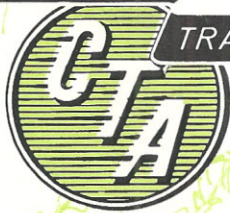


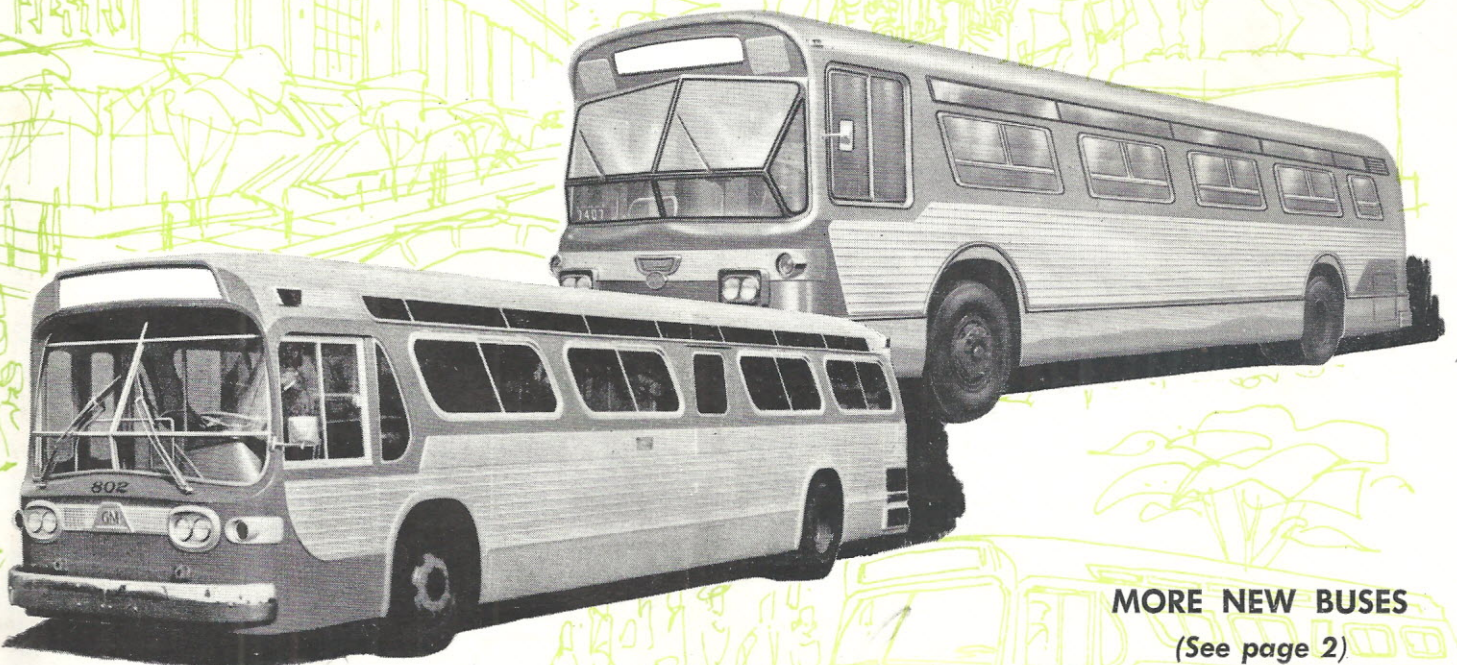
JANUARY, 1961

# TRANSIT NEWS

METROPOLITAN



TRANSIT



**MORE NEW BUSES**  
(See page 2)



## 300 "New Look" Diesel Buses Ordered

ORDERS FOR 300 "New Look" diesel-powered, 50-passenger buses, purchased at a cost of \$7,884,273 from two manufacturers, were placed recently by CTA.

One hundred and fifty of the buses are to be built by the Flxible-Twin Coach Company of Loudonville, Ohio. The remaining 150 are to be manufactured by the Truck and Coach Division of General Motors at Pontiac, Michigan. These new units will replace an equal number of over-age diesel and gasoline buses. Deliveries are scheduled to start about the middle of the year.

The buses incorporate new features to improve passenger comfort and provide better visibility for operators.

### "Speedline" Touch to Design

Both the Flxible-Twin Coach and GMC "new look" buses will be powered by the latest type V-6 GMC diesel engine, and will be equipped with power steering, automatic transmission, and air springs to provide the maximum riding comfort.

The exterior sides of both types will be of fluted, anodized aluminum with skirts of plain anodized aluminum. Large picture-type windows add a "speedline" touch to the design. Heating and ventilation will be provided by a central unit distributing heat or fresh air throughout the bus through ducts in the sidewalls.

Fluorescent lights in longitudinal panels will provide high-intensity illumination. The interior aluminum ceiling panels will be a grey color flecked with gold on which is superimposed a star pattern in aquamarine. Interior side wall panels will be of anodized aluminum.

Seats providing a 36-inch cushion instead of the normal 33-inch cushion, will be covered with a long-wearing, green plastic material. The aisles will be 22½ inches wide at the cushion level, and 28 inches wide at hip level.

### Start Delivery in June

A much larger windshield will very substantially improve visibility for the operators. Compressed air brakes will provide positive braking. All windows and the windshields will be glazed with safety glass.

In the Flxible-Twin coach buses—fan, generator and air compressor—will be belt driven; in the GMC buses, the accessories will be gear driven.

Delivery of the Flxible-Twin coach buses is to be at the rate of 25 per month, starting six months after the purchase contract was signed. Delivery of the GMC buses is to be at the rate of 12 per day, starting early in June.

**OUR COVER:** The type of "New Look" diesel-powered, 50-passenger buses ordered recently by CTA are similar to those shown on the cover. They incorporate many new features to improve passenger comfort and provide better visibility for operators. As of December 31, 1960, CTA had spent or committed a total of \$156,634,273 for modernization, including record purchases of modern rolling stock. This sum will be substantially increased by 1961 expenditures for modernization.



### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Frank C. Bailey*—Transportation (Archer)  
*James L. Legg*—Transportation (Keeler)  
*Billy A. McKnight*—Transportation (Kedzie)

### RECENTLY RETURNED

*Leo W. Armstrong*—Transportation (Limits)  
*Carl G. Clay*—Transportation (North Avenue)  
*Julius Crittendon*—Transportation (North Park)  
*David Ford*—Transportation (69th)  
*Samuel S. Peck*—Transportation (52nd)  
*James L. Pruett, Jr.*—Transportation (Limits)  
*Augustus L. Shaw*—Transportation (Beverly)  
*Jimmie L. Slaughter*—Transportation (Beverly)  
*Charles M. Taylor*—Transportation (Archer)  
*Alvin Ward*—Transportation (77th)

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## Board Sets 1961 Operating Budget

AN OPERATING budget for 1961 of \$135,284,000, which exceeds estimated income by \$2,780,000, was adopted December 1 by Chicago Transit Board.

Anticipated income of \$132,504,000 from all sources is based upon revenue rides totaling 537,455,000 for the year, a decrease of only one-tenth of one per cent in riders compared with 1960.

Debt service and depreciation charges budgeted for 1961 total \$19,019,000, including an estimated carry-over deficit of \$225,000 in depreciation reserves in 1960. Debt service and balance available for depreciation in 1960 will total an estimated \$18,570,000.

Maintenance and operating expenses of \$116,265,000 for 1961 are up \$2,455,000 and reflect the increasing costs of labor, maintenance materials, and motive power. A wage increase of 5 cents per hour, effective December 1, advances basic wage costs alone an estimated \$1,600,000 in 1961 compared with 1960.

For plant improvements in 1961, a capital budget of \$25,720,000, including a carry-over of capital funds unspent in 1960, was also adopted. Funds for the capital budget are accumulated in depreciation reserves year by year in the annual operating budgets in accordance with provisions of the Metropolitan Transit Authority Act. Consequently, the operating and capital budgets are not to be added together, inasmuch as

the funds for the capital budget have been provided by depreciation charges incorporated in the operating budgets of 1961 and prior years.

Desirable projects, deferred because of lack of funds, total \$13,928,500 and include an additional 100 "New Look" buses.

Major items in the 1961 capital budget follow:

Cash purchase of 500 "New Look" buses, estimated cost, \$13,325,000.

Cash purchase of 500 automatic fare boxes registering four different coins and two different tokens, estimated cost, \$300,000.

Completion of the \$1,800,000 four-track structure through Wilson Avenue Station, \$100,000.

Elevation of the Lake Street rapid transit route, a \$4,000,000 project financed by co-operating public agencies on which \$3,000,000 is to be spent in 1961. CTA funds spent in 1960 were \$600,000.

Renewal and rearrangement of special track work and installation of modern interlocking tower and signal equipment at Kimball-Lawrence terminal of the Ravenswood rapid transit route, \$312,755.

Renewal and rearrangement of special track work and installation of automatic interlocking and signal equipment at the 63rd-Stony Island terminal of the North-South rapid transit route, \$236,731.

Engineering for a \$660,000 bus garage and a \$225,000 transportation office building at 77th and Vincennes Avenue, \$115,000.

Engineering and start of construction of \$4,000,000 shop building at 77th and Vincennes Avenue, where Surface System shops are being consolidated, \$1,000,000.

Construction of bus-rapid transit off-street passenger interchange facilities at Howard Street terminal of the North-South rapid transit route at Howard and Hermitage, and additional rapid transit car storage facilities, \$239,000.

Engineering and construction of new terminal facilities and transportation office for Congress rapid transit route at Desplaines Avenue, Forest Park; also start of construction of \$1,000,000 inspection shop building, \$725,000.

Start of work on new yard for Lake Street rapid transit route at Harlem and Lake, including \$1,000,000 inspection shop and track facilities to be completed in 1962, \$97,000.

Engineering for \$400,000 modernization and rearrangement of facilities and tracks at Addison station of the North-South rapid transit route, \$50,000.

Expansion of 63rd-Loomis yard, power distribution and station facilities, estimated cost, \$560,000.

Remodeling of Adams-Wabash and Madison-Wabash elevated stations in the Loop, estimated cost, \$200,000.

Completion of rearrangement of bus-rapid transit passenger interchange facilities and rearrangement of Logan Square rapid transit station, \$75,000.

Construction of additional customer parking lot at Linden Avenue, Wilmette, increasing capacity from 90 to 345 autos, also improving existing lot, \$104,000.

Expansion of customer parking lot at 54th Avenue, Cicero, terminal of the Douglas rapid transit route, increasing capacity from 310 to 540 autos, \$69,000.

Initial installation of bus headway recorder system to improve regularity and reliability of bus service, \$100,000.



# CHICAGO TRANSIT AUTHORITY

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



WALTER J. McCARTER  
GENERAL MANAGER

To All Operating Employees:

At the beginning of each year we look back to see how we met the problems of the old year; we look ahead and contemplate the challenges of the New Year.

In 1960, as in every year, we were faced with the continuing challenge of public safety. Again you met this challenge successfully. You set another all-time low for public accidents. 1960 is the sixth consecutive year in which you established a new record in public safety. We sincerely appreciate this outstanding achievement. Records like these are not easily attained. It takes men who assume a personal responsibility for the safety of their passengers, men with respect for other users of the street, men with the skill to avoid accidents on our heavily-congested streets, men who cooperate in CTA's many safety-training activities.

The need for customers is another continuing challenge. Although there was no drastic drop in riders in 1960, we carried fewer passengers than in 1959. Many circumstances beyond our control affect our rider volume, but a safe, courteous ride will always be a major factor in whether people choose CTA or their own cars.

In 1961 we will again face the challenge of public safety. I am confident that you will continue to make this your personal responsibility. Your awareness of the problems, your participation in our safety-training activities, and your skill in preventing accidents can make 1961 another record-breaking year.

A prediction of rider volume is difficult to make, but with your continued support in providing the kind of service that passengers deserve and expect, you will be doing your part to make 1961 a safe and prosperous year.

Sincerely yours,

*Walter J. McCarter*

General Manager



## Announce Plans for New Howard Terminal

ANNOUNCEMENT WAS made recently of construction plans for bus and rapid transit interchange facilities and a parking lot for transit patrons at the Howard street terminal of CTA's North-South "L"-subway route.

The proposal calls for the development on land purchased recently of CTA's most comprehensive, off-street, bus-rail-automobile passenger transfer interchange installation with direct connections to the Howard street rapid transit station. The facility is being designed to accommodate at least three CTA bus routes and perhaps six suburban bus routes that now serve the terminal.

### Bus Terminal Under Cover

The property extends south along Hermitage avenue for about 725 feet from just south of Howard street to Rogers avenue. It is about 203 feet in depth. In addition, negotiations are underway to purchase an additional piece of property at the northeast corner between the "L" station and present CTA holdings for a passenger waiting room and CTA administrative facilities.

A bus terminal will occupy about 33,000 square feet. This will be completely undercover, protecting passengers transferring between buses and "L" trains from the weather. A portion of the canopied area will be set aside for brief stop parking for those who park for a short time to pick up or deliver rapid transit patrons.

Space for about 300 cars will be provided in a 90,000 square-foot Park-'N'-Ride lot. The remainder of the area will be used for bus and auto driveways.

Five CTA bus routes—Skokie, Lunt-Touhy, Clark, Sheridan and Devon-Sheridan—operate about 800 bus trips each weekday to the Howard station area. Evanston buses operate about 370 bus trips and United Motor Coach about 30 bus trips. All of these buses presently load and unload on the streets.

Skokie, Lunt-Touhy and Clark buses will use the proposed terminal. These buses will be routed in Birchwood avenue to and from the terminal. The main bus and auto entrance to the terminal will be on Hermitage avenue at Birchwood avenue. Sheridan and Devon-Sheridan buses will not use the terminal, but will continue operating over their present routes.

### Relieves Traffic Congestion in Area

Several advantages will be provided by the new terminal, among them: Relief of traffic congestion on Howard street; much of the street loading and unloading of buses will be removed in the area; difficult right turns by buses from Howard street south in Hermitage will be eliminated; the hazards of crossing streets by transfer passengers will be removed; the unsatisfactory terminal for Clark street buses at Clark and Howard will not be used, and Clark street buses which presently stop about two blocks from the Howard "L" station will be brought directly to the station for undercover interchanges with the "L" and other bus lines that use the terminal.

The cost of the entire project is estimated at \$250,000. This is in addition to the \$266,000 that CTA paid for the four parcels of land that have been purchased.

THE NEW weekday rush hours express bus service via the Northwest Expressway, providing service on Devon avenue west of Milwaukee avenue for the first time, is proving popular with riders. CTA patrons are seen boarding the Devon-NW express bus at the Logan Square "L" station during the late afternoon rush period. This new rush hour service, an expansion of the Milwaukee avenue limited bus service, went into operation on December 5, 1960. The buses operate between Devon-Harlem and the Logan Square terminal of the West-Northwest "L"-subway route.





## Teen-Agers Underscore Sense of Responsibility

THREE LANE Technical high school student leaders and their teacher-sponsor appeared at the office of *V. E. Gunlock*, chairman, Chicago Transit Board, one afternoon recently to prove that teen-agers are well-aware of their public responsibilities despite overt acts by a small minority which result in public criticism.

The group represented the Student Council of the school and their mission was to deliver a check to apply against damages to CTA buses caused by students who boarded them following a football game at Lane stadium. The Council initiated on its own an organized effort to raise funds to repay the CTA for the damage done to the equipment.

The check was for \$303.65, the amount collected in a school-wide drive among the student body.

Mr. Gunlock praised the student leaders for the spirit of fine citizenship and sense of responsibility which prompted their action.

Commenting editorially on the incident, the Chicago Tribune, under the heading "Good Citizens at a High School" said:

"So much has been said about juvenile hooligans that we are delighted to report the following incident:

"Last October 21 a group of Lane Technical high school students, returning from a football game in CTA buses, showed their exuberance by wrecking the interior of the buses. The vandalism was reported to the student body and the student council moved to make amends. Lane booster tags, placed on sale by the council, were purchased by more than 3,000 students.

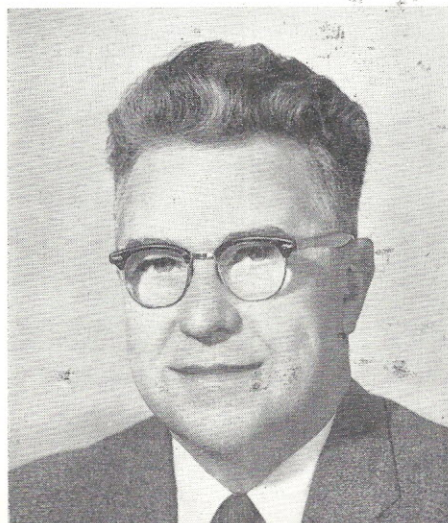
"Last week three officers of the student council went to the CTA office and presented a check for \$303.65. The fair name of their school is unstained again."



**REPRESENTATIVES OF the student council at Lane Technical high school present a check for \$303.65 to *V. E. Gunlock* (center), chairman of Chicago Transit Board, the amount collected by the council from over 3,000 students to apply against damages to CTA buses following a recent football game. The school representatives, left to right, are: *Robert Rooney*, 15, member of executive committee, student council; *Nick Marselos*, 17, president, student council; *Lester N. Hook*, teacher-sponsor, student council, and *John Schwan*, 17, vice-president, student council.**

## GEORGE J. CLARK APPOINTED ENGINEER OF EQUIPMENT

**GEORGE J. CLARK**, who has served 25 years with Chicago transit companies was appointed engineer of equipment for CTA, effective December 12, succeeding *J. N. Jobaris*, recently named superintendent of shops and equipment.



His appointment was announced by *S. D. Forsythe*, general superintendent of engineering, and was approved by *General Manager Walter J. McCarter*.

Mr. Clark, who was graduated from the University of Illinois school of electrical engineering in 1930, joined the Commonwealth Edison Company as a student engineer later that year.

He entered the transit field in 1935 when he started with the former Chicago Surface Lines as a testing engineer in the Electrical Department. In 1938, he was granted a six-month leave to work with the General Electric Company on a special study relating to Chicago Surface Lines substations.

In 1939, Mr. Clark became principal testing engineer in the Electrical Department, and in 1944, was made assistant superintendent of the Overhead and Underground Department. Later that year he was transferred to the Shops and Equipment Department as assistant general foreman of car stations. In 1945, he served as development engineer for that department and as assistant superintendent of South Shops.

In 1947, following the CTA takeover, he was named superintendent of bus overhaul shops, and in 1955, became assistant to the superintendent of shops and equipment in charge of technical services, the post he held at the time of his newest appointment.



## No. 2 Seniority Man Retires

### "Tom" O'Hara Goes on Pension After 47 Years

The only interruption in Tom's long transit record was when he served a 15-month hitch with the U. S. Navy in World War I. He was a crew member of the battleship Wyoming and saw active duty in the North Sea, part of the time with the British fleet to which his ship and other American vessels were assigned. He still is an active member of CTA Post of the American Legion.

Tom's father, *Patrick O'Hara*, also was a streetcar man, working as motorman on the Ashland avenue line from 1891 to 1905. Tom still remembers the long fur coat his father wore on the open cars.

When asked about his retirement plans, Tom said he hadn't given them much thought. "It looks like my wife, *Hazel Marie*, has taken over that program," he said. "She's got enough work lined up around the house to keep me busy until I'm 90."

Except for occasional trips, he expects to remain in Chicago, where he has a comfortable home at 5102 N. Kildare avenue.

His chief hobby is bowling and he has been an active member of the Mayfair Community Bowling league for 23 years.

"I might travel a bit," he said, "but I don't mind Chicago's winter weather; I've lived with it so long. I've always liked going to the Muskegon, Michigan, area and watching men fishing through the ice, though I'm not a fisherman myself."

**FORTY-SEVEN** years ago, "Tom" donned his first uniform as conductor at the old Elston avenue depot. The long overcoat and high, stiff collar were standard articles of apparel in those days.

"TOM" AND his wife, *Hazel Marie*, spend many pleasant interludes at the old-fashioned parlor organ in their home. The two of them often join in singing their favorite songs.



**NUMBER TWO** man in seniority among transportation personnel, *Thomas R. O'Hara*, is being congratulated by *C. E. Keiser*, superintendent of transportation, on his good record upon retirement after 47 years of service. "Tom," who began his transit career as a streetcar conductor, was a bus operator assigned to Forest Glen station when he took his pension on January 1.

CTA'S NO. 2 man in seniority among transportation personnel closed out a transit career of nearly half a century when he retired on pension January 1 after 47 years of service.

He is *Thomas R. O'Hara*, 65, of Forest Glen station, an operator on the Cicero-Devon and Harlem bus routes at the time he retired, who started as a conductor with the former Chicago Surface Lines on November 4, 1913, at the old Elston avenue depot.

O'Hara qualifies for his No. 2 seniority rating because the only man ahead of him in service rating is *Daniel J. McNamara*, president and business agent of Division 241, AA of SER & MCE of A. The latter started as a surface lines Transportation Department employe on August 3, 1911.

After working on Western avenue streetcars for almost 20 years, O'Hara transferred to the Clark street line as a conductor on the "Green Hornet" cars, which were the last to survive the "rail-to-rubber" conversion after CTA consolidated all local transit facilities.

When the conversion program picked up speed, "Tom" broke in as a bus operator on the California-North California route, and later, when Forest Glen was placed in service in 1956, he was working an Elston run from that station. His last pick before retirement found him operating buses three days a week on the Cicero avenue extension route and two days a week on the Harlem route.

In the record books of the Transportation Department, Tom rates "ace high." He always has been a reliable and conscientious employe who, according to his supervisors, "knows the rules and works by them." As one of his station superintendents commented: "Tom always took his job seriously and he could always be counted upon to do it well. He's the sort of a fellow who never needed supervision."



# OUR PUBLIC SPEAKS

THE FOLLOWING letter of commendation recently was received in the Service Section of the Public Information department.

Written by a retired general officer of a large railroad company, the letter depicts how many CTA employees perform their duties to the satisfaction of patrons. Also, it reminds us that passengers do observe our actions and do write letters commending employees for their courteous, prompt, helpful service:



**Conductor Carl Gustafson and  
Motorman D. R. Long  
North Section—Howard Street**

"Recently, while riding on the Evans-ton route, I became so engrossed in my newspaper that I forgot to alight at Davis street, where I had intended to take a bus to Eden's Plaza. Laughingly, I told *Conductor Gustafson*, Badge No. 23248, of my error, and he informed me that a bus line to that area ran from the Wilmette terminal and advised me to stay on the train. He notified *Motorman Long*, Badge No. 23054, of my plight, and when we arrived at the term-

inal, Mr. Long accompanied me to a waiting room where the bus schedules were posted. He looked the matter up and discovered that I would have a two-hour wait. The two men insisted that I ride back to Davis street with them, and Mr. Long mentioned that he may have a bus schedule covering that point. Within a few minutes, he returned from the motorman's cab and told me that we would arrive in plenty of time to catch the next bus.

"What impressed me most was that in no way was CTA responsible for my error, and yet these two men took a personal interest in the matter and seemed so happy to be of some help.

"Having been employed as a general officer of one of the railroads for many years, I shall never forget what difficult times we formerly had in preaching courtesy and getting mere civility, in many cases, from our conductors and trainmen.

"The public judges a company by the men with whom it comes in personal contact. Indifferent treatment by train employees has lost the transportation companies more business than speed and efficient management can ever make up or reclaim."

OUR PATRONS also are observant of employees who do not perform their duties in a satisfactory manner, and write letters like these reprinted below:

"I recently moved and was unfamiliar with the running times of the buses in my new location. Naturally, when I boarded a bus I asked the operator if he could give me a rough idea about the schedule and he promptly informed me that if I wanted schedules, I could write or call the downtown office because his job was driving a bus."

COMMENT: Operating employees are personal representatives and salesmen of CTA. As such, they are expected to answer questions and supply information to the best of their ability in a friendly

and courteous manner. If detailed schedule information is requested, patrons should be advised to write Public Information department.

"Recently, during our seige of cold weather, I was passed up at 10 o'clock in the morning by a half-empty bus. I naturally walked toward the curb when I saw the bus coming and waved my arm to indicate that I wanted to board, but the operator completely ignored me.

"Fortunately, I allowed myself more than enough time to keep my dental appointment, but if I had depended upon that particular driver to get me there promptly, my appointment would automatically have been cancelled and I would have lost a half-day's wages for nothing; to say nothing of my having to stand out in the cold because of some bus driver's inconsideration."

COMMENT: There are situations when a vehicle is so overcrowded that it would be impossible to allow another patron to board, but under the circumstances outlined, refusing to allow a patron to board or alight at a designated zone is a complete violation to CTA operating regulations and cannot be condoned.

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

	Dec. 1960	Nov. 1960	Dec. 1959
Complaints .....	1029	1050	1095
Commendations ....	104	99	87



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



## 40-YEAR EMPLOYEES RECENTLY RETIRED

**J. S. Halvey**, collector, Lawndale. January 1, 43 years.

**J. C. Heidel**, tow-erman, Logan Square. January 1, 42 years.

**P. J. Cannon**, conductor, West Section. January 1, 44 years.

**F. M. Corda**, conductor, West Section. January 1, 43 years.

**Frank Fox**, operator, Archer Station. January 1, 42 years.

**William Olson**, conductor, Logan Square. January 1, 42 years.

## Holiday Luncheon Brings Good Cheer

ACCOUNTING—(Revenue)—A merry Christmas spirit prevailed among 100 people from Revenue, Payroll, M and S, Voucher and General Accounting, when they enjoyed a Smorgasbord luncheon at the office. Among the invited guests were: *H. E. Tannhauser*, retired revenue accountant; *Agnes Samek*, retired supervisor, and *Pensioners Irma Krown, William Holtz, Irene Winke and Doris Stahl*. Hostess for the occasion was *Sophia Danielson*, and her designated co-hostesses were *June Noren, Lois Jahnke, Lorraine Kozlow, Mary Nedin and Phyllis White*.

## Enjoys Island Tours

*Lois Jahnke* and her family flew from Miami, Florida, to San Juan, Puerto Rico. They took tours of the city, El Morro, and the Rain Forest. They went on to St. Thomas, St. John, and St. Croix of the Virgin Islands, where they enjoyed beautiful scenery, gorgeous beaches and free port shopping. They had a jeep safari trip on St. John. They continued on to Haiti and saw its many native markets and its primitive way of life. They also attended a voodoo ceremony.

A highlight of their trip was traveling on horseback up the mountains to the Citadel, an historic site in Haitian history. They traveled on to Jamaica and enjoyed a raft ride on the Rio Grande River.

*Beverly Wolff*, formerly a balance clerk, welcomed a son, *Duayne*, on December 13.

*Lois Malone* is the new gal in the ticket department.

*Janice Di Caso'a*, former mileage clerk, and her husband, *Frank*, welcomed *Mary Lynn* on November 25.

*Leona Palilunas*, daughter of *Felix Palilunas*, assistant revenue accountant, is recovering at her home after undergoing surgery at Resurrection hospital.

*Loretta Baum's* grandfather, *Charles Pocius*, passed away on November 12, after an accident. He had been retired only two weeks from the South Shops.

*John Bosacki* transferred to Claims as a statement man. *Ray Corbell*, former token distributor, replaced John as record clerk.

## Supervisor Entertains

(Payroll) — *Mabel Magnuson*, payroll supervisor, entertained several of her co-workers and friends with a smorgasbord at her home.

*Marge Organ*, payroll clerk, is recuperating at St. Joseph hospital after undergoing recent surgery.

*Ray Buehler*, payroll clerk, vacationed in Milwaukee with her sister. They sojourned at the Schroeder hotel and enjoyed the restaurants and a shopping spree.

*Agnes Coman* is still on the sick list and thanks everyone for cards and gifts.

*Eileen Neurauter* suffered a painful fall, injuring her foot. Though still limping, she came back to work.

(Voucher)—*Martha Neffas'* stepfather passed away on November 27.

*Susan White's* mother passed away on December 12, after an extended illness.

(Budget) — *Clarence Steffan's* daughter, *Jean*, visited the building and offices while on a Christmas shopping tour. She plans to train for a flight stewardess.

(General Accounting)—*William B. Folta*, assistant general accountant, proudly announced the birth of his fourth grandchild, *James Hartman, Jr.*, who was born to his daughter, *Kathleen*, and her husband, *James*, on Kathleen's birthday, November 15.

(Real Estate) — *P.F.C. Tom Roser*, stationed at Fort Bragg, North Carolina, and a former employee of the Accounting department, is home on Christmas leave visiting with his parents. He is the son of *W. T. Roser*.

*Ivan B. Miller* traveled to Peoria and spent the Christmas holidays with his brother and family.

—MARIE E. HAVLIK and EILEEN NEURAUTER

## Vacationing Clerk Bags A Deer

BEVERLY—Clerk *John Smith* filled in while Clerk *John Cook* vacationed in northern Wisconsin. Cook went hunting and bagged himself a deer.

Night Superintendent *John O'Connor* is back on the job after being on the sick list for two and a half months.

Operator *Ray Tonn* enjoyed his November vacation in New Orleans, Louisiana.



Operator George Payton spent a week with his folks in Kentucky during the Thanksgiving holiday. George also did some hunting there.

Operator Steve Zellner enjoyed a recent vacation at Mountain Home, Arkansas. He did some hunting, but, unfortunately, had poor luck.

Operator Hugo Rohlen and his wife, Ann, went to the Gulf coast for their vacation. They went through Clearwater, St. Petersburg, and Miami, Florida. They also stopped at Vero Beach to visit with Operators Richard and Floyd Grajek's parents. Hugo reports that the folks are in very fine health.

#### Celebrate Anniversaries

Joe and Bertha Mae Colman celebrated their 38th wedding anniversary on December 6.

Celebrating wedding anniversaries this month are: the Ray Goodwins, their 36th on January 15; Jim and Audrey Bell, their 16th on January 19; Bill and Ann Radloff, their 33rd on January 21, and Edward and Lillian Ricker, their 30th on January 28.

Beverly Wilson, daughter of Sam and Helen Wilson, recently completed her term as queen of Bethel No. 76, Order of Job's Daughters, in Evergreen Park.

Your reporter and his wife, Mary, went to Harrison, Arkansas, to spend the Christmas holidays with his folks.

—CLIFFORD L. HOWARD

#### Suggestions Win Pens For Claims Employees

CLAIMS—Adjuster Joe Mancel recently received his first ballpoint pen from the Employees' Suggestion Committee.

Receptionist Herman Wirth, Steno Mary Berry, Typist Mary Traxler and Legal Investigator Fred Martin received their second pens from the committee.

Auto Examiner Jack Chunowitz and his wife enjoyed their vacation in Florida. They traveled by air and thought they were on their way to Europe, because the plane went east to New York, flew over the ocean and then decided to go south to Florida.

Deepest sympathy to the family of Joseph Koch, adjuster, who passed away.

Sol Garro, adjuster, and his brother flew to Florida, where they enjoyed their vacation in the sunshine.

Florence Gray, steno, spent her vacation at home, catching up on some housework.

Adjuster Harry Boness and his wife motored to Boston, where Harry, Jr., who is stationed in the armed forces, was married.

Ben Tausch recently was promoted to statement men assignment clerk, and Bill Peterson was advanced to an interrogatory clerk.

—FRANK SEPANSKI

#### King Family Has New Little Queen

ELECTRICAL—Frederick King, "B" apprentice, and his wife, Faye, announced the arrival of a baby girl, Faith Frederica, who was born on November 11. This makes two girls and one boy for the King family.

Thaddeus Jennings, substation utility man, became the proud daddy of a baby girl, Dena Marie, who arrived on November 20. This makes a boy and a girl for the Jennings family.

Frank Dorsch, chief operator, Illinois substation, recently returned to work after a long illness.

Paul Vachette, operator, Broadway substation, passed away on November 19. Paul had been sick for some months.

—GILBERT E. ANDREWS

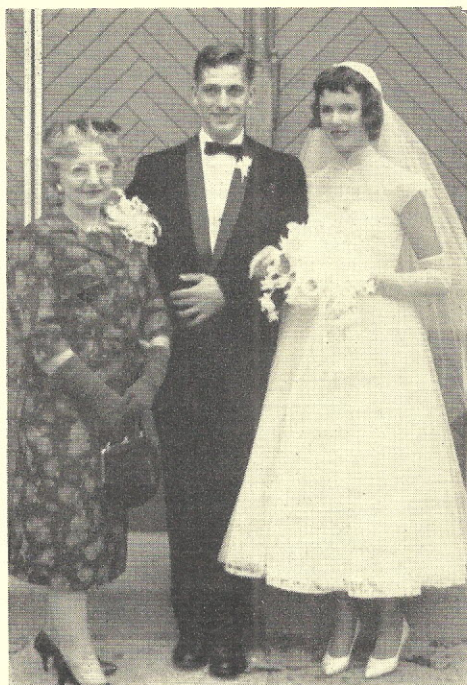
#### DOUBTFUL LAD



CONVINCING FOUR-year-old Burton, Jr., that Santa Claus knew that he was in the Bob Roberts hospital was no easy task for his mother, Mrs. Evelyn Bosan, wife of Artist Burt Bosan, Training and Accident Prevention. Burton was hospitalized due to a possible collapsed lung; however, his condition was found to be less serious and he happily arrived home just in time to spend the holidays with his big sister, eight-year-old Sharon.

Reported by Mary E. Clarke

#### MOTHER AND NEWLYWEDS



MOTHER OF the groom, Mrs. Ann Schleiter, Staff Engineering, beams proudly as she stands in front of St. Peter's church, Skokie, where her son, Dan, student engineer, and Alice Verhoog recently were married. After a European honeymoon, the couple settled in their northside apartment.

Reported by Mary E. Clarke

#### Operator Involved In Capture of Gunman

FOREST GLEN—Operator Walter Reich and his passengers had some anxious minutes on December 5 when an escaping holdup man boarded his bus, followed by a police officer. Walter was ordered, at gunpoint, to keep driving, until he passed a vacant lot on Higgins road, where the gunman jumped off, but he was immediately captured.

Operator Philip Winnick's home was damaged by fire on November 8, but, thanks to their dog, the family was aroused and no one was hurt.

Clerk Frank Koncar's many friends are wishing him a speedy recovery from a recent illness.

Operator Otto Mullard celebrated the holidays by visiting with his daughter in Albany, Oregon.

Operator Ed Rohde presently is home convalescing from recent surgery.

Operator Pat Ronan is back with us after spending nearly two years in military service.

Janitor Bill Brieschke retired on pension January 1.

Operator and Mrs. George O'Brien welcomed their first child, a son, who was born on November 18.

A second son, Edward Ross, was born to Operator and Mrs. Robert Melgaard on November 19.

Collector Al Prester passed away on December 2.

Operator Nathan Coco suffered the loss of his sister on November 28.

—EARL W. McLAUGHLIN

If you've moved recently,  
please notify

CTA TRANSIT NEWS



## WEDDING PARTY



**PROUDLY POS-  
ING with their  
daughter, Arleen,  
who recently was  
married to Ray  
Klimeczak at Holy  
Innocent church,  
is Truckman  
Steve Plaszewski,  
Skokie Shops, and  
his wife.**

Reported by  
Dave Gurwich and  
Everett E. England

## Adventure En Route To Turkey Run

**GENERAL OFFICE—(Transportation)**  
—During a recent weekend, Kay Corcoran drove Bernadette Kizior, Mary Berry and Aileen Ward to Turkey Run, where they enjoyed hiking. They left for Chicago after sundown and encountered a flat tire. Luckily, a gas station was nearby, so the spare was put on and once again they were on their way. Then another flat tire and no spare. The party split, some going for aid and others remaining in the car. Dead corn shocks on either side of the road resembled live scare crows blowing in the breeze. After what seemed a life time, help arrived and the girls returned to civilization.

## Cattle Rancher

John Morris is deserting the great Metropolis for the life of a farmer. John, who is taking an early retirement, purchased a 100-acre farm at Sullivan, Wisconsin, and he and his wife, Mildred, and their daughter and son-in-law, Nevasue and John Norman, and the two Norman children, will soon start life on a cattle farm. Also, Mrs. Morris recently won a lot on the west coast of Florida by registering at one of the local stores.

Bill Rooney's father, who lived in Pittstown, Pennsylvania, recently died. Bill had visited with his father over the Armistice Day week-end.

Jack Krause is presently trying his hand at the job of Operations Controls.

## It Seldom Happens

**(Insurance)**—Charles Smith and his wife, Marilyn, recently returned from a Florida vacation, and some time was spent with Mrs. Smith's folks in Alabama. Mr. Smith's hobby, while driving, is observing license plates on the cars of fellow travelers. At the outskirts of Chicago, he was especially attracted by a car whose license number was vaguely familiar. Mr. Smith's license number is 3122683 and the license number on the car he was following was 3122684.

Geraldine Kamm recently resigned to become a full time homemaker and await a bundle of joy. Many gifts were bestowed upon her, including blankets and a sterilizer.

**(Stenographic)**—Barbara Sheer, who left this department some time ago, recently became the mother of Irwin Ronald. The proud grandmother is Annette Heftner, Barbara's mother, of Traffic Engineering.

Adele Monson may be seen on week-ends, driving into the country with her son, Jimmie, in her new powder-blue Volkswagen.

—JULIE PRINDERVILLE

## Department Welcomes European Traveler

**GENERAL OFFICE—(Engineering)**—Everyone was happy to have Stanley Forsythe back in the office after his European trip.

George Clark was welcomed as the new Engineer of Equipment, replacing Jack Jobaris.

Another newcomer was Pat Hauser, who joined the Specifications crew.

**(Employment)**—Sandra Czosek was welcomed to the department about the same time arrangements were being made to bid a fond farewell to Kay Coleman, who resigned to await a blessed event. Kay's co-workers and friends presented her with a bathinette and play pen.

The department enjoyed a Christmas get-together at the Sample Room in the Mart with many of their former co-workers.

—MARY E. CLARKE

## Reports From the Recovery Wards

**KEDZIE**—At this writing, Operator John (Sparkey) Vujtech is recovering from recent surgery.

Also recovering from recent surgery is Operator Carl Zoellner.

Presently recuperating at home from a recent illness is Operator George Gustafson.

Again we ask that you submit news and pictures to help us make our column more interesting this year.

—C. P. STARR

## ANNIVERSARY



**TO CELEBRATE** their 45th wedding anniversary, Retired Yard Foreman Charles E. Matthews, 78th Street, and his wife recently made a trip to Arizona and California. When they returned to Chicago, their family surprised them with an anniversary party on December 19.

Reported by D. Jane Bell

## Court Assistant Dies Suddenly

**LAW**—Requiem Mass for Gabriel Grimaldi, 44, trial court assistant, was said December 29 at Holy Rosary church.

Mr. Grimaldi is survived by his widow, Frances; daughter, Suellen; his mother, Mrs. John Grimaldi, two sisters, Mrs. Raffelea Caniano, and Josephine Grimaldi, and three brothers, Frank, Nick and John, all of Chicago.

He was a 4th degree member of St. Cyr Council, K of C.; past commander of Grimaldi Amvets Post, No. 42; and a member of Holy Rosary Ushers and Holy Name Society, and Local 241, AA of SER and MCE of A.

Mr. Grimaldi died en route to the hospital on December 24. Interment was at Mt. Carmel cemetery.

—CEILE E. BAGGS

## TRANSITAD

**FOR SALE**—Brand new reefer, worn 10 days only. Size 46. Original cost, \$58.00. Will sell for \$39.95. Telephone SP 2-4439.

**IT'S ALWAYS FAIR WEATHER**

**Buy U.S. Savings Bonds  
REGULARLY**



## Operator's Idea Pays Off in Welcome Cash

**LIMITS**—Operator Charles De Cook was awarded \$10.00 for a suggestion he submitted to the Employees Suggestion Committee.

Pete Cunningham, operator, is presently in the Illinois Masonic hospital.

Bus Operator Lewis Monckton was confined to Hines hospital, for some time.

George Mendyk's wife recently died.

Fellows, let's start this new year by resolving to send in some news. I need your cooperation to make our column newsy.

—IRVING J. METZGER

## Agent Closes Career After 25 Years

**LOOP (Agents)**—Sylvia Welter retired on pension January 1, after 25 years of service. Sylvia is staying in Chicago until spring, and then her plans might include a climate of warmth and sunshine.

Margaret Wenstrom and Genevieve Harding took their vacations at an opportune time—the Holiday Season.

Helen Pallister's daughter, Helen, delivered her Christmas gift a little early . . . a baby girl was born on December 14. This makes a total of six grandchildren for Helen.

The winter weather has taken its toll of employees—Marie Blanchfield presently is off with a case of bronchitis . . . Edna Davies just returned after a bout with a virus infection . . . and Porter Dave Wysinger is convalescing at home, after being hospitalized for awhile.

Anita Schreiber has returned to work, greatly improved after her auto accident.

Porter Luther King passed away suddenly on November 28.

—EDITH EDBROOKE



"Early to bed and early to rise—till you make enough cash to do otherwise!"

## FAMILY PORTRAIT



**FOLLOWING THE** recent wedding of their daughter, Janice, who was married to Paul Lepinsky at St. Fidelis church, Plant Guard Frank Piento, CTA Department of Police, and his wife proudly pose with the bride and their son, Joseph, who is a substation apprentice in the Electrical department.

Reported by Mary E. Clarke

## Wedding Bells Ring For a Chap Named Bing

**NORTH SECTION (Agents)**—On December 10, Myrtle Apitz's son, Robert Bing, was married to Dorothy Heaney at Our Lady of Grace church. A reception was held at a V. F. W. hall.

Doris Johnson presently is hospitalized at Weiss memorial, and is reported doing fine.

Amanda Narrance is confined to Illinois Masonic hospital, at this writing.

Thomas O'Niell spent his vacation visiting with Mrs. O'Niell's mother, who has been ill down in Champlain, Illinois.

Theodore Kotas spent his vacation shopping for a new car.

Wanita Namyst flew to New York city, where she enjoyed shopping and some of the Broadway shows. Later she spent some time with her sister in Troy, New York.

Ira Trapper was slightly injured when another car plowed into his car while he was getting into it in front of his home.

Bertha Atkinson has been on the sick list.

—ELIZABETH HAWKINS

## Bill's Getting Used to Being a Grandpappy

**NORTH PARK**—Bill Negele recently became a grandpa for the fourth time.

Tommy Griggs and his wife became the proud parents of a baby girl, who was born on November 27.

James Hall's father recently passed away.

John Miller's mother recently died.

Operator Walter Smoot and Janitor William Mueller recently died.

Recently retiring on pension are: Clarence Popp, Otto Carlson, John Whalen, Clifford Hermanson, Henry Patrick and Arthur Wenzel.

—ELMER RIEDEL

## Squirrels Gang Up For Treat of Apples

**NORTH AVENUE**—The mystery of what happened to the apples Mrs. Owen Calt was going to can was solved when she looked out her window and saw a gang of squirrels eating them. Her husband, Traffic Supervisor Owen Calt, Central District, left the apples out on the

porch, where they would be cool, but forgot to cover the basket, which was practically empty when the mystery was solved.

The Grandpappys' Club recently welcomed Superintendent Frank Buetow as a member when his daughter, Joyce, presented him with a granddaughter.

Hunters Bill Miedema and Ernie Bock reported hot gun barrels as they hunted rabbits around Effingham, Illinois. They also visited with Jim Toops, Jr. at Neoga, Illinois.

Wedding anniversaries celebrated this month were: Florence and Jerry Blake, their 36th on January 12; the Carl Russos, their 22nd on January 23; the Fred Hansens, their 42nd on January 23; the Bill Hornkohls, their 37th on January 13, and the Henry Maldeuskis, their 20th on January 4.

A regular passenger boarded Operator Bill Weidenhimer's bus just before Christmas and handed him a dollar bill and he promptly handed her four quarters. She deposited the four quarters in the fare box and wished him a Merry Christmas. Bill asked why she deposited the four quarters in the fare box. She explained that was for him for the grand service he rendered her during the year.

A lot of fellows are inquiring about Robert V. (Rosey) Rose who was the life of the party at McGann's grill. Rosey developed cataracts and transferred to the rapid transit as a ticket agent.

Eddie Anderson is vacationing in Los Angeles, California, during the month of January.

—JOE HIEBEL

## Schedule Makers Take Late Vacations

**SCHEDULE-TRAFFIC**—The following picked December for their vacations so they could get ready for Christmas: James Brennan, Frank Corbett, Edward Feinberg, Robert Loughran, Edward Reilly, Walter Schweinfurth, and Fred Walpole.

Two members of our crew are presently on the sick list—Andy DeGrazia and Arvid Brandt.

Mr. and Mrs. William Devereux celebrated their 33rd wedding anniversary on December 31, while Mr. and Mrs. M. B. O'Neill celebrated their 34th wedding anniversary also on December 31.

—GERTRUDE F. ANDERSON



## CANDIDATE



A NEW candidate for the Order of Teaching Sisters of St. Francis, *Judith Ann Dwyer*, 16-year-old daughter of Conductor *James Dwyer*, North Section, is continuing her studies at the convent in Milwaukee, Wisconsin.

Reported by *Angelo Bianchini*

## Little Boy's Arrival Is Happy Occasion

NORTH SECTION—A baby boy, *Kevin*, was born to Mr. and Mrs. *Robert Potrzeba* on November 5. Robert is an extra guard.

Clerks *Andrew Andersen* and *Mike Dumont* presently are on the sick list.

Conductor *Fred Rogers* now is back at work after a long illness.

Conductor *P. McNeely* and Extra Guard *Barney Regan* spent their vacations hunting wild game in southern Illinois.

Conductor *Ray Gorham* now is vacationing in St. Petersburg, Florida.

Towerman *Harold Larson*, Motorman *Julian Johnson*, and Conductors *William Risinger* and *Martin Cunningham* are on the sick list at this writing.

—ANGELO BIANCHINI

## Operators Become Dad, Grandad at Same Time

69TH—Operator *Edward Behrens* became a grandfather and his son-in-law, Operator *Paul Rossman*, a proud father when *Jackie Rossman* presented them with a baby boy on November 27.

Operator *Mike Burke* recently underwent surgery and is now at home recuperating.

Bus Repairman *Dermot Foley* became the proud father of a baby boy, *Timothy*, who was born on November 13.

Clerk *Ray Sommers* and his wife had an enjoyable vacation in Hawaii.

Operator *John Lane* became a grandfather for the sixth time, when his daughter, *Judy*, recently gave birth to a baby girl.

Operator *John Tiffy's* son, *John Jr.*, recently received his first holy Communion.

Repair Foreman *Bob McClelland* was the best Santa at 47th and Ashland during the holidays.

—THOMAS S. ELPHICK

## Happy Daddy Greets Brand New Son

SOUTH SECTION—Switchman *Roland Bagley* was a very happy daddy when he announced the arrival of a son, *Van*, who was born on November 12.

Conductor *Ray Doughty* said that he and his wife had the time of their lives while in the West. They enjoyed Las Vegas, challenging the wheels of fortune, and then went on to Los Angeles, where they enjoyed sightseeing and visiting with some of Hollywood's celebrities.

(Continued on page 15)

## New Pensioners

**Joseph Basich**, trackman, Way and Structures. Employed 7-16-21.

**W. H. Brieschke**, relief janitor, Forest Glen. Employed 9-18-23.

**P. J. Byrne**, agent, West Section. Employed 9-29-21.

**Louis Cerone**, supervisor, District "C." Employed 5-9-23.

**F. M. Corda**, conductor, West Section. Employed 5-16-17.

**M. E. Devine**, agent, South Section. Employed 11-14-47.

**C. J. DeWitt**, plant guard, CTA Department of Police. Employed 6-22-23.

**Frank Fox**, operator, Archer. Employed 11-26-18.

**J. F. Gannon**, operator, Beverly. Employed 10-2-23.

**P. J. Gannon**, conductor, West Section. Employed 7-27-16.

**R. W. Glefke**, operator, Limits. Employed 6-30-24.

**Thomas Grubisich**, laborer, Way and Structures. Employed 7-1-41.

**J. S. Halvey**, collector, Lawndale. Employed 4-18-17.

**H. A. Hamill**, towerman, North Section. Employed 1-27-48.

**J. C. Heidel**, towerman, Logan Square. Employed 12-31-18.

**L. T. King**, agent, South Section. Employed 8-13-23.

**Thomas Kurtzer**, auto damage examiner, Claims Department. Employed 6-19-29.

**J. H. Loftus**, agent, West Section. Employed 4-21-26.

**J. J. Mahon**, chief vault clerk, Claims Department. Employed 8-29-16.

**John McFall**, bus repairman, Beverly. Employed 5-11-29.

**E. V. Meyer**, agent, 61st Street. Employed 3-31-42.

**Andrew Milos**, track gang foreman, Way and Structures. Employed 8-2-26.

**J. J. Morris**, clerk, Transportation Department. Employed 4-2-24.

**T. R. O'Hara**, operator, Forest Glen. Employed 11-4-13.

**William Olson**, conductor, Logan Square. Employed 9-25-18.

**W. L. Subaitis**, laborer, West Shops. Employed 4-14-23.

**A. M. Sweeney**, janitor, Lawndale. Employed 7-27-21.

**S. W. Welter**, agent, West Section. Employed 8-12-35.

**A. C. Wenzel**, operator, North Park. Employed 7-6-23.

**W. A. Westphal**, bus repairman, Forest Glen. Employed 10-12-22.

**F. G. Woehler**, gateman, Howard Street. Employed 4-2-42.

## DISABILITY RETIREMENTS

**Karl Buchfeller**, watchman, Way and Structures. Employed 6-1-42.

**J. A. Consiglieri**, agent, West Section. Employed 11-8-43.

**T. H. Garrity**, carpenter "A," South Shops. Employed 3-22-45.

**J. J. Kuknyo**, operator, 77th Street. Employed 10-10-42.

**E. J. Schreiman**, operator, North Avenue. Employed 2-21-25.

**E. A. Sullivan**, agent, North Section. Employed 10-8-25.

**Carl Verdone**, carpenter, West Shops. Employed 3-22-29.

**T. F. White**, switchman, 61st Street. Employed 2-13-24.

## LUNCHEON FOR LADY-IN-WAITING



RECENTLY, WHEN *Nancy Starks*, steno, Service Section, resigned from service to await a bundle of joy, the gals in Public Information feted her with a farewell luncheon at the M&M club in the Merchandise Mart. Enjoying the festivities are (left to right): *Karen Nullmeyer*, *Carol Wallace*, a former employe, *Pat Freitag*, *Marlene Wargin*, who assumed Nancy's responsibilities, *Nancy*, *Mary Stommer* and *Denise Benshish*.



# RECENT DEATHS AMONG EMPLOYEES

J. P. ADAMCZYK, 71, retired mail clerk, Way and Structures. Died 11-21-60. Employed 5-3-07.

JULES AERENS, 77, retired car cleaner, Devon. Died 12-3-60. Employed 4-5-21.

PETER BEINAR, 75, retired car repairman, Cottage Grove. Died 11-28-60. Employed 5-2-27.

MAMIE CANAAN, 73, retired agent, Lake Street. Died 11-19-60. Employed 9-12-12.

HENRY CRAIG, 45, retired janitor, North Avenue. Died 12-3-60. Employed 1-27-43.

M. A. CROWE, 73, retired agent, West Section. Died 11-15-60. Employed 9-22-43.

ROBERT CULLEN, 68, retired conductor, South Section. Died 12-1-60. Employed 11-16-23.

JOSEPH DeMARCO, 78, retired car cleaner, Kedzie. Died 11-18-60. Employed 6-16-20.

JOSEPH F. DROUCHO, 58, plant guard, CTA Department of Police. Died 11-20-60. Employed 6-11-26.

JOSEPH ENDER, 82, retired carpenter, West Shops. Died 11-13-60. Employed 5-31-23.

L. G. FROGNER, 81, retired operator - apprentice, Electrical Department. Died 11-20-60. Employed 8-17-20.

A. W. GOLEC, 78, retired painter-helper, West Shops. Died 11-19-60. Employed 3-3-25.

HARVEY W. HARDERS, 63, foreman, Shops and Equipment. Died 12-3-60. Employed 5-25-25.

FRANK HINSKI, 70, retired hammersmith-helper, South Shops. Died 11-30-60. Employed 5-25-37.

VICTOR R. JENSEN, 63, repairman, North Avenue. Died 12-14-60. Employed 5-20-27.

MICHAEL KELLEY, 75, retired guard, South Section. Died 12-8-60. Employed 5-19-13.

B. M. KERINS, 66, retired agent, West Section. Died 12-4-60. Employed 4-9-37.

W. E. KIMMEL, 75, retired conductor, West Section. Died 11-10-60. Employed 3-14-06.

LUTHER KING, 49, porter, West Section. Died 11-28-60. Employed 1-30-51.

MICHAEL KIRDULIS, 73, retired crossing gateman, West Section. Died 11-27-60. Employed 6-4-45.

JOSEPH KOCH, 52, investigator, Claims Department. Died 12-8-60. Employed 1-15-26.

FRANK LIZAK, 81, retired painter, West Shops. Died 11-7-60. Employed 1-21-25.

F. S. LORBACH, 57, retired temporary collector, 77th Street. Died 11-12-60. Employed 1-24-29.

M. J. McNAMARA, 62, retired conductor, South Section. Died 11-2-60. Employed 3-19-18.

RAYMOND MIKULICH, 65, retired conductor-guard, South Section. Died 11-19-60. Employed 9-18-18.

GUISEPPE MILIANTA, 78, retired laborer-paver, Way and Structures. Died 11-12-60. Employed 12-12-23.

J. A. MINGA, 64, retired conductor, 77th Street. Died 11-11-60. Employed 3-3-24.

WILLIAM MUELLER, 57, janitor, Transportation. Died 11-30-60. Employed 10-20-25.

JOHN NEDZA, 68, retired car cleaner, Douglas. Died 11-7-60. Employed 5-5-24.

J. P. NELSON, 68, retired motorman, 77th Street. Died 11-10-60. Employed 5-11-15.

C. M. NIELSEN, 76, retired towerman, North Section. Died 11-22-60. Employed 12-6-07.

JOHN NORBUT, 80, retired carpenter "A," South Shops. Died 11-15-60. Employed 5-1-29.

T. T. O'BRIEN, 76, retired conductor, West Section. Died 12-3-60. Employed 9-21-06.

VINCENT ONDRIAS, 68, retired gateman, West Section. Died 11-20-60. Employed 7-14-43.

H. C. PAULY, 88, retired motorman, Armitage. Died 11-29-60. Employed 5-21-92.

C. I. POCIUS, 65, retired carpenter "A," South Shops. Died 11-12-60. Employed 7-2-25.

ALBERT PRESTER, 60, collector, Forest Glen. Died 12-2-60. Employed 7-15-26.

IRVING PTASHKIN, 53, clerk, Transportation Department. Died 12-16-60. Employed 8-25-41.

JOSEPH RACKAUSKI, 69, retired car cleaner, 77th Street. Died 12-4-60. Employed 5-19-26.

NICK RAGUSCIA, 70, retired bus cleaner, North Avenue. Died 11-17-60. Employed 2-21-28.

FRED REIFSTECK, 66, retired conductor, Kedzie. Died 11-16-60. Employed 2-22-23.

AUGUST RUSSO, 65, retired motorman, Douglas. Died 11-21-60. Employed 6-28-17.

J. B. SCHARNACK, 74, retired motorman, Armitage. Died 12-8-60. Employed 7-5-13.

WERNER SCHROEDER, 67, vice-chairman, Chicago Transit Board. Died 12-2-60. Employed 7-1-45.

ROY SHARKO, 42, sheet metal worker, South Shops. Died 11-19-60. Employed 12-23-48.

J. R. SULLIVAN, 80, retired motorman, 69th Street. Died 11-21-60. Employed 10-1-50.

PAUL VACHETTE, 48, sub-station operator, Electrical Department. Died 11-19-60. Employed 7-6-43.

JACOB VAN OVERBAKE, 65, retired operator, Keeler. Died 11-14-60. Employed 5-18-28.

F. S. WIETRZAK, 68, retired carpenter "A," South Shops. Died 11-13-60. Employed 4-4-21.

PAUL ZOLTEK, 74, retired blacksmith, Shops and Equipment. Died 11-20-60. Employed 2-2-17.

## PHOTO OF MONTH



MAKING NEW Year's resolutions seems to pose quite a problem for six-month-old Jean Ann Schroeder, great-granddaughter of Pensioner Thomas F. Dunn, Blue Island. Tom recently was confined to Alexian Brothers hospital.

## GRANDPA'S BOYS



HOPING TO follow in their grandfather's career are Bernard Kummer and Timmy Tynan, grandsons of Operator Mike Philbin, North Park. The boys voiced their desires during a recent visit to Mike's home.

Reported by Elmer Riedel



## SOUTH SECTION cont.

Clerk Robert Schorn had a double reason for celebrating during the month of November . . . on the 26th, he and his wife celebrated their 18th wedding anniversary, and on the 28th, Mrs. Schorn's birthday.

Conductor Wilbur Wagener happily announced that his son, Julius, who had been in New York for several years, was promoted to manager of a prominent fur salon in Chicago.

Motorman Fred Klockling celebrated his birthday by delivering some pastry specials to 61st for all to enjoy . . . Another birthday boy was Motorman Charles Southard, who also brought a cake to the office.

—LEO J. BIEN

## Duck-Hunting's Good But Gas Runs Out

SKOKIE SHOPS—Charles Krug, clerk, bagged two ducks on the opening day of duck hunting. Charles also ran out of gas on Edens highway at 13 degrees above zero.

William Herrmann, carpenter, is all set for his daily trips to Skokie Shops with two new snow tires.

Everett England, your co-reporter, motored to Springfield, on December 11 to find a lot of snow and ice, which made driving slow.

The men in the Electrical department celebrated their second annual Christmas party at the Vosnos Club.

Electrician Jimmy Welton is recovering from his recent illness.

—DAVE GURWICH and  
EVERETT E. ENGLAND

## Theirs Is The Best Gift Of All

SOUTH SHOPS—Painter Joe Thompson and his wife, Eloise, are the proud parents of little Shiela, whom they recently adopted.

Carpenter Frank Bartos and his wife, Nancy, recently announced the birth of Mary Kay, who was born on December 18.

Pat Schofield, of Industrial Engineering, resigned to await the arrival of a bundle of joy.

Our little colleen typist, Maureen Griffin, was a bridesmaid when her brother was recently married.

## THESE BOYS BAGGED 'EM



**PROVING THAT** their recent hunting trip was well worthwhile are North Park Operators Chuck Knight, right, who bagged a black bear, and Bert Martin, who proudly displays his eight-point buck. The boys traveled up to the Upper Peninsula and scouted around to the north of Marquette, Michigan. Note that their prizes were hunted down with bows and arrows.

Reported by Elmer Riedel

Jim Sinclair now has the position of mason foreman.

Chester Majerowicz and Charlie Schrey are assistant craft foremen.

Reporter Evelyn Howe's mother recently passed away after a long illness.

—EVELYN HOWE and  
FRANCES LOUWARD

## Agents' Club Holds Annual Dinner Party

WEST SECTION (Agents)—Henrici's restaurant recently was the scene of a gala affair when the Agents' Club held their annual dinner party. There was an excellent turnout, including union officials and several pensioners.

Agent Frank Zima paid a call on Agent Matt Shep, who is confined to Loretto hospital, at this writing.

Agent Steve Gibbons is back at work, after being confined to the hospital for several weeks.

Agent Ed Bensen is still on sick leave and indications are that it may be a few more weeks before he is able to return to work.

Agent Fricot's mother-in-law recently died . . . Agent Leone Nelson's mother recently passed away.

Agents Ann Walsh and Ann Fay retired on pension December 1.

Agent Ruth Hanson is back on the job, after an extended illness.

—GORDON KELLY

## New Son Makes Family a Foursome

WAY AND STRUCTURES—Harry Harder, tinner apprentice, rapid transit, was proud as a peacock when his wife, Marilyn, gave birth to a son, Thomas Michael, on November 28. The Harders have one other child, Denise.

John Retzler, building division, drove his son, Robert, and two other boys from St. Patrick's high school to St. Mary's college, in Winona, Minnesota, for registration. While there, they also visited John Touhy, son of Jim Touhy, of Accounting.

Fred Petrino recently joined our main office force. Fred formerly worked at the Flournoy yard.



"Some people are like blisters—they don't show up until the work is done."

Charlie Manthey, instrumentman, is presently recuperating at home, after a lengthy stay in Jackson Park hospital.

Karl Buchjeller, watchman, building division, retired on January 1, after 18 years of service.

William Taylor, trackman, rapid transit division, retired on pension December 1, after 25 years of service.

Thomas Grubisich, laborer, rapid transit division, retired on pension January 1, after 19 years of service.

Andrew Milos, track gang foreman, and Joseph Basich, trackman, both of track division, retired on pension January 1, after 34 and 39 years of service, respectively.

—MARLENE NEHER

## ISLANDER



**THE BEAUTIFUL** garland of flowers recently was bestowed upon Clerk Ray Sommers, 69th Street, when he stepped off the plane in Hawaii, where he enjoyed a wonderful vacation.

Reported by Thomas S. Elphick



## For And About Our Pensioners

**ACCOUNTING**—*Doris Stahl*, retired voucher audit clerk, who embarked on an extended trip to Europe shortly after she retired, came in to our offices during the holiday season to express her gratitude to her many friends who participated in her farewell party.

—MARIE HAVLIK and  
EILEEN NEURAUTER

**ELECTRICAL** — *Pensioner Theodore Kawol* recently wrote from El Paso, Texas, that he spent a week in Mexicalla, Mexico, and had a wonderful time.

—GILBERT E. ANDREWS

**LOOP (Agents)**—*Mary Dye*, retired agent, recently joined the Shuffleboard Club, which has the largest courts in the world. She sent word that she is having a grand time, playing cards, chess and dominoes and does a lot of dancing.

—EDITH EDBROOKE

### FLORIDIANS



**ENJOYING THE** golden years of retirement in Clearwater, Florida, *Retired Motorman Axel S. Anderson*, Devon, and his wife recently made a short trip to Gulfport, where this photo was taken. The Andersons made their home in Florida shortly after Axel retired on pension in October, 1945.

**FOREST GLEN**—*Henry Craig*, who retired on disability pension, died on December 3.

*Pensioner John Schasneck*, Armistage, died on December 10.

—EARL W. McLAUGHLIN

**GENERAL OFFICE**—*Arthur Heidecke*, retired superintendent of Rapid Transit Operations, wrote a letter expressing holiday greetings to all active and retired employees.

—JULIE PRINDERVILLE

**KEDZIE**—*Retired Conductor Edward Huening* recently was married in St. Petersburg, Florida.

*Retired Janitor Henry Craig* recently died.

—C. P. STARR

**SOUTH SHOPS**—*Dave Stewart* and his wife celebrated their golden wedding anniversary on Thanksgiving Day. Dave was a repairman at 77th street before he retired on pension.

*Retired Carpenter Joseph Enders*, who was on pension for 13 years, recently died.

—EVELYN HOWE and  
FRANCES LOUWARD

### PENSIONERS MEET

**THE CTA Pensioners Club of St. Petersburg, Florida**, will hold its next regular meeting at 2:00 p.m. Tuesday, February 7, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above time and address.

**THE DIVISION 308 Pensioners Social Club of Chicago** will hold its next regular meeting at 2:00 p.m. Thursday, February 16, 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.

**SKOKIE SHOPS** — We received Christmas cards from *Pensioners Gus Hyde, Auggie Nimtz and Henry Altschuler*.

Also, *Gus Hyde*, retired electrical foreman, recently made a visit to our shops to say hello to his many friends.

—DAVE GURWICH and  
EVERETT E. ENGLAND

### NEW PENSIONER



**BEING PRESENTED** with a cash gift is (right) *Carpenter Anthony Katauskas*, South Shops, who retired on pension December 1, after 40 years of service. Making the presentation, on behalf of *Tony's* co-workers, is *Foreman Harry Bailey*.

Reported by *Evelyn Howe* and  
*Frances Louward*

**SOUTH SECTION**—*Joseph Kordek*, who was known to all as "Little Joe," sent a card from El Paso, Texas, where he has been spending his time.

The Pensioners club had a gala time on December 4, when 127 attended a party at Neilsen's restaurant. Among the honored guests were *Agent Sarah McEvoy*, *Supervisor Edwin Munro* and *Conductor Ray Doughty*.

*Former Train Clerk James Gallagher*, who worked at Congress and later at Roosevelt road, sent word that he would like to hear from his old friends. Jim's address is 7127 So. Clyde avenue, Chicago.

—LEO J. BIEN

**NORTH SECTION**—*Pensioner Walter Trimble*, conductor, sent word that he would like to hear from his old friends. Walter's address is 2810 Linder Street, Tucson, Arizona.

—ANGELO BIANCHINI

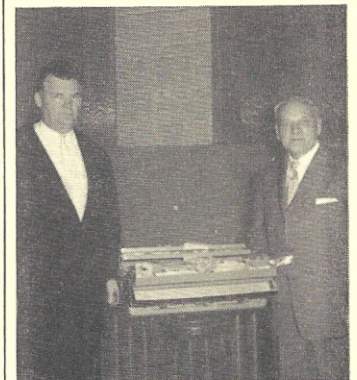
**WAY AND STRUCTURES**—*Howard Angell*, retired construction track foreman, rapid transit division, recently was in Chicago and visited the Wells Street and Wilson Avenue road offices.

A letter, postmarked New Port Richey, Florida, recently was received from *Jerry Weiler*, retired assistant superintendent of maintenance. Jerry and his wife, *Dorothy*, are enjoying their Florida home and retirement to the fullest.

*William Loeser*, retired tool-fire blacksmith, who lives at Maitland, Florida, recently underwent major surgery at the Winter Park hospital. Bill pulled through the operation and is well on the road to recovery.

—MARLENE NEHER

### CHIEF RETIRES



**AFTER MORE THAN 48 years** of transit service, *Chief Operator Max Drafz*, Calvary substation, Electrical department, retired on pension December 1. A group of his friends surprised Max when *Richard Dorgan*, supervisor of substation operating personnel, presented him with fishing tackle and rods in their behalf.

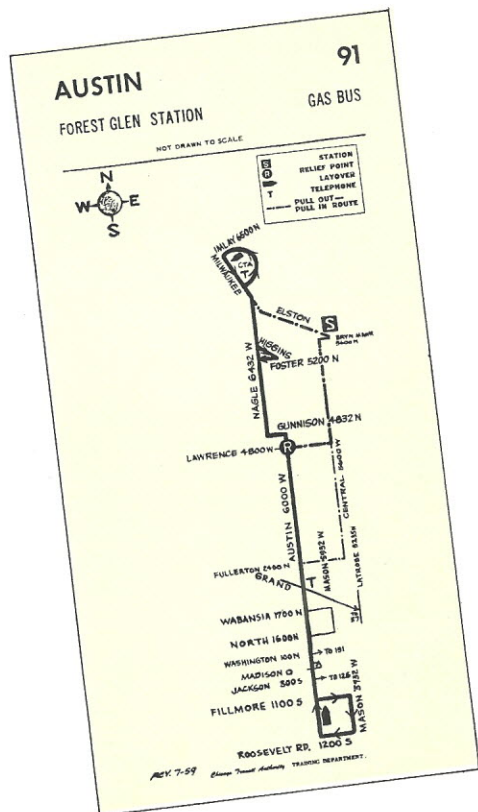
Reported by *Gilbert E. Andrews*



**to serve our riders better...**



## KNOW YOUR CTA ROUTES



Except for a distance of some two miles at the far north end of the line, buses operate along Austin boulevard (6000 W). They vary from this route at Gunnison street (4832 N) from Austin to Nagle (6432 W) and proceed along Nagle to the northern loop terminal at Imlay street (6500 N) and Milwaukee-Devon avenues. At certain periods of the day and some evenings, notably at times when the traffic is lightest, a short line service between Higgins road and Roosevelt road, is operated.

Weekday schedules call for service at two and one-half to three-minute intervals during the morning rush, and three to four-minute intervals throughout the evening rush period. Midday and eve-

(See Next Page)



**NAMED AFTER** a pioneer of aviation, one of the famous brothers whose successful experiments at Kitty Hawk with heavier-than-air flying machines, *Wilbur Wright* branch of Chicago City Junior College has become one of the city's largest centers of advanced education. Located at 3400 N. Austin avenue, Wright College offers courses to high school graduates seeking to complete the first two years of accredited college work. Some 8,500 students are enrolled in its day and evening classes.

AN IMPORTANT north-south line providing service to Chicago's far west and northwest side communities is the Austin (No. 91) route which operates between a north terminal at Milwaukee and Devon avenues and a south terminal at Austin avenue and Roosevelt road.

Though largely residential in character, the area has a number of neighborhood shopping centers located at transfer points and is interspersed with light industries employing sizable groups of workers, many of whom are regular CTA riders.

Like many sections of the city and close-in suburbs, there is a great deal of home-building activity in the section covered by this route, one-family units being in the preponderance. Convenience of transportation has been a major factor in this community growth.

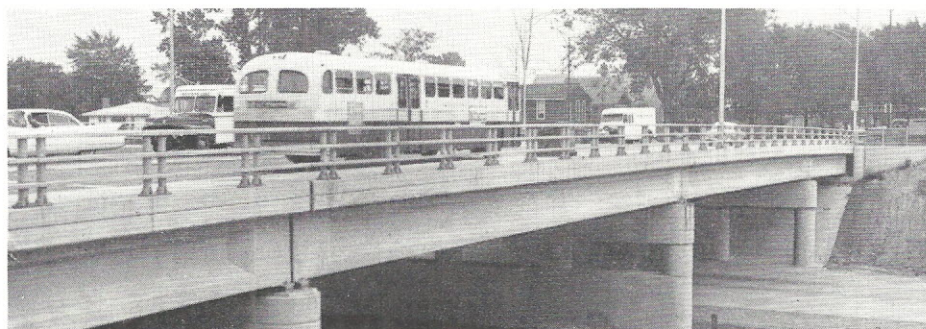
**THE FAR** west side and surrounding area has been served for many years by West Suburban Hospital at 518 N. Austin boulevard, Oak Park. In recent years it has met the expanding needs for medical care with the construction of an additional wing to the main building. It is served directly by Austin buses and the nearby Austin station of the Lake street rapid transit route.



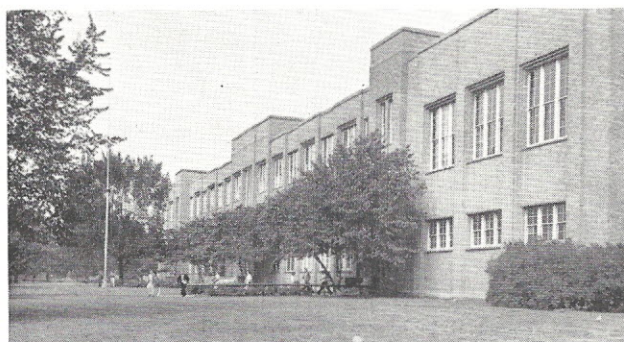




**VARIOUS INDUSTRIAL** concentrations have contributed to the development of the North Austin neighborhood. The Zenith Radio Corporation plant at Austin and Dickens avenues is among these. Bus service right to the door helps solve the transportation problem for its employees.



**THE NEW** bridge over the Northwest Expressway at Nagle avenue, pictured here, shows the median strip which will provide a right-of-way for extension of rapid transit service when funds are available to CTA. Plans call for service direct to O'Hare International Airport from a connection with the elevated at Logan Square terminal.



**ONE OF** the new public schools built to accommodate the growing needs of the city's younger generation is Taft high school at 5625 N. Natoma avenue (6632 W) within two blocks of the Austin bus route.



**NORTHERN TERMINAL** of the Austin route, at Milwaukee and Imlay avenues, is at the edge of Caldwell forest preserve. Milwaukee (No. 56) buses also terminate at this off-street facility.

nings the buses are spaced out to 10-minute intervals. On Saturdays and Sundays and holidays the headways are lengthened to 10 to 15-minute intervals.

The round trip between the two outer terminals totals 19.62 miles and the one-way running time is from 34 to 54 minutes, depending on street traffic conditions and the time of day. Thirty-eight propane buses from Forest Glen station are assigned to the Austin route.

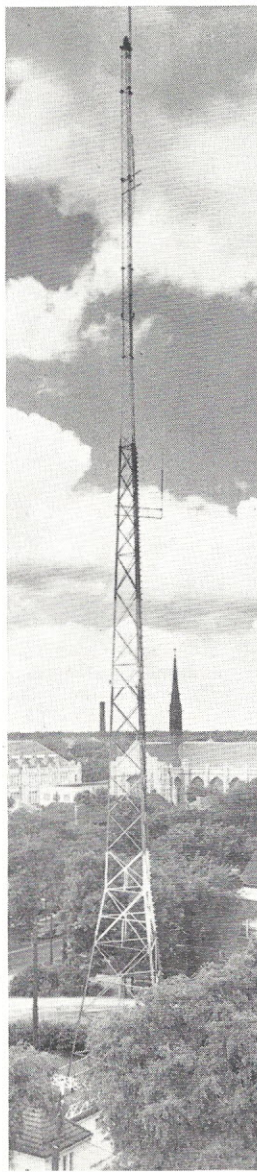
That it is an important link in CTA's inter-connecting pattern of operations is emphasized by the fact that the Austin route has 20 intersecting or transfer points with other surface lines. It also affords direct transfer to and from the rapid transit system, at the Austin avenue stations on the Lake Street branch and the west-northwest route in the Congress expressway.

Convenient transfer to suburban motor coach lines serving west, southwest and northwest suburban communities and areas also can be made at a number of connecting points on the Austin route. These penetrate into territories for the most part beyond the city limits proper, in areas not served by CTA surface routes.

The first buses to operate on the present Austin route were placed in service on March 30, 1924, by the former Chicago Motor Coach Company as an extension of its Jackson route. Supplemental service was started the following year between Lake street and Roosevelt road. In 1926, the Austin line was extended to North avenue, though Jackson buses continued to operate the Austin leg of the route for another year.

Service between North avenue and Higgins road was established in 1942 by the Chicago Surface Lines. Subsequently, extensions by this company brought the line to Foster in 1944; to Milwaukee avenue in 1946, and finally to the present Imlay terminal in 1951. Through service on the route for its entire length was established in 1953, after the CTA takeover.

**THE TALL**, slender, steel skeleton tower rising 250 feet into the air from within the bus turnaround at Madison and Austin is the receiving and transmitting tower of CTA's own radio station, KSA-977. From the broadcasting room in the operations control center in the Merchandise Mart, as many as 6,000 transmissions in 24 hours have been put on the air through this installation.





**MARY DOYLE**, Ticket Agent: "As far as my life is concerned, I'm satisfied with it just the way it is. I like people and enjoy working with them, so my job suits me just fine. If I had to live over again, I wouldn't change it one bit."



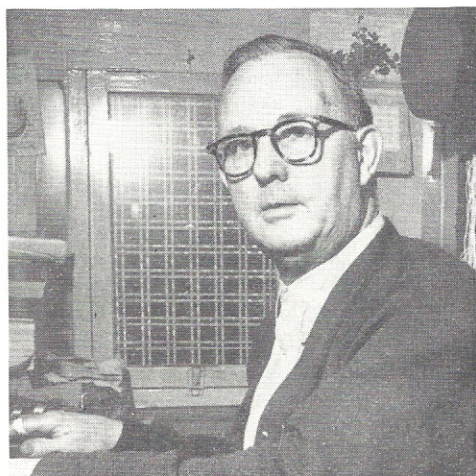
**H. J. EVANS**, Ticket Agent: "If I could live my life over, I would give greater devotion to my parents, practice my religious beliefs more vigorously, travel extensively and acquire greater knowledge through education so as to provide a more comfortable living for those near and dear to me."



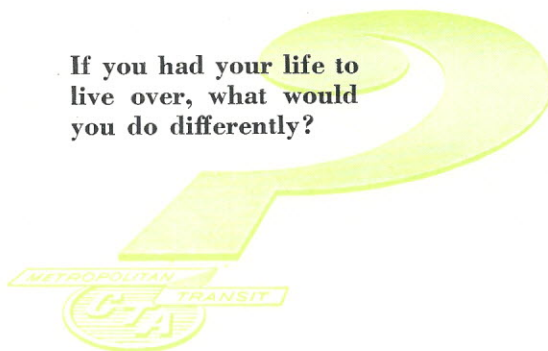
**VERONICA NICHOLS**, Ticket Agent: "If I had my life to live over, I'd take a course in Home Economics and make cooking my profession and my hobby."



**THOMAS O'SHAUGHNESSY**, Ticket Agent: "If I were to go back and start a new life all over again, I doubt if I would change anything other than bettering my education. And then, again, I believe working with the public is an education in itself."



If you had your life to live over, what would you do differently?



**INQUIRING REPORTER:**

**Gordon Kelly**

**LOCATION:** West Section



**DAVE JOHNSON**, Porter, (with *Inquiring Reporter Gordon Kelly*): "If I had my life to live over, I'd complete my education. To me, an education prepares people to live together in a spirit of kindness and helps us to understand and work with our fellow men."





## APPLE SWIRLS

HERE'S A taste-tempting way to take advantage of tart, cooking apples. Apple swirls are sure to rank high on your list of favorite ways to serve apples.

Here's a helpful hint to save you time and trouble when peeling apples for cooking. Dip them quickly in and out of boiling water just before peeling.

- 2 cups sifted enriched flour
- 1 teaspoon salt
- 1 tablespoon baking powder
- $\frac{1}{4}$  cup shortening
- $\frac{1}{2}$  cup milk
- 2 tablespoons butter or margarine, melted
- 2 cups finely shredded tart apples
- $\frac{1}{2}$  cup sugar
- 1 teaspoon cinnamon

Sift together flour, salt and baking powder. Cut in shortening until mixture is crumbly. Add milk and stir until dough begins to follow fork. Turn out on a lightly floured board or pastry cloth. Knead gently 30 seconds. Roll out into a rectangle 10x14 inches. Spread with butter or margarine. Spread apples, sugar and cinnamon over dough. Roll up as for jelly roll. Cut into  $1\frac{1}{2}$ -inch slices. Place cut-side down in greased 8-inch square pan. Bake in hot

oven (450°F.) 20 to 25 minutes. Serve with whipped cream, or lemon sauce, if desired. Makes 9 swirls.

## GRAPEFRUIT JUICE HAS MANY USES

TANGY FROZEN grapefruit juice does wonders for Round Steak, tenderizing the meat as it adds flavor. The undiluted grapefruit juice concentrate makes a simple but good Hollandaise Sauce to serve over vegetables. And for a delicious sundae topping just spoon some of the concentrate over ice cream.

### FLORIDIAN ROUND STEAK

- $1\frac{1}{2}$  pounds round steak
- 4 tablespoons flour
- $1\frac{1}{2}$  teaspoons salt, divided
- $\frac{1}{8}$  teaspoon pepper
- 3 tablespoons shortening
- 2 medium onions, sliced
- 1 cup reconstituted frozen grapefruit juice
- 2 teaspoons brown sugar

Have the steak cut  $1\frac{1}{2}$  inches thick. Mix the flour,  $\frac{1}{2}$  teaspoon of the salt and the pepper. Place the steak on waxed paper. Sprinkle with half the flour mixture and pound with a wooden mallet or the edge of a heavy plate, until all the flour has been taken up by the meat. Turn meat and pound in remain-



**FROZEN GRAPEFRUIT** juice concentrate is an aid to turning out gourmet-style dishes. Here is a round steak flavored with grapefruit juice, and easy Hollandaise made with it, and ice cream topped with undiluted concentrate.

ing flour. Reserve flour which has not been taken up by the meat. If desired, cut meat into serving-size pieces. Heat the shortening in a heavy skillet; brown the steak on both sides. Remove steak from skillet; add onions and cook until lightly browned. Add seasoned flour, remaining 1 teaspoon salt and brown sugar; stir to a smooth paste. Stir in grapefruit juice; add meat. Cover tightly and cook slowly until tender, about  $1\frac{1}{2}$  hours, or bake in a moderate oven, 350°F.)  $1\frac{1}{2}$  hours. Serve with gravy.

### EASY HOLLANDAISE SAUCE

- 2 egg yolks
- $\frac{1}{4}$  teaspoon dry mustard
- $\frac{1}{4}$  teaspoon sugar
- $\frac{1}{8}$  teaspoon salt
- $\frac{1}{4}$  teaspoon Tabasco
- $\frac{1}{2}$  cup butter
- 2 tablespoons frozen grapefruit juice concentrate, undiluted.

Put egg yolks, mustard, sugar, salt and Tabasco into a small earthenware mixing bowl; mix well. Divide butter into 3 equal portions. Add one portion of butter to the egg mixture and place the bowl in a saucepan of hot water. Place over low heat and stir constantly until butter is melted. Add second portion of butter, and when this is melted, repeat with third portion, stirring constantly as butter melts and sauce thickens. Remove from heat. Stir in undiluted grapefruit concentrate, 1 tablespoon at a time. Serve on broccoli, green beans or asparagus. Yield:  $\frac{2}{3}$  cup.

**APPLE SWIRLS** make an enticing treat at coffee or dessert-time. Either top them with sweetened whipped cream or enhance their tartness with a lemon sauce. They're sure to make a hit with your family.





## Two New Wilson Tracks In Service

FURTHER PROGRESS was made in the Wilson avenue track realignment project when the second and third permanent through tracks of the four that are needed through the station area on CTA's North-South rapid transit route were placed in operation recently.

Southbound track (No. 1) and platform facilities, the first stage of CTA's program to improve train operations through the station area, was completed in November, 1959.

Southbound track No. 2 is located on a new steel structure erected across Broadway between the existing elevated structure and the westernmost track, which has become track No. 1.

Track No. 3, the inner northbound track, has been realigned on structure and was placed in operation this month.

The final stage will be the realignment of new through track No. 4. When realignment of track No. 4 is completed, there will be four through tracks in the station area, eliminating the existing bottleneck.

When the project is completed, Evanston Express and North Shore trains will operate on tracks Nos. 1 and 4, and all "L"-subway trains will operate on tracks Nos. 2 and 3.

The cost of the entire project is estimated at \$1,800,000.

## Lease Renewed for Mart Offices

RENEWAL OF CTA's lease of office space in the Merchandise Mart at an annual rental of \$444,536 per year for a term of five years ending October 1, 1966, was authorized recently by Chicago Transit Board.

In the event that provision is made for CTA's general offices in the "Civic Center" building contemplated by the City of Chicago and the County of Cook, CTA may cancel the new lease at the end of three or four years.

A special committee of the Board reported that it had investigated offers to build a building suitable for CTA's needs, but in no instance was the offer to build as satisfactory as the offers of the owners of the Merchandise Mart.

JANUARY, 1961

## Two South Side Routes Extended

A ONE-HALF-MILE extension of the South Kedzie (No. 52A) surface line to 115th street and Pulaski road went into effect December 4.

Buses on the South Kedzie route formerly operated between 63rd Place and Kedzie and 115th and Central Park.

The extension of service at the south end of the route brings CTA transportation to the residents west of Central Park avenue. In addition, the new terminal operation at 115th and Pulaski eliminates the traffic congestion occasioned by the turning of buses at 115th and Central Park.

At 115th and Pulaski, buses turn around in the parking lot of the Atwood Grill on the southeast corner. Buses, after turning in the parking lot, take their terminal time on the south side of

115th street east of the Atwood Grill parking lot.

Effective January 3, the South Halsted (No. 42B) bus route was extended one-half mile to 127th and Wentworth during morning and late afternoon rush periods on weekdays for a trial period of 60 days.

The new extension is eastward from the present terminal at 127th and Lowe to 127th and Wentworth. About nine trips during the morning rush period and about 17 trips during the late afternoon rush period on weekdays only operate to the new terminal.

The service east on 127th is being extended at the request of residents in the area north of 127th street between the Pennsylvania railroad tracks and Wentworth avenue.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF NOVEMBER 1960 AND 1959, ELEVEN MONTHS ENDED NOVEMBER 30, 1960 AND 1959 AND  
TWELVE MONTHS ENDED NOVEMBER 30, 1960

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

	Month of November		Eleven Months Ended		Twelve
	1960	1959	November 30, 1960	1959	Months Ended Nov. 30, 1960
Revenues	\$10,843,084	\$10,587,901	\$120,946,103	\$118,186,242	\$132,640,737
Operation and Maintenance Expenses	2,481,123	2,021,268	103,759,521	101,105,410	113,799,100
Available for Debt Service	1,361,961	1,566,633	17,186,582	17,080,832	\$18,841,637
Debt Service Requirements:					
Interest Charges	353,912	368,064	3,961,577	4,102,003	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,666(1)	166,667	1,833,333	1,833,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	125,060	115,006	1,315,340	1,206,313	
Series of 1952 (2)	28,750	-	316,250	-	
Series of 1953 (3)	-	-	87,500	-	
	674,388	649,737	7,514,000	7,141,649	
Balance Available for Depreciation	687,573	916,896	9,672,582	9,939,183	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	309,577	
Balance Available for Depreciation	687,573	916,896	9,672,582	10,248,760	
Provision for Depreciation	867,446	847,032	9,675,688	9,454,899	
Deficit in Depreciation Provision or Balance Available for Other Charges (5)	179,873 r	69,864	3,106 r	793,861	
Accumulated Balance Available for Other Charges (Less \$41,148 previously appropriated to and disbursed from Revenue Bond Amortization Fund) or Deficit in Depreciation Provision	135,619	123,366	41,148 r	600,631 r	
Deficit in Depreciation Provision or Balance Available for Other Charges	\$44,254 r	\$193,230	\$44,254 r	\$193,230	

r - denotes red figure

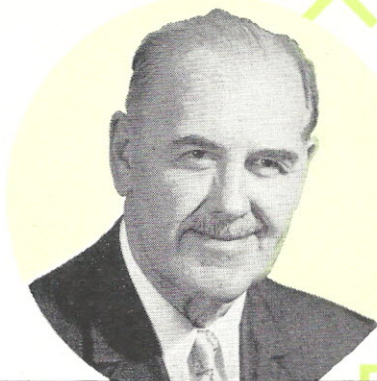
### PASSENGER STATISTICS

Originating Revenue Passengers	43,571,537	44,394,846	489,501,277	498,411,033	537,105,567
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### NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 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 Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.





## Medically Speaking

By Dr. George H. Irwin  
CTA Medical Director

### MONONUCLEOSIS (Glandular Fever)

INFECTIOUS MONONUCLEOSIS is a disease of unknown origin, characterized by fever, enlargement of the lymph glands, increase of the lymphocytes in blood stream and an elevated titer of sheep cell agglutins in the serum. The name may be better understood if the words are defined more clearly. Of course, infectious indicates the disease is communicable.

Mononucleosis means that a certain type of cell in the blood which has only one nucleus, is increased in numbers in this disease, hence the name infectious mononucleosis. Statistics reveal the disorder is most prevalent in the first three decades of life. There are a few cases in older people on record. The exact cause is not known but it is presumed that a virus is the responsible agent. The disease is slightly more prevalent in the female than the male.

According to reliable data, infectious mononucleosis occurs in all parts of the world and is not limited to any one geographic location. Because this is a disease of youth and young adults it is seen more commonly in high school and university students. There is also a tendency for the disorder to develop in the fall of the year. The incubation period averages 10 to 20 days.

The symptoms or clinical picture varies. Most likely it

starts out something like the flu. In a typical case the onset is accompanied by a sore throat, general malaise, fatigue, headache, swollen glands on the side of the neck, chills and fever. In some unusual cases, nausea, vomiting, diarrhea or abdominal cramps are noted. Cough is sometimes present and in rare instances, we find involvement of the nervous system shown by disorientation, weakness, lethargy and coma.

Because the symptoms of this disease are so much like the ordinary sore throat and the "flu," the patient and the doctor are frequently caught off guard. It is only after the condition persists too long that our attention is called to the possibility of infectious mononucleosis. In the patients in which the gastrointestinal symptom such as nausea and vomiting are present there is often an involvement of the spleen or liver.

The diagnosis of infectious mononucleosis can be positively made from the laboratory tests. The difficulty, as pointed out previously, is that the symptoms frequently are mistaken to be due to tonsillitis, diphtheria or influenza. The blood count showing the increased number of monocytic lymphocytes is of great help in making the diagnosis. When further blood examinations disclose a positive heterophile agglutination test the diagnosis is certain. Positive laboratory tests of this nature in a patient with sore throat and swollen neck glands give definite proof of this illness.

The outlook is generally good. Most victims recover with no permanent after effects. Fatalities are rare. A few cases of death have been reported due to congestion and rupture of the spleen, hepatitis, pneumonia and complications such as encephalitis.

Treatment, as usual, depends upon the severity of the infection. Most cases are too mild to require any special treatment. The disease in many instances is self limited and recovery may be expected in a few days. In the more severe type medical attention should be sought. Medical authorities agree there is no specific medication for this disease but symptomatic treatment is in order. Penicillin and sulfa drugs have been used without success. Steroids, including cortisone, are said to have some value. Pooled human serum of patients convalescing from infectious mononucleosis seem to shorten the disease in certain cases. None of the above mentioned drugs should be taken unless prescribed by your physician.

**THE THIRD** class which recently completed the supervisors' training program was made of 13 Transportation Department employees selected from operating personnel. A total of 37 men were in the three qualifying groups. In the third class are, left to right, seated: *Herbert Schmidt, Michael Stenson, John Levanovic, John Chambers, Francis Harnig, James Hardy and Gerald Mallory.* Standing: *C. E. Keiser, superintendent of transportation; Maurice O'Donnell, Lewis Kazda, Kenneth Peterson, Raymond Rogers, James Henderson, Charles Wesley, Lawrence Goerges and F. W. Krause, superintendent of instruction.*





## Surface Operators Complete Refresher Course



ABOUT 6,000 surface system operators—approximately 97 per cent of available personnel—recently completed a Transportation Department refresher course designed further to help prevent accidents at street intersections.

The program designated these intersections as "The Red Circle of Danger" and the objective was to make a concerted effort to improve safety of operations and bring about a decline in the disturbing accident statistics which show that 79 out of every 100 of all CTA accidents occur at street intersections.

Some 700 of these sessions were held at the 12 operating stations during the weeks of November 7 and 14 under the

supervision of Transportation Department instructors. The presentations afforded operators an opportunity to express their opinions, based on their driving experiences, of the most common causes of accidents at intersections and to pool their ideas on how to reduce them through better driving practices.

The men contributed approximately 15,000 suggestions, many of which, of course, were duplications because traffic factors involved were similar. However, after these suggestions were tabulated and analyzed, a list of 190 distinct ideas emerged. These were summarized and compiled in printed form and distributed by station superintendents so

that all operators could reap the benefits of the collection of ideas.

The list also is being made available to all new student operators and has been distributed to supervisors and instructors. It also was sent to several other transit companies who were interested in the program and requested copies of the list.

Response to the sessions was enthusiastic and the results considered well worth while by those in charge of the program.

The accompanying photo shows one of the operators' groups at Kedzie station listening to an explanation of the program by *Instructor Howard Hoepfner*.

## New Contest Replaces SAA Competition

A NEW contest in the system-wide program to reduce traffic and passenger accidents, one which provides a more equitable method of determining station winners, went into effect on January 1.

The Station Achievement Awards competition was discontinued and was replaced by the contest which will be known as the Interstation Safety Contest.

Instead of three awards being made each quarter there will be two—one for the surface stations and one for rapid transit stations. This has been brought about by combining the surface passenger and traffic type awards, as has been done on the rapid transit system since the beginning of SAA competition

in 1953. Annual awards have been eliminated.

The new plan corrects inequities which existed under the former system and provides a greater incentive for all stations, with more stations having a better chance of winning. Under the revised method of determining winners, equal consideration is given to a station's standing in their current accident frequency rate as their standing in improvement of their current rate when compared with their performance for the past three years.

The quarterly awards under the new plan are in the form of traveling plaques, which will be retained at the winning stations for the three-month period. Presentation ceremonies will be similar

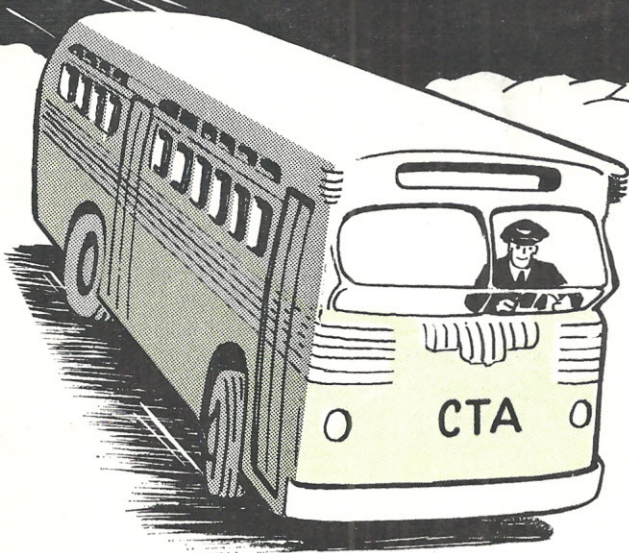
to those formerly held only for annual winners.

Under the former plan, a station whose current record was mediocre could win if its past performance was below that of its current record. Contrariwise, a station which had built up a consistently good record of past performance could lose because it was competing against its own good record.

Plaques to be awarded the winners in the interstation safety contest have been newly designed. In the upcoming presentations of annual awards under the former plan, however, the SAA plaques will give recognition to the winning stations for 1960, and will be the last awards made under the old plan.

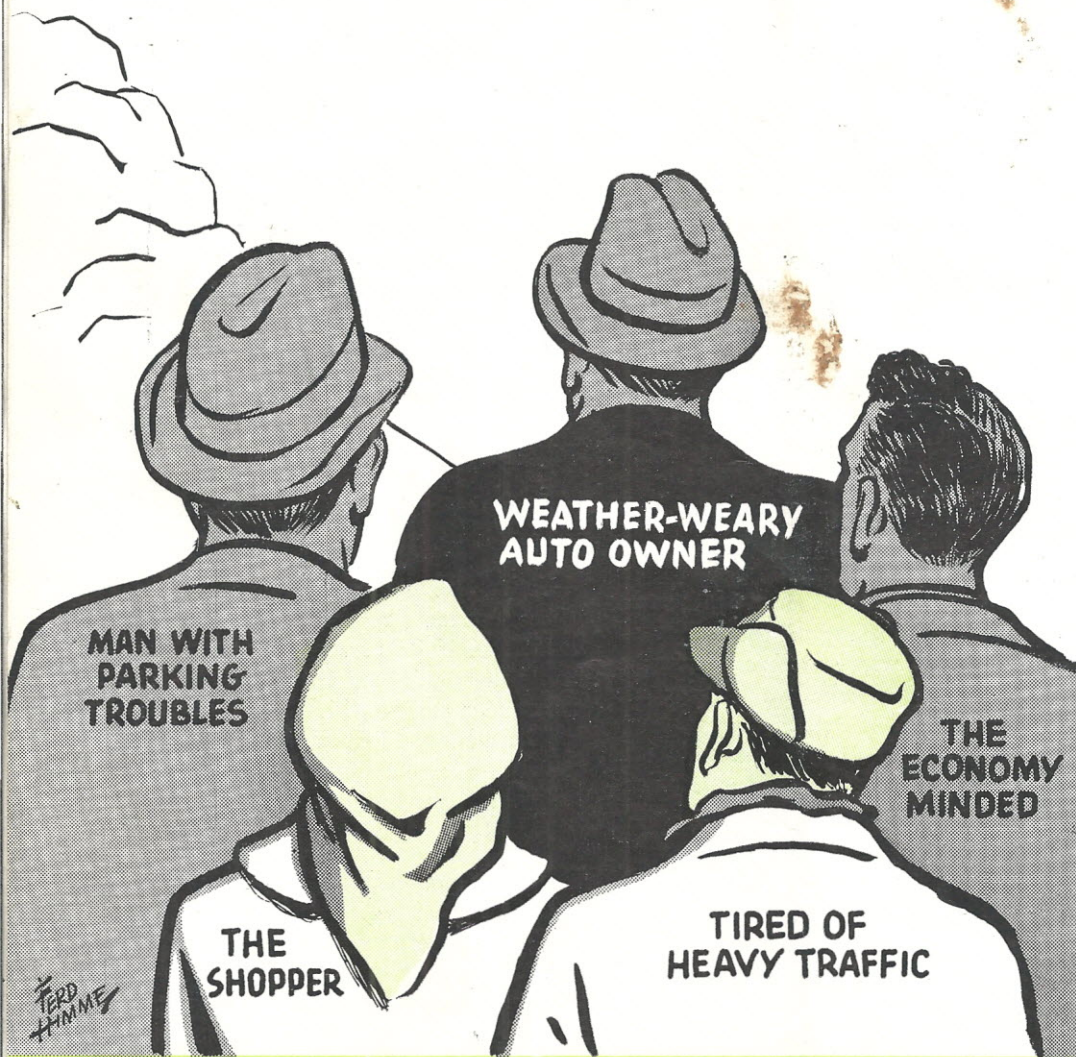


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