus repairman, Shops and Equipment. Employed 5-21-34.

**O. M. Carlson**, operator, North Park. Employed 3-21-25.

**C. E. Crowley**, operator, Transportation. Employed 9-21-18.

**O. J. DeMey**, operator, Limits. Employed 1-23-25.

**A. L. Frese**, clerk, 69th. Employed 5-3-23.

**G. F. Griffin**, operator, Forest Glen. Employed 4-7-20.

**William Heffernan**, conductor, Lake. Employed 8-20-45.

**G. R. Johnson**, operator, Beverly. Employed 11-21-28.

**A. C. Kalvelage**, assistant foreman, Shops and Equipment. Employed 6-19-30.

**C. M. Lynch**, agent, North Section. Employed 10-23-42.

**Daniel McCauley**, operator, 69th. Employed 2-8-23.

**Andrew McGreal**, supervisor, District "B." Employed 5-23-23.

**Joseph Melka**, operator, 69th. Employed 4-25-27.

**W. E. Meyer**, conductor, West Section. Employed 10-9-18.

**Hugh Naughton**, porter, North Section. Employed 10-6-44.

**N. C. Newman**, operator, 52nd. Employed 6-25-37.

**Abner North, Jr.**, bus cleaner, Keeler. Employed 3-19-35.

**Francis O'Keefe**, gateman, Lake. Employed 2-5-29.

**Francisco Perciabosco**, laborer, Way and Structures. Employed 4-10-34.

**C. I. Pocius**, carpenter "A," South Shops. Employed 7-2-25.

**Clarence Popp**, operator, North Park. Employed 9-27-26.

**F. V. Pucek**, bus repairman, North Section. Employed 11-13-17.

**Erwin Waidanz**, janitor, Archer. Employed 2-25-27.

**Edmund Warkocki**, motorman, West Section. Employed 5-26-20.

**J. R. Watson**, collector, 69th. Employed 7-7-21.

**Frank Wojcik**, gateman, Lake. Employed 1-9-41.

## DISABILITY RETIREMENTS

**Michael Donohoe**, agent, South Section. Employed 5-25-26.

**E. J. Farrell**, agent, West Section. Employed 6-21-26.

**F. W. Jann**, carpenter, Way and Structures. Employed 2-11-28.

**G. A. Longdon**, gateman, Lake. Employed 5-17-44.

**H. J. Newberg, Jr.**, receiving clerk, Claims Department. Employed 9-3-29.

**J. E. Owens**, operator, 77th. Employed 12-31-19.

**J. J. Rohan**, extra guard, Transportation. Employed 12-20-43.

## JOINS CONVENT



A RECENT candidate for the Third Order of St. Frances is **Patricia Ann Hallahan**, 16-year-old daughter of **Pat Hallahan**, superintendent of agents and porters, Loop. Patricia is one of 11 children.

Reported by *Julie Prinderville*



maica, Haiti, Antigua, Barbados, Puerto Rico and Virgin Islands during their vacation.

*Laura Schrecke* visited Florida, where she made a circle tour of the state.

*Mrs. Bertha Langohr*, mother of *A. K. Langohr*, schedule maker, passed away on October 10.

*Josephine Cappelletti*, daughter of *Joseph Cappelletti*, traffic checker, passed away on October 9.

—GERTRUDE F. ANDERSON

## Hawaiian Vacationers Enjoy Scenic Views

**SOUTH SHOPS** — *Ralph H. Martz* and his wife spent their vacation visiting Hawaii. They reported a wonderful trip and beautiful weather.

Enjoying a late vacation was *Charlie Buza*, office, with his wife, *Rena*, who visited in Dowagiac, Michigan.

*Tom Pawley*, foreman, blacksmith shop, toured the west during his vacation.

*Andy Draus*, paint shop foreman, and his wife, *Anna*, drove to Spokane, Washington, to visit their son, *Tom*, and their new granddaughter, *Anna Marie*.

Your reporter, *Fran Louward*, and her mother visited the Carlsbad Caverns, New Mexico.

## FISH APLENTY



**A PROUD** and prosperous fisherman is *Operator Edward Gron*, North Park, who caught these prize walleyes up at Houghton, Michigan, during his recent vacation.

Reported by *Elmer Riedel*

## SOUTH SHOPS SUPERVISOR RETIRES



**SUPERVISOR OF Shop Services, Frank B. Rothman (center), South Shops, retired on pension October 1, after 35 years of service. Presenting Mr. Rothman with a cash gift is (left) General Foreman Joseph G. Hecht. Also on hand for the presentation was Frank's wife, Alice, who is a former employee of the print shop.**

Reported by *Evelyn Howe* and *Frances Louward*

*John Spatz*, of bus overhaul, and his wife recently announced the birth of their first son, *John Francis, Jr.*, who was born at Little Company of Mary hospital. The Spatzes now have five girls and one boy.

*Painter Faulkner McCrea* and his wife have a new son, *Keith*, who was born on August 14. *Ann* and *Mac* now have four sons and one daughter.

*Rita O'Callaghan*, print shop *Bill Shaughnessy*, welder, *Steve Sluzinski*, mechanic, and *Joseph Sanders* suffered the loss of their fathers recently.

*Sam Tucci*, mechanic, suffered the loss of his wife.

—EVELYN HOWE and  
FRANCES LOUWARD

## Clerk Retires After Twenty Years' Service

**PURCHASING AND STORES**—*Margaret Allen*, clerk II, retired on pension October 1. She was presented with a cash purse from her co-workers and friends.

*Fred Loitz's* brother recently passed away.

*Frank Tamburrino's* mother passed away on October 7.

*Sylvia Kay Uspel* recently joined our department as clerk-typist, replacing *Elaine Ziebarth*, who transferred to Steno-Duplicating.

(South Division—78th and Vincennes)—*Stanley E. Kubiak*, motorman, trolley tender and laborer, retired on pension September 1. He was presented with a cash purse.

(North Division—Skokie Shops)—*Mr. and Mrs. Len Skrine* spent a two-week vacation in Colorado.

*Augie Bieveer* spent his vacation at his cottage in McHenry, Illinois.

*Dave Stetcher's* mother-in-law, who lives in England, is visiting in Chicago for a while.

—D. JANE BELL

## Baby's Grandfathers Are Both CTA Men

69TH—*Operator John Lane*, of 69th, and *Operator Howard Taluzek*, of Beverly, became proud grandfathers when *June Lane* gave birth to a baby girl, *Barbara Jean*.

*Donald*, 10-year-old son of *Frank Rooney*, clerk, proved himself to be a sharp youngster in a recent classroom quiz at St. Thomas More school, where he is a fifth grader.

The class was asked to give a definition of words by the sister in

charge. When it was *Donald's* turn she asked him the question: "What is a hitch-hiker?"

His reply: "A hitch-hiker is a cheap skate who won't ride CTA!"

And his dad wasn't coaching from the sidelines, either!

*Loader Tony Franks* died on October 9.

*Operator Tom Pritchard's* mother recently passed away.

*Operator Richard Williams, Sr.*, became a proud father on October 10, when his wife presented him with a baby boy, *Daniel Timothy*.

*Operator Matthew O'Callaghan's* daughter, *Sheila Wellman*, gave birth to a baby girl on October 1. This is the third grandchild for Matthew.

*Operator Edward Steffan* and his family had an enjoyable vacation at Scottlake in Bangor, Michigan.

*Operator Con Crowley* retired on pension November 1, after 42 years of service.

*Operator Joe Melka* retired on pension November 1, after 38 of service.

*Operator Dan McCauley* retired on pension November 1 after 38 years of service.

*Loader John Watson* retired on pension November 1, after 38 years of service.

—THOMAS S. ELPHICK

## HE'S NO COWBOY



**DURING HIS** recent vacation, *Conductor Henry Heller*, West Section, decided to try another form of transportation, but reported that an elevated train gives a much smoother ride.

Reported by *John M. Hanning*



## MACHINIST CLOSES CAREER



**MACHINIST PETER Connolly, (center) South Shops, retired on pension October 1, after 22 years of service. Presenting Peter (center) with a cash gift are (left) Bill Waldmann, union steward, and (right) Foreman Stanley Eisin.**

Reported by  
Evelyn Howe and  
Frances Louward

## Grandma's Smile Is Twice As Bright

**SOUTH SECTION—Assignment Agent Jere Vinzens** happily announced that she has become a grandmother again. **Judith Lynn**, the new granddaughter, is doing fine.

**Switchman Tom Domikaitis** was married to **Judith Upson** on September 17.

**Porter Clarence Halbert** took it easy during his vacation, and spent

some time in Rockford, Illinois.

**Motorman John Burns** returned to work, after an absence due to illness.

**Steno Verna Hartney** and her husband, **Clerk Roland**, motored along the Mississippi River.

**Superintendent Arthur G. Anderson** and his wife celebrated 30 years of wedded bliss on October 12.

**Yard Foreman Elmer Stevens** passed out cigars and happily announced that **Olivia Dawn** was born October 4. The Stevens' now have four boys and two girls.

**Work Train Conductor Frank Bonney** is back on the job after being on the sick list.

Your reporter spent a few days at Turkey Run, Indiana State Park, where the autumn colors were at their finest.

**Motorman Charles Southard** motored around Lake Michigan and did some fishing.

Retiring on pension October 1 were: **Motorman Frank Vosmik, Conductor John Levins** and **Towermen William Termunde** and **Frank Dimmick.**

—LEO J. BIEN

## Supervisor Escorts Bride To The Altar

**WEST SECTION (Agents)—Marguerite Hawley**, daughter of **Supervisor and Mrs. Byron Hawley**, became the bride of **Charles Karnick, Jr.**, on October 22.

**Agent George Bohakel** is hosting his sister and brother-in-law, **Mr. and Mrs. Albert Abowd**, of Antioch, California.

After an absence of several weeks, due to illness, **Agent Steve Gibbons** is back on the job.

**Mrs. Genevieve Kudla**, sister of **Porter Ed Bentley**, recently passed away.

**Agent Herbert Saffrahn** presently is confined to his home due to injuries he sustained when he fell from a ladder.

**Agent Louise Drews**, who had been on the sick list for six weeks, is back on the job.

**Agent Hugh Keeney** took a short vacation in and around Chicago.

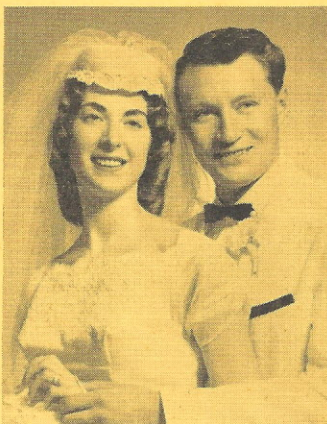
**Al Rhodes**, porter, presently is on a four-week vacation and plans to spend some time visiting his daughters and their families in Independence, Iowa.

**Agent Bill Cain** enjoyed his vacation in sunny California.

**Agent Harry Cotton** and his family spent their vacation in and around the city.

—GORDON KELLY

## BRIDE AND GROOM



**RECENT NEWLYWEDS** are **Patricia Ann Schmitz**, of Insurance, and **Frank Earl Farnham**, who were married at Ravenswood Presbyterian church. A reception was held at a north-side V.F.W. hall, where **Jim Shaughnessy**, of Skokie Shops, and his band supplied the music.

Reported by **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)

## 41 YEARS

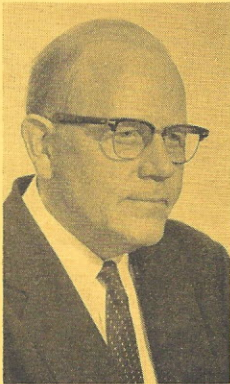


**BEING PRESENTED** with a cash purse is (center) **Stanley Kubiak**, motorman, trolley tender and laborer, South Section, who retired on pension September 1, after 41 years of service. Making the presentation is (left) **R. C. Gavert**, divisional storekeeper, as **Earl Wilcox**, assistant divisional storekeeper, looks on.

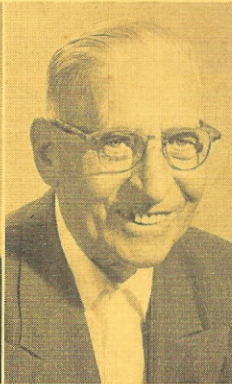
Reported by **D. Jane Bell**



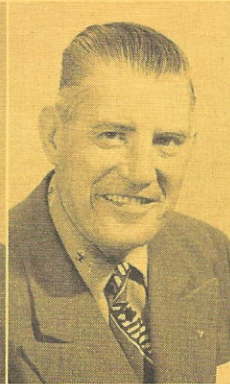
### 40-YEAR EMPLOYEES RECENTLY RETIRED



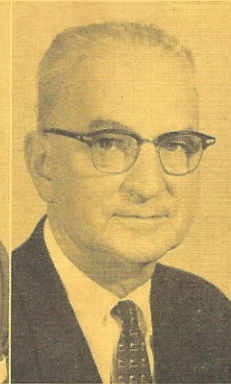
**L. J. Borgstrom**, operator, Forest Glen. November 1, 41 years.



**G. F. Griffin**, operator, Forest Glen. November 1, 40 years.



**M. J. Barr**, janitor, Archer. November 1, 44 years.



**C. E. Crowley**, operator, 69th. November 1, 42 years.



**W. E. Meyer**, conductor, West Section. November 1, 42 years.



**Edmund Warkocki**, motorman, West Section. November 1, 40 years.

### RECENT DEATHS AMONG EMPLOYEES

**JOE AURIEMME**, 71, retired laborer, Way and Structures. Employed 12-16-23. Died 9-21-60.

**SPASOJE BAJOVICH**, 73, retired grinder helper, Way and Structures. Employed 11-25-30. Died 9-13-60.

**J. P. BARNES**, 71, retired conductor, Kimball. Employed 12-2-13. Died 9-2-60.

**W. S. BECKENBAUGH**, 79, retired motorman, Lincoln. Employed 1-22-10. Died 10-1-60.

**O. A. CARLSON**, 73, retired motorman, Kedzie. Employed 6-23-25. Died 9-29-60.

**WILLIAM CURRY**, 73, retired car repairman and cleaner, Lawndale. Employed 10-4-22. Died 9-24-60.

**WILLIAM E. EGAN**, 57, operator, North Avenue. Employed 3-21-25. Died 10-6-60.

**DENNIS FARRELL**, 68, retired car cleaner, Shops and Equipment. Employed 3-5-23. Died 9-18-60.

**JULIUS FISHER**, 73, retired conductor, Armitage. Employed 3-10-14. Died 9-3-60.

**M. L. GRIFFIN**, 62, retired motorman, Devon. Employed 10-8-26. Died 9-28-60.

**CLARENCE GUSTAFSON**, 66, retired conductor, Kedzie. Employed 9-29-25. Died 9-23-60.

**MORTON M. HECHT**, 47, operator, 77th. Employed 8-18-43. Died 9-17-60.

**CHRISTIAN JOHNSON**, 80, retired motorman, North Section. Employed 6-7-07. Died 9-18-60.

**JOHN JONKUS**, 76, retired truck repairman, South Shops. Employed 6-1-26. Died 8-18-60.

**H. C. MEYER**, 73, retired motorman, Elston. Employed 8-29-08. Died 9-3-60.

**J. T. MULLEN**, 69, retired conductor, Devon. Employed 6-30-20. Died 9-24-60.

**LAWRENCE MULROONEY**, 78, retired conductor, Archer. Employed 5-29-06. Died 9-10-60.

**JOHN O'MALLEY**, 85, retired motorman, North Section. Employed 3-23-07. Died 9-4-60.

**FRANK PANARISI**, 76, retired laborer, Way and Structures. Employed 4-12-24. Died 10-3-60.

**G. A. PESHAK**, 73, retired carpenter, West Section. Employed 7-14-25. Died 9-12-60.

**W. R. REIMER**, 59, retired collector, Forest Glen. Employed 8-15-42. Died 9-26-60.

**M. A. SARTHER**, 76, retired motorman, 77th. Employed 12-17-19. Died 9-20-60.

**C. P. SCANLON**, 70, retired motorman, Kedzie. Employed 8-2-17. Died 9-26-60.

**J. H. SCHAGEMAN**, 76, retired foreman, Electrical Department. Employed 5-1-07. Died 9-24-60.

**B. H. WARREN**, 70, retired conductor, North Section. Employed 12-8-11. Died 9-12-60.

**W. H. WOODS**, 75, retired porter, South Section. Employed 12-10-13. Died 9-24-60.

**PETER WUKMAN**, 64, retired trackman, Way and Structures. Employed 8-20-28. Died 9-7-60.

### New Faces Brighten West Section

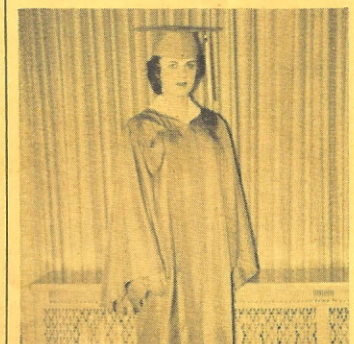
**WEST SECTION**—New employees at our terminals are: *Christopher C. Moss, Nicholas Furey, McRayfield Caldwell, Kenneth Gillespie, Mark Schafer, Robert A. Blair, Charles Scott, John S. Wolfe and Vincent J. Vadisa.*

(*Douglas Park*)—Conductor *Ernest Maenner* was hospitalized and presently is convalescing at home.

(*Desplaines*) — Clerk - Receiver *John Carolan* is, at this writing, confined to Veterans' hospital.

—JOHN M. HANNING

### HONOR GRADUATE



**AN HONOR** graduate of Austin high school is *Mary Ann Welton*, daughter of *Electrician James Welton, Skokie Shops.*

Reported by *Dave Gurwich and Everett E. England*

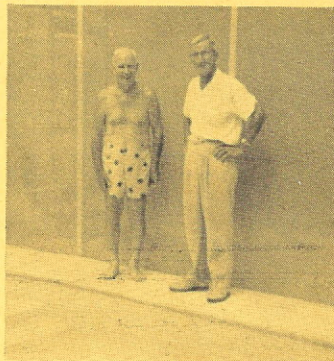


## FOR AND ABOUT OUR PENSIONERS

ACCOUNTING — *Theresa Hayes*, formally of Revenue, sadly reported the recent death of her sister, *Ann*.

—MARIE HAVLIK and  
EILEEN NEURAUTER

### FLORIDA VISITOR



**DURING HIS** recent vacation in Florida, *Operator Dan McCauley* (right) 69th, visited with *John Philpott*, retired district superintendent, Central, who makes his home in Brandon, Florida.

Reported by *Thomas S. Elphick*

BEVERLY—On their recent trip to California, *Frank and Ruth Black* called on *Mr. and Mrs. Charles Hoogstraal*, of 11121 East Adoree in Norwalk, California. The Hoogstraals have a beautiful and interesting home. Their living room is like a trip through a museum, being furnished with curios from all over the world, including carved Worg and Mahogan tribal ceremonial helmets and the skins of many wild animals which have been made into rugs. All of these curios were sent to them by their son, *Dr. Harry Hoogstraal*, author and world traveler.

The Blacks also visited with *Pensioner Frank Clayton*, of 239 Brooks, in Clairmont, California. Frank is a former motorman at 77th, who has been on pension for the past eight years and busies himself in his beautiful yard.

—CLIFFORD L. HOWARD

LOOP (Agents)—The *Herbert Templemans* are in Chicago visiting their friends. After Herbert's retirement, they made their home on a farm in the Ozarks.

—EDITH EDBROOKE

NORTH SECTION (Agents)—*Madelaine Konsbruch* presently is in Wesley Memorial hospital.

*Matilda Lindquist* recently entertained *Margaret Towey*, *Mary Rohr* and *Ella Umbright* at her home. Margaret is visiting here from Long Beach, California.

*Gladys Radcliffe* is attending the Grandmothers' Convention at San Antonio, Texas.

—ELIZABETH HAWKINS

SOUTH SECTION—*Fred Christie*, of St. Petersburg, Florida, was a recent visitor to Chicago and stopped at *Clerk Al Lipke's* home for dinner.

*James Curtin* spent three months in Oklahoma.

*Wallace Perkins* is residing in Encino, California. His address is 17156 Bullock street.

—LEO J. BIEN

SOUTH SHOPS—*Paul Peterson*, retired machinist, now is 81 years old and would like to hear from his friends. Paul's address is 606 S. Noenola avenue, Monrovia, California.

—EVELYN HOWE and  
FRANCES LOUWARD

### NEW PENSIONER



**WHEN BLACKSMITH Helper** *Clarence Randall* (right), South Shops, retired on pension September 1, with 23 years of service, *Foreman Tom Pawley* presented him with a gift on behalf of his co-workers.

Reported by *Evelyn Howe* and  
*Frances Louward*

69TH—*Pensioner Emil Gross's* wife passed away on October 9.

—THOMAS S. ELPHICK

### LABORER RETIRES



**AFTER 34 years of service,** *Laborer Frank Shanley*, South Shops, retired on pension October 1. Presenting Frank (left) with a gift on behalf of his fellow-workers is *Foreman John Kloss*.

Reported by *Evelyn Howe* and  
*Frances Louward*

WEST SECTION — *Oscar Prietz*, retired conductor, recently visited Desplaines terminal.

*Jerry Prazak*, retired conductor, also paid Desplaines terminal a visit recently.

—JOHN M. HANNING

WEST SECTION (Agents)—*Retired Agent Alice Rockett* recently spent a day visiting with old friends along the line.

*Retired Agent Ann Dowling* sent her regards to her former co-workers.

—GORDON KELLY

## HEALTH AND SCIENCE SHORTS

**WAKE THAT SLEEPWALKER!** If there's a sleepwalker in your family (and some 4,000,000 families in this country have at least one) don't hesitate to wake him up next time. Despite popular belief, you will not subject him to harmful shock, and you may save him from serious injury.

Sleepwalkers bear no charmed lives. By and large they're accident-prone, often bumping their heads, tripping over chairs, even falling out of windows. Also, the idea that they have superhuman dexterity is false. They do not undertake tasks beyond their waking skill. But it's also true that they can make the best use of whatever skills they have, because sleep dulls inhibitions.

Because sleepwalkers are partly asleep, partly awake, they cannot protect themselves by any self-made safety devices. They're able to outwit such devices because they themselves invented them. That's why members of the family, roommates, or others, must assume the responsibility of waking them.

\* \* \*

**WATCH CANCER DANGER SIGNALS!** Despite a flood of publicity on the danger signals, some eight or nine out of ten possible cancer victims continue to ignore them.

Women are not quite as heedless in this respect as men. In a recent survey the American Cancer Society distributed 43,000 questionnaires, listing the eleven recognized early warnings of cancer. Replies showed that among people admitting to at least one of these warnings only 17.6 per cent of women had seen a doctor within the last year. But, for men, the figure was only 11.9 per cent.

### PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, December 6, 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, December 15, 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 Station Facilities in Use on West Side Route

BOTH EASTBOUND and westbound CTA trains are now using the permanent station platform at Central Avenue in the right-of-way of the Congress Expressway.

The rapid transit tracks and the highway lanes are ramped over Central avenue, and the permanent station and train platform are located at track level above the street. During the course of construction, three different temporary platforms had to be used to maintain passenger service.

Another move towards the completion of work in that area was the reopening of the East avenue auxiliary entrance-

exit of the Oak Park permanent station, which had been closed since July 29 because of highway construction. It is now available around the clock each day for use of passengers.

Fare collection facilities, lighting and train platform signs at Central avenue and East avenue will be of a temporary nature until the permanent facilities can be installed.

Work is proceeding on the completion of all of the permanent stations and train platforms between Central avenue, Chicago, and the terminal at Desplaines avenue, Forest Park.

## CTA Men Head ATA Divisions

TWO CTA administrative aids were elected to important industry committees at the annual convention of the American Transit Association held October 9-12 in Philadelphia.

*John H. Finch*, assistant comptroller, was named chairman of the Accounting Division, and *Harold S. Anthon*, engineer of building and structures, was named chairman of the Plant and Engineering Division. They will serve for the 1960-1961 term.

Participating in the convention program as speakers or discussion leaders were four department heads. *C. E. Keiser*, superintendent of transportation, was a member of a panel group which conducted a discussion at an Operations Division session. Speakers at other group meetings were *Edward J. Healy*, general superintendent of investigation and claims; *C. W. Wolf*, electrical engineer, and *J. N. Jobaris*, equipment engineer.

### CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF SEPTEMBER 1960 AND 1959, NINE MONTHS ENDED SEPTEMBER 30, 1960 AND 1959 AND  
TWELVE MONTHS ENDED SEPTEMBER 30, 1960

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

|   | Month of September |              | Nine Months Ended<br>September 30, |              | Twelve<br>Months Ended<br>Sept. 30, 1960 |
|---|--------------------|--------------|------------------------------------|--------------|--|
|   | 1960               | 1959         | 1960                               | 1959         |  |
| Revenues  | \$10,709,232       | \$10,540,818 | \$98,999,728                       | \$96,451,034 | \$132,429,569                            |
| Operation and Maintenance Expenses  | 2,249,050          | 8,991,660    | 84,896,232                         | 82,649,902   | 113,391,319                              |
| Available for Debt Service  | 1,460,182          | 1,549,158    | 14,103,496                         | 13,801,132   | 19,038,250                               |
| Debt Service Requirements:  |                    |              |                                    |              |  |
| Interest Charges  | 355,055            | 368,498      | 3,253,164                          | 3,365,875    |  |
| Deposit to Series of 1947 Serial Bond Maturity Fund   | 166,667(1)         | 166,667      | 1,500,000                          | 1,500,000    |  |
| Deposits to Sinking Funds -   |                    |              |                                    |              |  |
| Series of 1947 (2)  | 125,060            | 115,006      | 1,065,220                          | 976,300      |  |
| Series of 1952 (2)  | 28,750             | -            | 258,750                            | -            |  |
| Series of 1953 (3)  | -                  | -            | 70,000                             | -            |  |
|   | 675,532            | 650,171      | 6,147,134                          | 5,842,175    |  |
| Balance Available for Depreciation  | 784,650            | 898,987      | 7,956,362                          | 7,958,957    |  |
| Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)  | -                  | -            | -                                  | 309,577      |  |
| Balance Available for Depreciation  | 784,650            | 898,987      | 7,956,362                          | 8,268,534    |  |
| Provision for Depreciation  | 856,739            | 843,266      | 7,919,978                          | 7,716,082    |  |
| Deficit in Depreciation Provision   |                    |              |                                    |              |  |
| or Balance Available for Other Charges (5)  | 72,089 r           | 55,721       | 36,384                             | 552,452      |  |
| Accumulated Balance Available for Other Charges (Less \$41,148 previously appropriated to and disbursed from Revenue Bond Amortization Fund) or Deficit in Depreciation Provision | 67,325             | 103,900 r    | 41,148 r                           | 600,631 r    |  |
| Deficit in Depreciation Provision   | \$4,764 r          | \$48,179 r   | \$4,764 r                          | \$48,179 r   |  |

r - denotes red figure

#### PASSENGER STATISTICS

|                                |            |            |             |             |             |
|--------------------------------|------------|------------|-------------|-------------|-------------|
| Originating Revenue Passengers | 43,268,247 | 44,202,959 | 400,646,057 | 406,612,370 | 540,049,010 |
|--------------------------------|------------|------------|-------------|-------------|-------------|

#### NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1961.
- (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 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 Fund" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$300,000 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.

### TRANSIT FIRSTS

THE FIRST streetcar line in the world for conveying passengers through the streets of a city was built on Fourth avenue, New York, and put in operation in 1831-2.

The second streetcar line was opened for traffic on Sixth avenue in August, 1852.

The first streetcar line in Europe was built in Birkenhead, England, by *George Francis Train*, in 1860. This enterprise was not received with favor, the tracks were torn up, as also were those of another line in the suburbs of London laid in 1862, and not until 1868 was a line in practical operation in England, and this was in the streets of Liverpool.

The first elevated road was a cable road and was built and operated on Greenwich street, New York, by *Charles T. Harvey*, in 1868. That was the beginning of the New York elevated system by steam which was inaugurated in 1871.

The first street cable line was built by *A. S. Halliday*, in San Francisco, and put in operation in August, 1873. Many years previous to this, however, cable traction had been successfully employed on certain railways in coal mines.



## How To Help Your Child At School

THOSE GRADES on your youngster's report card indicate more than his intelligence and ability. They also reflect the interest and knowledge of his parents.

While a lion's share of the credit for "A's" and "B's" belongs to the child and his teachers, much is due to the wholesome backlog of home and family experiences which his parents provide, according to the National Education Association.

Every parent wants to help his child at school, but few are sure how best to go about it. Here are some practical ways.

1. **Health:** A healthy youngster is the primary requirement for a successful student.

One of your most vital health tasks—providing proper nutrition for your child—can also be one of your simplest. Give him plenty of the basic foods in a relaxed mealtime atmosphere; serving that hearty breakfast recommended by experts won't help much unless you also see to it that the child had enough time in which to eat leisurely.

Many parents are confused about their children's vitamin requirements. Vitamins are not food, but they help the body to convert food into energy. All youngsters (and adults, for that matter) need vitamins in the proper proportions—but not in massive doses. A little goes a surprisingly long way. For example, one multivitamin capsule contains as many vitamins as in a balanced 3,000 calorie diet. A capsule each day will provide the nutritional "health insurance" that helps keep your school-age child in peak condition. Your family physician can recommend a multivitamin product that will meet this need.

2. **Reading:** Your "I'm from Missouri" son who thinks all books are sissy stuff can be shown that there is reading for a real he-man. How about a book of magic tricks that any youngster can perform; or books on puppetry, soap carving, or weathercraft that teach how to forecast rain or shine? Lead your child to them by way of the other interests close to his heart.

Comic books? Don't make a big issue about them, the NEA advises. Quietly help your child see the difference for himself in the quality of art work, paper, printing, and language between comics and good books. Show him tactfully how the situation and stories in comic books are apt to be pretty unreal. Manage all this with the light touch and you'll find him eventually setting his own high standards.

3. **Spelling:** Give your child a sense of adventuring with words. Encourage him to keep a written list of new and interesting ones he comes across. Play games with words: Ghost, Junior Scrabble, Hangman.

4. **Arithmetic:** Children are practical souls—they like to put new-found knowledge to immediate use. So encourage your child to double-check your grocery tape to see that it adds up correctly; encourage him to keep the mileage and gas records when you take an automobile trip.

5. **Science:** Encourage him to be a "collector"—of rocks, insects, shells. Provide a place for his collections, even if it's just a dresser drawer, soapbox, or shelf in his room.

Help him to develop the scientific attitude, bringing the scientific approach to bear on everyday events. When someone makes a broad general statement, challenge it in your youngster's presence with questions like, "How do you know that's true?" "Where did you get those statistics?" "Let's see your proof." Your child will learn by example.

6. **Social Studies:** On trips, provide your child with notebook and pencil. Encourage him to draw pictures, and make notes of things that interest him along the way—state capitols, factories, waterways, animals. Such travel diaries help him sharpen his sense of observation, and often make hilarious reading for the author and his family in years to come.

7. **Homework:** You can help by giving your child a quiet, well-lit corner that can be his homework island of peace and concentration. You may need to be firm, too, in eliminating some of the distractions that interfere with getting homework done—including TV and little sisters.

And if you don't understand the school's homework policy—and why you can help on scrapbooks but not on subtraction—go have a talk with your child's teacher.

8. **Report Cards:** Let your child know that you expect him to do his very best at school but don't harp about report cards, as if they represented the last day of judgment.

Though this parental "homework" won't turn Junior into a genius, it may make a gratifying difference in his next report card. At the very least, it will probably stop him from following the example of the little girl who sidled up to her teacher at dismissal time and said, "Please Miss Brown, will you tell me what I learned today, every night, my Daddy wants to know."



THESE WHIMSICAL sketches show poor Dad in a typical family problem: how to help Junior at school. According to education experts, parents can do a great deal to improve a youngster's school record by providing an efficient "home work center" and using imagination in stimulating school interests.



# OUR PUBLIC SPEAKS



EMPLOYEES WHO put "little extras" in the performance of their duties are usually noticed and observed by our patrons. Positive proof of this is the letters of commendation that are regularly received in the Service Section of the Public Information department. Customers do appreciate good job performance, especially if an employe is courteous and efficient. Reprinted here are examples of how observant our customers are:



**Porter Fred Harris  
Desplaines**

"I am one of a group of Government employes patronizing the Congress street branch of the subway, using the Clinton street station near the U. S. Custom House for going to and from our jobs.

"We feel that a letter of commendation is in order for the wonderful manner in which the porter keeps up that station. It is so well maintained that I felt a letter should be written commending this man for the fine job that he does."

"I would like to call your attention to Bus Operator Number 3038 who drives a Jeffery Express bus every morning. His driving is fine enough to be unobtrusive — always on time, no sudden stops — but the important thing is that



**Operator Connie Peoples  
52nd Street**

he is pleasant and accommodating. This operator waits for people who are putting on a little steam to catch his bus, and he has a pleasant word for his passengers. I always look forward to speaking with him in the morning and I'm sure that other passengers do, too!"

OTHER RECENT recipients of letters of commendation are: *Clerk Joseph Markos*, Desplaines Terminal; *Agent Frank Lucas*, Loop; *Operator Joseph P. Esposito*, Keeler; and *Operator Henry L. Jernigan*, Kedzie.

ALSO, THROUGH some misunderstanding or negligence on the part of employes, patrons are prompted to write letters that are not so pleasant. Here are a few such letters:

"When I transferred to another bus, the operator would not honor my transfer and became very rude. Rather than argue with him, I paid another fare, but the quarter got caught in the fare box. The operator again became very insulting, saying I did not pay my full fare. Finally he checked the fare box and released the coin but made no attempt to

apologize when he discovered that I had paid the fare."

COMMENT: If the operator who originally issued the transfer had punched it correctly, the complaint would have been avoided. However, the attitude of the second operator didn't help the situation. Under no circumstances should an employe become abusive or rude to a patron.

"When a friend of mine and I boarded a bus recently, I deposited two quarters into the fare box, and she, not realizing it, also deposited a quarter. The operator knew this without my having to bring it to his attention, but he would not refund the extra fare. He was very nasty about the entire situation and told me that it was my misfortune, not his."

COMMENT: Among the purposes for carrying courtesy cards, which are furnished all Transportation department employes, is their use for making "on the spot" refunds when such incidents as reported above occur. Such conduct can neither be excused nor justified. Furthermore, it is a disservice to all CTA employes, and to CTA itself, as well as a disservice to the patron.

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

|                     | Oct.<br>1960 | Sept.<br>1960 | Oct.<br>1959 |
|---------------------|--------------|---------------|--------------|
| Complaints .....    | 951          | 994           | 1055         |
| Commendations ..... | 89           | 83            | 105          |





**KELLY GILIO**, Kedzie operator, was just as surprised as any one else would be when he was greeted by a life-size panda as his bus rolled to a stop at the end of a trip at the Merchandise Mart. But the panda in real life was a pretty girl named *Penny Savage*, representing the Chicago Sweetest Day Committee, who told him he was the choice of his riders for the title of "the sweetest bus driver in Chicago." Many letters and phone calls which have been received by CTA commending his considerate attitude and even disposition seem to justify his selection.

## "Cheerful, Courteous, Considerate"

A PLEASANT, even disposition and the accommodating manner displayed towards riders on his bus won an unusual recognition for *Operator Kelly Gilio*, Kedzie, who was hailed recently by the Chicago Sweetest Day Committee for his fine record of unfailing courtesy on the job.

He was cited because of the many letters and phone calls which have been received by CTA commending his considerate attitude to his passengers during his 14 years as operator on various routes. Formerly assigned to the No. 126 Jackson boulevard route, he is now working the No. 149 shuttle run between the Merchandise Mart and Soldier Field parking lot. The citation said for these characteristics he had won the title of "the sweetest bus driver in Chicago."

One of Gilio's afternoon trips is scheduled to leave the Merchandise Mart shortly after 4:30 o'clock, closing time for many offices on his route. Therefore there are usually many regular daily riders who board his bus, as there are on many of his other daily runs. The genial Gilio has many admirers among this "steady clientele." As one appreciative patron puts it: "If you have to run for his bus, he not only waits for you, but he actually makes you feel welcome aboard."

As a Navy man, Gilio is quite familiar with that expression "welcome aboard." He has been in the Naval Reserve for 31 years, and holds a rating of Chief Boat-swain's Mate. A World War II veteran, he made 16 crossings of the Pacific from 1938 to 1944, and holds a Purple Heart award. On his 48th birthday earlier this year, he was given the Navy Cutlass Award for 30 years of distinguished service to the Navy. Monday evenings he is an instructor at the Forest Park Naval Reserve installation.

After driving a bus all week, you would think Kelly had enough of sitting behind the wheel and would enjoy his weekends relaxing. But his Sundays are like the fabled busman's holiday—he is a volunteer driver of a bus which takes people to and from church!

Gilio and his wife, *Margaret*, have been married for 24 years, and are the parents of two children, *Rocco Joseph*, 14, and *Grace Ellen*, 10. The family resides in Franklin Park, and he rises at 5:30 a.m. to be on time for his job.

Under such a routine it would seem to be a bit difficult to maintain a cheerful and considerate attitude all day. But we have the word of his wife that he's that way at home, too.



## AID MERCY CRUSADE

HELPING TO put this year's Crusade of Mercy campaign over the top was this team of CTA general office employees who participated in solicitation of business concerns as part of the overall campaign organization. Members of the team are, front row, left to right: *Kenneth Fletcher*, Claims; *James E. McCoy*, Real Estate; *Ray Jurgensen*, Job Classification; *Benjamin Twery*, Payroll Accounting; *Lawrence Goergas*, Transportation. Rear row: *C. W. Baxa*, team captain, Public Information; *Harold R. Hirsch*, Schedule Traffic, and *Bernard J. Ford*, Training and Accident Prevention. The ninth member of the team, *Dan D. Schleiter*, Employment, was unable to be present at the time the picture was taken.



## PUMPKIN PIE ALA CHIFFON

PERFECT CONCLUSION to a bountiful holiday meal is this modern version of the popular pumpkin pie that has all of the good old flavor but not quite so much substance.

The crust is made of corn flakes crumbs, cooked dates, finely chopped nutmeats, sugar and butter. This mixture is blended and then pressed around the sides and bottom of the pie plate. After the crust has chilled—no baking needed—it is filled with light-as-cloud pumpkin chiffon, then popped in the refrigerator until set. If you wish, garnish with whipped cream before serving.

### Crust

- ¾ cup pitted dates
- ¼ cup water
- ¼ cup butter or margarine
- 3 cups corn flakes
- 1 tablespoon sugar
- ½ cup chopped nutmeats

Cook dates and water over low heat, stirring to form a soft paste. Add butter and salt until combined. Crush corn flakes into fine crumbs. Add to paste together with sugar and nutmeats; mix well. Press evenly and firmly around sides and bottom of 9-inch pie pan. Chill.

### Pumpkin Chiffon

- 1 tablespoon unflavored gelatin
- 2 tablespoons cold water
- 1½ cups cooked pumpkin
- ¾ cup brown sugar, firmly packed
- ½ teaspoon salt
- 2 teaspoons cinnamon
- ½ teaspoon ginger
- ¼ teaspoon allspice
- ½ cup milk
- 3 eggs, separated
- ½ cup granulated sugar
- ½ cup whipping cream
- 1 tablespoon grated orange rind

Soften gelatin in water. Combine pumpkin, brown sugar, salt, spices and milk.

A PERFECT ending to a holiday feast is Pumpkin Chiffon pie. It holds all the good old-fashioned flavor but isn't quite as filling.



Cook over low heat, stirring frequently, until mixture boils. Combine with slightly beaten egg yolks. Cook over low heat, stirring constantly, until thickened about 2 minutes. Remove from heat; stir in softened gelatin. Chill until mixture begins to set. Beat egg whites until stiff but not dry; add granulated sugar gradually and continue beating until whites stand in peaks. Whip cream until stiff; fold into pumpkin mixture together with egg whites and grated orange rind. Spread lightly in date corn flakes crumb crust and chill until set. Serve with additional whipped cream if desired.

Pie may be carefully covered, wrapped and stored in freezer until ready to use. Let stand at room temperature 1-2 hours before serving.

## KRIS KRINGLE'S TREE

A COFFEE cake baked at Christmastime hasn't a chance for survival. For the Yuletide season abounds with occasions when a sweet yeast bread is just the thing to serve.

Kris Kringle's tree, filled with candied cherries and nuts and frosted with snowy confectioners' sugar icing, is pretty enough to give away for a gift. Or, on Christmas morning, serve it warm with cranberry juice cocktail, fluffy scrambled eggs, tiny sausage patties and a beverage. It's also nice with the coffee you brew for friends who drop by to exchange holiday greetings.

In fact, you may find that versatile coffee cakes have so many uses that you can't keep up with the demand.

- 1 package yeast, compressed or dry
- ¼ cup water (lukewarm for compressed yeast, warm for dry)
- ½ cup milk
- ¼ cup sugar
- 1 teaspoon salt
- 2 tablespoons shortening
- 3 cups sifted enriched flour (about)
- 1 egg

2 tablespoons melted butter or margarine

¼ cup sugar

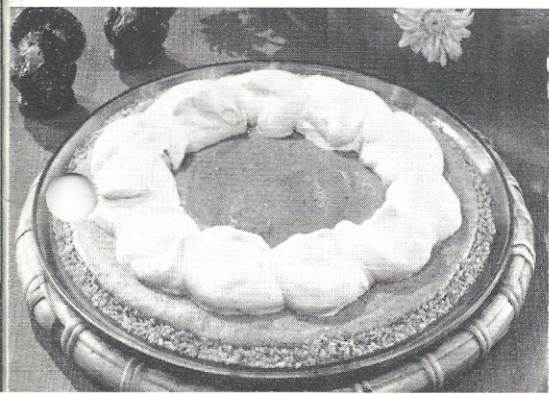
¼ cup chopped candied cherries

¼ cup chopped nuts (if desired)

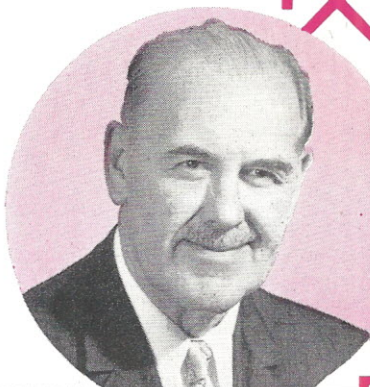
Confectioners' sugar icing

Soften yeast in water. Scald milk. Add sugar, salt and shortening and cool to lukewarm. Add 1 cup flour and mix well. Add softened yeast and beat well. Add enough more flour to make a soft dough. Turn out on lightly floured board or pastry cloth and knead until smooth and satiny. Place in greased bowl. Cover and let rise until doubled (about 1½ hours). When light, punch down and let rest 10 minutes. Roll out to square sheet about ½ inch thick. Brush one diagonal half of the dough with melted butter or margarine. Sprinkle this half with sugar, chopped cherries and nuts. Fold the unsprayed half over the sugar-fruit covered half to form a triangle. Press edges firmly together. Place on greased baking sheet. With scissors or sharp knife cut dough from two opposite edges of triangle toward center. Cut almost to center making cuts about an inch apart. Twist each cut slightly. Place a small twist of dough at base to form trunk. Cover and let rise until doubled (about 45 minutes). Bake in moderate oven (350°F.) 25 to 30 minutes. If desired, frost with confectioners' sugar icing and garnish with colored fruits, candies or sugar.

TRIMMING KRIS Kringle's Tree is a snap—just spread this festive coffee cake lightly with confectioners' sugar icing and colored fruits and candies.







Rx Rx Rx Rx Rx Rx Rx Rx

## Medically Speaking

By ~~Rx~~ Dr. George H. Irwin

CTA Medical Director

### PARKINSON'S DISEASE

(Shaking Palsy)

PARKINSON'S DISEASE is a slowly progressive degenerative disease affecting the central nervous system. It is not of infectious or viral origin. The condition is characterized by tremors of the hands, especially when at rest. Another name for this disorder is paralysis Agitans. The latter name is incorrectly given because there is never any paralysis in Parkinson's Disease. This condition was first described in 1817 by *Dr. James Parkinson*, hence the name. It has been estimated that there are over a million cases of this disease in the United States, so one may realize it is not a rare disorder. It is most commonly seen in the age group between 45 and 60 years.

The exact cause of Parkinson's Disease is not known. Some people believe arteriosclerosis is a factor because the disorder occurs most always in the past 45 age group. However, there is no positive foundation for this theory. Trauma or injury has been cited as a partial cause, but it is most likely that development or occurrence of this condition following injury is merely coincidental. This disease is not inherited, nor is it contagious. The male sex is slightly more frequently the victim.

The symptoms or characteristics of Parkinson's Disease are manifested by

slowly progressive feeblement, rigidity and tremor. Most of these patients live 10 to 15 years unless some other fatal disease supervenes. As a rule, it affects one hand first, causing a tremor described as a pill rolling motion which decreases on intention and is usually absent during sleep.

Later, these individuals develop speech difficulties and muscle incoordination to the point when there is marked difficulty in walking. Difficulty in swallowing is common. Often due to the rigidity of the facial muscles the face assumes a frozen or fixed expression. The tremor is of a course type and can be controlled for a time by a pull or traction on the muscles. Eventually the tremor becomes so marked that it is difficult for the person to feed himself.

In a large number of cases there is gait disturbance. The individual stumbles and falls easily. Due to abnormal muscle rigidity the weight of the body is ahead of the legs and the vertical plane of gravity. Hence as the body leans forward, the legs are forced into a propulsive gait. The patient takes short, rapid steps almost like a trot. Finally, because of muscle rigidity and incoordination and trophic joint disturbances, these people become bedridden.

The disease, I am sorry to say, is at best only palliative. In other words,

there is no cure. However, there are many procedures which are of great help and comfort.

Drug treatment is important. There are dozens of drugs that can be prescribed. Among them are Artane, Pagitane, Kemadrin, Hyposcine belladonna and their derivatives. Physiotherapy is just as important as medication and in some instances even more important. This type of treatment is very essential to the control of muscle rigidity and the prevention of contractures and postural abnormalities.

Surgery on the brain has been used, but only in a very few select cases is it of any benefit.

Parkinson's rehabilitation centers and foundation organizations are doing a good job. Anything we can do to help the patient help himself is very much worth-while.

Corrective measures to insure good health should not be overlooked. Common sense about good hygiene include proper diet, fresh air, rest and exercise. Also, specific remedies must constantly be considered. All of these different phases of treatment are very important to maintain the patient's confidence and cooperation and to keep them optimistic and active.





# A "Here's How" for Home Handicrafters

THE EARLY darkness of winter nights means that extra hours can be spent on do-it-yourself projects by those who have home-workshops. The curtailment of outdoor activities provides more time and opportunity for the handy man of the house to put his skill to use in making attractive and decorative items for the home.

Such a spare-time activity that requires only a few hours of effort is described below. This is a build-it-yourself Pilgrim footstool—an easy-to-make replica of an early American period piece. Even if you do not have an open fireplace to place it before, it could well serve as a TV bench and it is sturdy enough to stand on when you want to reach that little too high shelf.

With the pattern shown here you can make a handsome reproduction of this authentic design for a Pilgrim footstool from fir plywood.

Footstools like this were once a prized possession in most colonial homes. This one was designed from an original in an extensive antique collection. Early paintings of the American scene frequently showed the mistress of the house seated before the fire with her feet resting on such a stool.

These footstools were made by early craftsmen of the time with the same graceful, sturdy construction that characterized all their work. Today, small children love such stools

as "their own little chairs." Their mothers and fathers find them comfortable on long winter evenings before the fire. You can make one for your own family and others as gifts for friends.

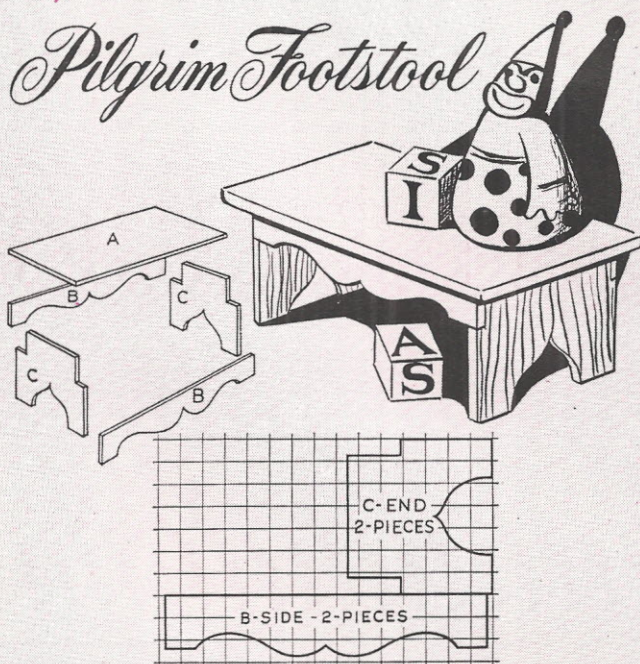
You can make the Pilgrim footstool by following the pattern shown here from a piece of fir plywood  $\frac{3}{4}$ " thick. Lumber dealers have small panels of fir plywood and a piece as small as 12" by 31" will do.

From your plywood cut out the following pieces:

- |  |           |
|--|-----------|
| 1 pc. 8" by 17"                              | Top (A)   |
| 2 pcs. $2\frac{3}{4}$ " by $14\frac{1}{2}$ " | Sides (B) |
| 2 pcs. 7" by $6\frac{1}{4}$ "                | Ends (C)  |

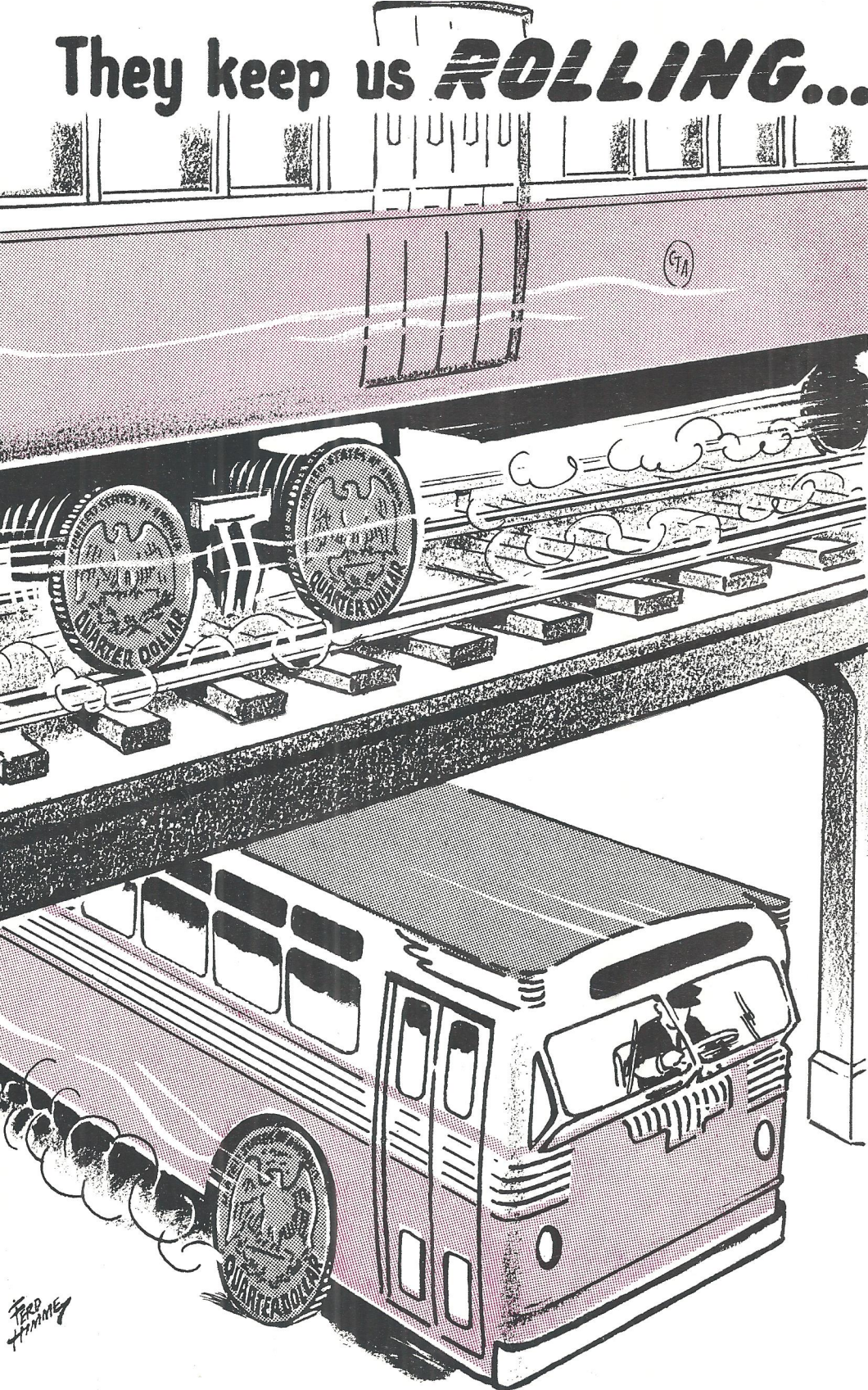
Next make a grid on a piece of paper spacing the lines 1" apart. Then, using the illustration as a guide, draw full size patterns for one end and one side on the grid you have made. Use the same pattern in reverse for the other side and end. Cut out these parts with a jig or coping saw. Glue and nail the stool together with 6d finishing nails.

To finish your piece, you can use wax, stain, varnish or paint. A decorative decal on the sides or the ends would lend it character. Before finishing, sand with 0 sandpaper. Then dampen the wood slightly with a wet rag and let stand for 12 hours. Then sand it again with 00 sandpaper or fine steel wool.





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