

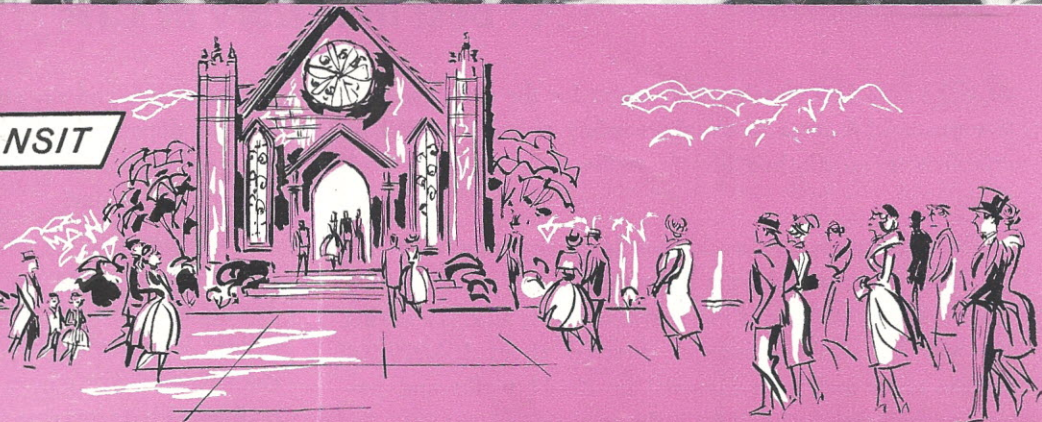
MARCH, 1961

# TRANSIT NEWS

METROPOLITAN



TRANSIT





## 1960 Record Year In

# Public Safety

## ... Best in History of CTA

ACHIEVING ITS Number One target for the sixth consecutive year, CTA set a new public safety record in 1960 by establishing an all-time low in traffic and passenger accidents.

The continuing decline in the frequency rate of public accidents was marked by a reduction of six per cent from the 1959 rate, which was the previous yearly low. In setting the new low, CTA personnel operated about 154,000,000 vehicle miles and were involved in 16,011 traffic and passenger accidents in 1960, 1,128 fewer than in 1959.

Furthermore, comparing 1960 with 1954, the six-year period during which safety-training emphasis has been intensified, the 1960 rate is 34 per cent lower than the 1954 rate. During 1960, CTA vehicles were involved in nearly 10,000 fewer public accidents than during 1954.

All traffic and passenger accident frequency rates on both the surface and rapid transit systems are included in the tabulation, regardless of severity or liability.

Safety-training activities conducted for operating personnel during 1960 included the formal training program for new operating personnel, a group and individual accident prevention training, refresher programs on intersection accidents and on winter driving, special "crash" programs on high accident lines, and a station achievement award competition.

Several of these programs, such as the initial training program, group and individual retraining, high accident

line programs and the award contests, are continuous activities developed prior to 1960. During 1960 these programs were redesigned to better meet the current needs of CTA operating personnel.

The winter driving program is designed to coordinate the efforts of all operating and supervisory personnel in reducing accidents when the streets are slippery from snow or ice. Most accidents show an increase during snow or ice storms; accidents where buses collide with parked vehicles or fixed objects increase out of proportion to other accidents. Rather than concentrate on a short, formal training program for operators, emphasis has been placed on keeping supervisory personnel aware of their responsibility to help operators remember and follow winter driving procedures throughout the winter season.

These formal training programs for operating personnel were supplemented by less formal but extremely important day-to-day contacts by all levels of supervisory personnel in the Transportation department. Without this continuous reinforcement, the effectiveness of formal programs would be short-lived.

Commenting on the new record, *General Manager Walter J. McCarter* said: "The excellent reduction in CTA's public accident rates during the past six years indicate what can be accomplished by good team work on the part of operating, supervisory and staff personnel. By putting safety first every day, we can make 1961 the seventh consecutive year in which CTA employees set a new public safety record."

### VOLUME XIV CTA TRANSIT NEWS NUMBER 3

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, *Editor*

Ellen M. Miller, *Editorial Assistant*

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

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Joseph Carylton*, bus cleaner, Shops & Equipment, Forest Glen  
*Thomas J. Tranchita*, bus cleaner, Shops & Equipment, Archer

### RECENTLY RETURNED

*Joseph P. Jamison*, motorman, Transportation, West Section  
*John W. Mason*, bus operator, Transportation, Kedzie  
*Daniel S. O'Rourke*, bus cleaner, Shops & Equipment, Archer



CASH AWARDS totaling \$3,960.00 were shared by 158 CTA employees who submitted prize-winning ideas to the Employee Suggestion Plan during 1960, according to the annual report of the Plan issued recently.

The awards covered 191 original suggestions which were adopted out of 1,778 received during the year, and 24 supplementary awards for suggestions adopted previously which have been tested and proved practical in actual operations.

Winners of original awards received \$3,590.00 in cash grants and \$370.00 was divided by the winners of supplementary grants, averaging out at \$18.79 each for original awards and \$15.42 each for supplementary awards.

The \$3,960.00 in prize money was a new high in total suggestion awards for any year since the system-wide plan was placed in operation on October 1, 1952, and compares with the \$2,050.00 awarded in 1959.

Employees participating with one or more suggestions totaled 1,423. These represented various departments and levels of occupational activity. Adoption

# Suggestion Awards

## REACH NEW HIGH TOTAL IN 1960

rate of the total number of suggestions submitted was 11.7 per cent.

As in previous years, Shops and Equipment Department personnel received a major share of the awards collecting 125 for a total \$2,485.00. Transportation Department employees scored with 48 totaling \$560.00. Thirty-one winning suggestions came from General Office employees who split \$315.00. Other awards were taken by employees of Electrical, Way and Structure and Stores Departments.

After evaluation of the merits of the 191 adopted suggestions, it was estimated that the savings to be expected during the first year the suggestions are in effect would total \$28,270.00, an average saving of \$148.01 per adopted suggestion. It is interesting to note that

since the present plan was inaugurated nine years ago, a total of 946 employee suggestions have been adopted. The first year's savings from these suggestions now total \$162,400.00 and the cumulative savings total \$687,100.00. In that period, awards to employees have amounted to \$25,065.50.

The annual report pointed out that during 1960 the Employee Suggestion Plan established new records in (1) the number of suggestions submitted, (2) the number of suggestions adopted, (3) the amount of awards, and (4) savings to CTA.

Merit awards of Paper-Mate pens to all employees who submitted suggestions which were considered worthy of consideration stimulated interest and participation during 1960. As a result the Suggestion Committee has approved the continuance and expansion of the merit awards. Starting next month, a choice of three award items will be available to those sending in accepted suggestions. These will be a Parker "T" ball Jotter pen, a leather wallet, or a steel tape pocket rule.

Most of the suggestions received proposed improvements in the way of doing the regular jobs of the employee submitting the idea. Other suggestions frequently dealt with improvements in operating techniques, equipment or facilities. Another popular type of suggestion was for proposed changes in service for added rider comfort or convenience.

All suggestions submitted received thorough consideration. Those that were unacceptable had to be declined because they did not propose practical solutions, duplicated a previous suggestion or had already been considered by management.





# 399

## Pensioners Join Retired Ranks During 1960

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

TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1960 USE ITEMS MARKED 1, 2, AND 3 FROM THE OTHER SIDE OF THE CARD.

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

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

USE ITEMS MARKED 4 AND 5 FROM OT

**YOUR CREDIT WITH THE PLAN:**  $\frac{1737.15}{\text{TOTAL ACCUMULATED CONTRIBUTIONS TO DATE (4)}} + \frac{128.4}{\text{ACCUMULATED INTEREST (5)}}$

**YOUR RETIREMENT CREDITS ARE VALUABLE TO YOU**

Each Month the Secretary's Office mails to all

NAME: DOE, INT: JA, EMPLOYEES NO.: 50000, DEPT.: 033, SOCIAL SECURITY NUMBER: 474 10 1307, EARNINGS CREDITED FOR YEAR: 5,602.183, TOTAL ACCUMULATED EARNINGS TO DATE: 48,239.107

NAME: DOE, INT: JA, EMPLOYEES NO.: 50000, DEPT.: 033, SOCIAL SECURITY NUMBER: 474 10 1307, EARNINGS CREDITED FOR YEAR: 5,602.183, TOTAL ACCUMULATED EARNINGS TO DATE: 48,239.107

NAME: DOE, INT: JA, EMPLOYEES NO.: 50000, DEPT.: 033, SOCIAL SECURITY NUMBER: 474 10 1307, EARNINGS CREDITED FOR YEAR: 5,602.183, TOTAL ACCUMULATED EARNINGS TO DATE: 48,239.107

**THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES REPORT OF EARNINGS AND CONTRIBUTIONS FOR YEAR 1960**

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

TO ESTIMATE YOUR RETIREMENT BENEFITS AS OF THE LAST PAYDAY FOR THE YEAR 1960 INSERT ITEMS (1) AND (2) TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS TO DATE ITEM (3) IN THE BLANK SPACES OF THE FORMULA SHOWN ON THE REVERSE SIDE OF THIS CARD.

YOU SHOULD RETAIN THIS REPORT OF EARNINGS AND CONTRIBUTIONS AS A PERMANENT RECORD. H. B. STORM SECRETARY

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

EMP. NO. NAME INT. S.S. NO. ANNUAL RATE/DEPT. CODE EARNINGS FOR YR. TOTAL EARNINGS CREDITED FOR YR. TOTAL CONTRIB. INT. FOR YR. TOTAL INTEREST YEAR

DURING THE year 1960, pension applications of 399 CTA employees were approved by the retirement committee, according to the report *Secretary H. B. Storm* issued recently.

Of that total, 238 of the applicants were employees who reached the normal retirement age of 65 years, 63 were in the age group of 58 through 64, and 98 were disability retirements.

Taking into account the 399 who became new pensioners and the 374 deaths reported during the year, a total of 5,514 retirees were drawing benefits at the end of the 1960 plan year.

### Assets of Fund Increase

Employees contributed \$3,082,183, and CTA contributed \$6,164,366, for a total of \$9,246,549 for the year. The committee approved payments totaling \$6,985,926 covering benefits paid to employees, refunds to the employe or the employe's beneficiary, and for expenses of administration.

The assets of the fund increased \$3,009,817 during the 1960 plan year, mak-

ing total assets of \$24,067,069 held by the trustee as of December 31.

Of these funds held by the Trustee, \$23,757,555 are invested in U. S. government securities, and \$300,437 invested in Chicago Transit Authority revenue bonds.

Twelve meetings were held during the year by the retirement committee consisting of *Daniel J. McNamara*, *Augustus Johnson*, and *W. J. Moran*, representing Division 241, and *Robert Parilla*, representing Division 308 of the A. A. of S. E. R. & M. C. E. of A.; *Thomas J. Murray*, representing those employes not members of Division 241 and Division 308; *J. E. Hastings*, *E. A. Imhoff*, *P. J. Meinardi*, *T. B. O'Connor*, and *H. B. Storm*, representing the Chicago Transit Authority.

During March, individual report cards showing their credit in the retirement fund as of December 31, 1960, are being distributed to all employes. The card notes that retirement credits, since they increase in value each year, become

more important in charting the years ahead. Benefits from the retirement plan, combined with monthly social security payments, enable future pensioners to plan and look forward to retirement years.

### Many Retirees Live Overseas

One of the interesting facts regarding the CTA pension plan included in the report points out that each month the secretary's office mails to all parts of the world, some 5,000 checks totaling over \$500,000 to retired employes. Since the plan started in 1941, over 11,000 retired employes have enjoyed receiving these monthly checks.

A survey of pension fund records shows that among the foreign countries to which retirement checks are being mailed each month are Italy, Yugoslavia, Ireland, Greece, Denmark, Norway and the Netherlands. This is just a sampling of the many overseas countries where CTA pensioners are now living and enjoying the leisure of their retirement years.



# CTA Acts To Speed Up Improvement Projects

MOVING TO activate a program for speeding-up transit plant improvement to help reduce unemployment, Chicago Transit Board at a meeting on March 2 called for bids on seven projects involving an expenditure of an estimated \$4,748,600.

The Board also authorized *Chairman V. E. Gunlock* to retain consulting engineers to prepare plans, designs and contract specifications for five more projects costing an estimated \$3,110,000.

In addition, the Board also authorized the purchase at a cost of \$376,689 a total of 424,350 square feet of property at Desplaines Avenue in Forest Park where CTA's terminal facilities of the Congress rapid transit route are under construction.

The property where the terminal is located was originally purchased by the Cook County Highway department in connection with construction of the Congress Expressway. CTA is now preparing to proceed with the construction of a \$969,900 terminal shop building, and permanent station facilities. A contract for the terminal shop is being awarded to the Mayfair Construction Company of Chicago, the low bidder.

CTA is proposing to pay the County what it paid for the land, \$346,876, plus the County's cost of acquisition, amounting to \$20,813.

## Seven Projects Authorized

The projects on which the taking of bids was authorized are:

New bus overhaul shop at 77th and Vincennes where CTA is now consolidating its surface shops, having abandoned its West shops at 3901 West End Avenue, estimated cost, \$4,150,000.

Construction of a degreasing room at Skokie rapid transit shops where equipment parts would be cleaned preliminary to repair work, estimated cost, \$95,000.

Connection of the Lake Street "L" with the Chicago and North Western elevated railroad right-of-way near Laramie Avenue, an integral part of the \$4,000,000 joint public agency project of elevating the ground-level section of the rapid transit route, estimated cost, \$250,000.

Installation of rapid transit car hoists at the Skokie shops and at the 63rd Street shops, estimated cost, \$60,000.

Construction of building at 63rd Street and Princeton Avenue to house a new substation to replace substation at 63rd Street and Wentworth to be dismantled to make way for construction of the South Expressway, estimated cost \$100,000.

Removal of the remaining section of the old Garfield Park rapid transit structure, between the east side

of N. Wacker Drive and the west side of Desplaines Avenue, estimated cost, \$90,000.

Removal of the remaining two blocks of the old Humboldt "L" structure from near Milwaukee and North Avenues to a point just east of Western Avenue, estimated cost, \$3,600.

## Retain Engineering Firms

Consulting engineering firms retained, and the estimated construction costs of the projects to which they are being assigned are:

De Leuw, Cather & Co., Chicago, assigned to preparation of plans and specifications for the \$1,500,000 new bus overhaul shop and transportation building at South Shops, 77th Street and Vincennes Avenue.

Skagberg-Olson Co., of Chicago, assigned to preparation of plans and specifications for the proposed new terminal shops west of Harlem Avenue for the Lake Street rapid transit route, \$900,000.

De Leuw, Cather & Co., assigned to preparation of plans and specifications for remodeling existing car house at South Shops, 77th Street and Vincennes Avenue, estimated construction cost, \$500,000.

Consoer, Townsend and Associates, Chicago, assigned to preparation of plans and specifications for new transportation department offices at Howard Street and at Forest Park rapid transit terminals, estimated construction cost, \$150,000.

Alfred Benesch and Associates, of Chicago, assigned to preparation of plans and specifications for installation of facilities for grinding rapid transit car wheels, estimated construction cost, \$60,000.

Award of a contract to the Westinghouse Electric Corporation for purchase of \$417,750 worth of electrical equipment for the replacement substation to be erected at 63rd street and Princeton Avenue was also authorized by the Board.

## RIDERS URGED TO MOVE TO REAR OF BUS

A NEW leaflet, being distributed to riders through the "Take One" boxes in buses, encourages passengers to move to the rear of the bus whenever possible to help speed up boarding and alighting of the vehicle, and points out that two-way traffic at the front door is the biggest cause of delay at bus stops.

The advantages cited are that moving to the back of the bus will help the operator to provide a faster, safer and more pleasant ride because it gives him a clear view of traffic approaching from the left and permits him to maintain a clear field of vision. The leaflet also suggests that moving to the rear eliminates pushing through in crowded aisles by other passengers who are moving towards the rear door to alight.

The leaflets are also available at all stations for operators wishing to use them to hand out to passengers who crowd the front part of the bus when there is more room available at the rear.



# PICTORIAL ROUND-UP OF 1960 S.A.A. WINNERS



**WINNER OF** the special award on the surface system was Lawndale station. This is one of two awards given for an especially good overall safety record during the past three years and maintained during 1960. Lawndale also won the surface traffic-type plaque for the final quarter of last year. Presentation was made by *T. B. O'Connor* (center) to *C. A. Sonders* (left) and *S. J. Bitel*, superintendent and assistant superintendent, respectively, of the station.

**MARKING THE** sixth consecutive year of a continuing decline in public accidents, five operating stations received annual safety achievement awards at presentations held recently.

The awards were given in recognition of outstanding performance in reducing both traffic and passenger type accidents during 1960 and were noteworthy testimonials to improved teamwork and system-wide application of good driving practices by operating personnel.

The accompanying photos record the presentations of the awards at the winning stations.



**NORTH PARK** achieved the best record in reducing passenger-type accidents to take the 1960 award on the surface system. On hand to make the presentation was *T. B. O'Connor* (right) general superintendent of transportation and shops and equipment. Receiving the award on behalf of the station personnel are *Charles A. Kerr* (left) superintendent, and *Robert W. Christian*, assistant superintendent.



A **SECOND** special award was presented to Howard station of the rapid transit system for achieving and maintaining an outstanding accident record. Proudly displaying the plaque in this picture are *R. W. Meisner*, left, assistant superintendent, and *K. L. Manaugh*, superintendent, north section.



**THE COMBINED** traffic-passenger type award for the rapid transit system was won by Kimball station. Gathered around the plaque, which was added to several others claimed by Kimball in recent years are, left to right, *George A. Riley*, superintendent of instruction, Transportation Department; *K. L. Manaugh*, station superintendent, and *R. M. Sanford*, assistant station superintendent, north section, respectively, and *C. E. Keiser*, superintendent of transportation, who made the presentation.



**EVERYONE IS** happy as the annual award for achieving the greatest decrease in traffic-type accidents is presented at Kedzie station. A group of operators who helped compile the record gather around as *General Manager Walter J. McCarter* (right foreground) hands the S.A.A. plaque to *M. F. Harrington*, (left foreground) assistant superintendent, and *John Frugo*, superintendent, respectively, of the station. There was free coffee and for all who attended.





## CTA Girls Select Easter Bonnets

MAKING A choice, especially when it's deciding on an Easter bonnet, is no easy chore. *Genevieve Bagger* can't make up her mind about the black and white straw she's wearing or the striped taffeta she's holding in her hand.

(Hats courtesy of  
*King's Millinery*)



A FLOWERED, orange crush chapeau seems to have caught (left) *Patricia Fiorito's* fancy, while *Margaret Garrity*, wearing a bright pink veiled pill box style, eyes herself in the mirror.

STILL UNDECIDED, *Margaret Garrity*, Accounting, and *Patricia Fiorito*, Insurance, continue to try on different styles. This time, Marge is wearing a white, flowered crown band, and Pat, a chocolate puff straw trimmed with white and orange chiffon. *Genevieve Bagger*, Employment, is looking over the smart new selection of patent leather handbags which will complement the flowered, lavender hat she's wearing.

MARCH, 1961

SPRING IS in the air—budding blossoms and colorful chapeaux, as bright and vivid as the traditionally-dyed Easter eggs, dominate the scene.

As nature undergoes its transition from one season to another, so do our "female-fair" who anxiously transfigure their wardrobes into the light and airy symbols of spring.

Our gals at CTA are no exceptions. Literally, caught in the act, were three CTA lasses, *Patricia Fiorito*, Insurance; *Genevieve Bagger*, Employment, and *Margaret Garrity*, Accounting, who went "hat hunting" at a millinery shop in the Merchandise Mart.

As the gals browsed through the shop, they were much impressed by the clear, sizzling, exciting and softly beautiful shades of the hats on display. As one of the girls observed, it was like walking into technicolor.

During their spree they learned that color is the propelling force in all 1961 spring fashions. To compliment the simplicity of the relaxed look, designers have used color as never before to give a lift and sparkle to the entire fashion world.

This spring season will burst with color. It is a season when a woman can indulge in her passion for fashion excitement in color, when she can cast off her fear and approach accessorizing with a bold spirit!

Bearing in mind that unpredictable weather usually prevails during this most fickle of seasons, milliners have designed hats to suit every womanly-whim.

A brown-eyed brownette, *Patricia*, who looks well in ensembles of pungent yellows and oranges, scanned over the selection of hats in chocolate puff, mint green, sunkissed yellow and orange crush, any of which is a perfect compliment to Pat.

*Genevieve*, whose salt and pepper tresses beautifully enhance navy blue, scouted through the mountain greens, bright navies, flowering pinks, redcoats and white. Incidentally, navy is in for a revival this season. It lends itself completely to brilliantly contrasting accessories.

*Marge*, a petite miss, who wears her brown hair at shoulder length, prefers the more neutral shades of beige and gray for her wardrobe. She hunted for the complimentary tones of wheat, bamboo, black, romance (brilliant pink), white and mountain green.

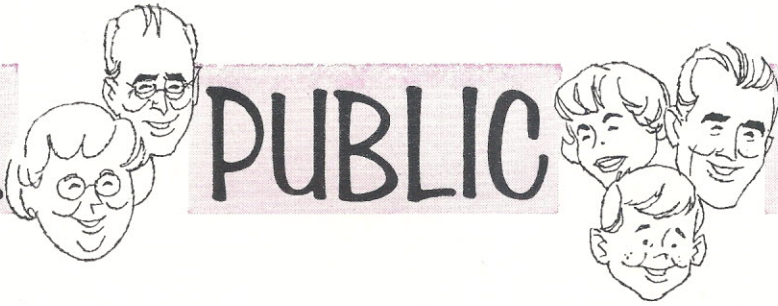
Having successfully accomplished their mission—selecting Easter bonnets—our gals are ready to welcome the robins and promenade in the Easter parade.

P.S. No living American male who is more than twelve years old will ever believe it, but there was a time when women's hats were even "madder" than they are today!!!





# OUR PUBLIC SPEAKS



EMPLOYEES WHO serve the public are, literally and actually, in the driver's seat and the promotion of CTA service depends a great deal on them. Regularly, considerate and courteous acts are observed and appreciated by our patrons. These satisfied customers take the time and effort to write letters of commendation, such as these reprinted here.

Letters of commendation are regularly received in the Service Section of the Public Information department; however, lack of space permits us to reprint only a few. But, every such letter that is received is noted in employes' personal files.

were alighting from the bus. Perhaps it would not be a bad idea to let some of the new trainees drive with this efficient operator. They could certainly learn a lot.

"My reason for writing this letter is not entirely unselfish. I happen to have purchased CTA's three and three-quarter percent bonds about a year and a half ago at 85. I notice they are now selling at 92. With bus drivers such as I have referred to, CTA service will become more attractive to patrons and as a result will probably pay off the bonds I hold at 100 cents on the dollar."

NOT ALL letters received in the Service Section of the Public Information Department are of a pleasant nature. Described here are a few situations that could have been avoided if our employes had shown courtesy and tact:

"I boarded a Roosevelt road bus, was issued a transfer and rode as far as Halsted. I alighted and boarded a north-bound Halsted bus. The driver informed me in a very loud voice that the transfer I handed him was no good. I asked why and he said, 'because I said it was no good.' Then he became insulting and said if I didn't want to to pay another fare, I could get off."

**COMMENT:** Patrons must be given courteous explanations as to why transfers are rejected and explain that another fare is required; however, patrons can also be instructed to write a letter enclosing the questionable transfer, to the Service Section of the Public Information department, where it will be determined if a refund is warranted.

"Of late, I have been passed up by CTA buses without reason. I have the type of job that has me traveling around the city during the day when traffic is at a low peak. Naturally, I depend upon CTA in my travels, but I'm certainly not getting as much work done, when I waste my time waiting for buses that don't stop."

**COMMENT:** CTA operating rules and regulations specify that drivers must stop at designated zones to permit patrons to board or alight. There are times when vehicles are filled to capacity, but usually not during midday.



**Operator Martin Kielty**  
77th Street



**Operator Charles Davis**  
Kedzie Station

"This morning I had a pleasant experience. Because my car was in a garage being repaired, I had to take the CTA downtown. This is the first time that I have done so in the last four years. Bus driver number 4686 is a far cry from the drivers I had seen four years ago. This man particularly impressed me in three areas. The first was that he patiently waited for passengers when he saw that they were running for the bus. He also called out the street names and cautioned people as they

"At 9:20 A.M. I boarded a No. 157 bus at Chestnut street and I want to wholeheartedly commend the driver of that bus whose Badge Number is 3433. He is everything a fine operator should be — courteous, capable and cautious — and personally neat. His attitude towards passengers was extremely congenial. His patience was tested a few times when passengers were befuddled about their destinations, but he went out of his way to give exact, precise information and put these wearied people at ease."

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for February, 1961; January, 1961, and February, 1960:

	Feb. 1961	Jan. 1961	Feb. 1960
Complaints .....	790	930	1162
Commendations	109	110	109



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Clerk Transfers To Air Transportation

ACCOUNTING—(Revenue)—*Frances Miloch*, mileage clerk, resigned February 2 to enter Eastern Airlines' training school for stewardesses in Miami, Florida. Her new career will be concerned with airplane mileage rather than bus mileage.

Former employe, *Bonnie McGrath*, who became an American Airlines hostess, was invited to *President Kennedy's* inauguration and inaugural ball, with a sojourn at the Mayflower Hotel in D. C.

*Sophia Danielson* recently vacationed in Michigan City, Indiana, where her aunt, who is ill, resides.

(IBM)—*John Echols'* valentine, *Michael John*, was born on February 14.

*Jeanette Kelly*, who recently underwent surgery, reports she is very anxious to return to work.

*Fred Barker* spent his vacation relaxing and doing odd jobs around the house.

*Elizabeth Leu*, mother of *Evelyn Leu* and *Florence Parrott*, passed away suddenly on February 17.

(Payroll)—*Alice Novalich's* sister, *Kathleen Brodin*, recently passed away after a long illness.

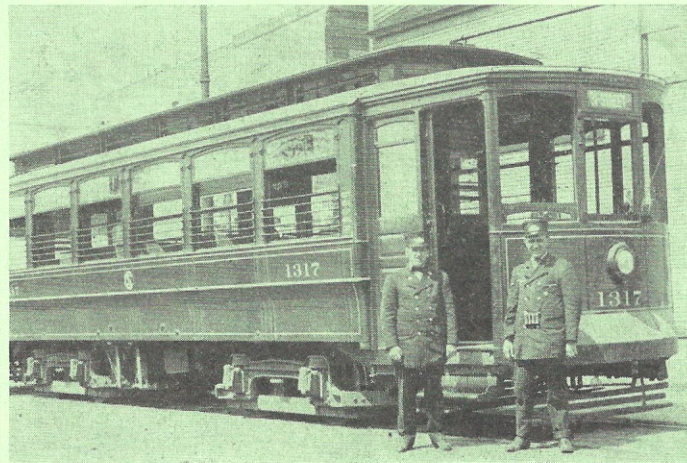
*Marge Organ* reported back to work looking fit as a fiddle, after recuperating from her recent illness.

*Naomi Bohlin* underwent minor surgery and reported she is on her way to recovery.

## Playful Feline

*Lorraine Buehler*, who adopted a three-week-old kitten, had her troubles when the kitten got caught inside the folding studio bed.

(M and S)—*Roy Wilson* recently vacationed in St. Petersburg, Florida, where he renewed old acquaintances at the Pensioners' meeting. He found the weather good and made various trips around St. Petersburg and Tampa.



## A PHOTO OF THE PAST

WAY BACK in 1910, *Motorman William E. Bennett* (left), who retired on pension in 1951, after more than 40 years of service, proudly stood in front of his streetcar in the vicinity of *Archer and Pitney* court just before starting another day's work. Today, *Bill* is enjoying an active retirement. Unfortunately, the name of the conductor is unknown.

Reported by *Julie Prinderville*

(Budget)—*W. S. Comstock*, budget supervisor, drove out of the cold North during his vacation to bask in the balmy breezes of the Gulf Coast. He enjoyed fishing and relaxing in the Florida sun.

The General Office Credit Union held their tenth annual meeting in the company cafeteria on January 27. Reelected to office were: *James E. Touhy*, *John Ruberry*, *Eileen Neurauter*, *Frank Hodapp* and *Harold Donihi*.

—MARIE E. HAVLIK and  
EILEEN NEURAUTER

## Visits Daughters In California

BEVERLY—*Instructor Joe Carney* recently visited with his daughters, *Mrs. Anna Kaval* and *Mrs. Louise Johansen*, who live in Fullerton, California.

*Operator Bill Radloff* and his wife, *Ann*, spent their vacation at their winter home in Pompano Beach, Florida.

*Bob Wennerstrom*, son of *Operator Clarence Wennerstrom*, is a freshman at *Culver-Stockton* college in Missouri. He received his first grades and they averaged A, which put him on the Dean's list of the top ten in his class.

*George Schletz*, son of *Operator George Schletz*, recently received his Public Accountant degree from the State of Illinois. *George*, who majored in Accounting at *De Paul* university, is a former recipient of a *Division 241* scholarship.

*Operator Henry Wade* and his wife, *Alma*, will celebrate 37 years of wedded bliss on March 26.

*Former Operator Karl Schwartz* recently underwent surgery at *South Shore* hospital.

*Operator Leonard Cantwell* suffered paralysis when he was involved in a recent automobile accident.

—CLIFFORD L. HOWARD

## Statementman Steps Into Marriage

CLAIMS—*Legal Statementman Bill Cooney* and *Evelyn Brophy* were married on January 7 at the *Way-side Chapel* in *Palos Hills*.

*Danny Martorelli*, supervisor of statementmen, is back at work after his stay in the hospital.

Also, *Paul Twine*, who was off due to a neck injury from an auto accident, is back on the job.

*Mike McDermott* is smiling again . . . his wife, *Irene*, who was injured in an auto accident, is doing well.

*Howard Clark* was promoted to inside adjuster.

*John Davis* was promoted to court assistant.

*Fred Martin* is convalescing in an Arkansas hospital.

*Charlie Olcikas* and *Dan Perk* were promoted to legal investigators.

*Herman Wirth* has received another cash award for sending in an acceptable suggestion.

*James Hickey* transferred from *Steno-Duplicating* to *Claims* as night accident clerk.

*Frances Truhlar*, typist, and *John Tyk* were married in *St. Odilo* church, *Berwyn*, on January 28.

Your scribe was promoted to chief clerk of the vault, replacing *John Mahon*, who retired on pension January 1.

—FRANK SEPANSKI

## Plays In Band At Kennedy Inaugural

FOREST GLEN—*Operator* and *Mrs. Julius Golnik's* son, *Julius, Jr.*, recently played his sousaphone with the *Weber* high school band, which was chosen to march in *President John F. Kennedy's* inaugural parade.

*Operator Frank Allen* received a photo of the home of *Retired Operator Julius Falkenskov*, formerly of *Lawrence* garage, who now lives in Denmark.



**FATHER'S PRIDE**



**AFFECTIONATELY PINNING** a flower to her father's lapel is **Susan Hill**, daughter of **Robert L. Hill**, Revenue accountant, prior to her marriage to **Erich Streder** at Tabor Evangelical Lutheran church. The couple presently is honeymooning in Florida.

Reported by *Marie E. Hawlik* and *Eileen Neurauter*

**Operator Ed Paul** returned to work on February 13 after several weeks of Florida sunshine.

**Operator and Mrs. Friend Bates** became grandparents for the third time on February 3 when **Cynthia Ann** was born to their son, **Keith**, and his wife, **Arlene**.

**Operator Arthur Lydigsen** retired on pension March 1, after 42 years' service.

A daughter was born on February 2 to **Operator and Mrs. James Collins**. They also have a son.

**Operator Stanley Krupa** passed away suddenly on January 16.

**Operator Stanley Bejrowski's** wife passed away on February 10.  
—EARL W. McLAUGHLIN

**See Grandchildren In California Via TV**

GENERAL OFFICE—(Transportation) —**Radio Dispatcher Larry Stephens** and his wife, **Jean**, had the pleasure of seeing their twin grandchildren for the first time through

the medium of television. **Susie** and **Diane Newton**, who were born in Arcadia, California, last October, to join six brothers and sisters, appeared on a daytime serial on channel 2, originating in California. They are the children of **Larry's** daughter, **Lavergne**, and her husband, **Robert Newton**. Rest assured, **Larry** and **Jean** were practically bug-eyed watching the serial, overjoyed when their twin grandchildren appeared on the screen, right in their own living room in Chicago.

**Connie Fiasche** left Transportation to assume the duties of a full time wife and mother. Her duties have been taken over by **Colette Szczepanek**, who transferred from Treasury.

**Robert Loughran**, son of **E. C. Loughran**, station superintendent, Keeler, has transferred from Schedule to Transportation as a clerk.

**Bill and Mary Rooney** celebrated their 19th wedding anniversary on Valentine's day. To honor the occasion, they and their two offspring, **Brian** and **Mary Janet**, drove, via the toll road, to Antioch, for a festive celebration at **George Diamond's** restaurant.

**Marge Rochford** celebrated a two-fold event on February 14—the passing of another milestone and St. Valentine's day.

**Mardi Gras Enthusiasts**

**Bernadette Kizior**, **Ann Zahumensky**, **Mary Berry** and **Aileen Ward** returned from a trip to the New Orleans Mardi Gras. Traveling on the I. C., they arrived in New Orleans shortly after midnight, where a bus was waiting to take the group to the Jung hotel. The festivities lasted from morning to night. While in New Orleans the girls met up with **Marie Krausman**, who also was attending the Mardi Gras with a group of friends. The travelers also went to Biloxi, Mississippi, and Mobile, Alabama. In Mobile, the girls met up with the passenger agent of the L & N railroad, who showed them the town, and then met them at the depot to present each of them with a camellia, as proof of "southern hospitality."

(Insurance) — An unexpected snow storm caused a great disappointment for **Adrienne Traskus**. For the past six months, she had treasured an invitation to the inauguration of **President Kennedy**, and for the same length of time had reservations made for a flight

to Washington from O'Hare Field. When she arrived at the airport, her plans and expectations were thwarted—the airport was closed due to weather conditions and all flights cancelled. A sad **Adrienne** watched the inauguration, via television.

**Pat O'Connell** decided to give up the insurance game and go for higher education. She enrolled at Northern Illinois Teachers' College at DeKalb. Her co-workers feted **Pat** with a dinner, and presented her with a corsage and sweater.

—JULIE PRINDERVILLE

**Trio Entertains At Air Force Base**

GENERAL OFFICE — (Training and Accident Prevention) — **Airman Dennis McKenna**, son of **John McKenna**, training assistant, is a member of a newly-formed vocal trio, the Three Jolly Coachmen, composed of airmen stationed at Bermuda's Kindely Air Force base. **Dennis** also accompanies with a guitar. They have entertained at various social activities on the base, and were recently featured on the Bermuda TV program, **Date Before Dinner**.

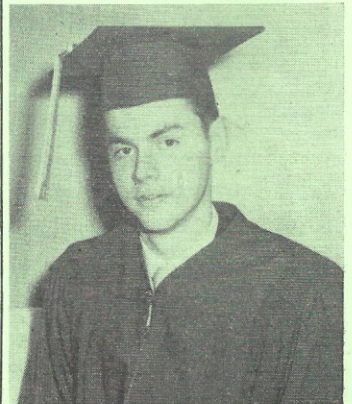
**NEW BRIDE**



**RECENTLY MARRIED** was **Joyce Marilyn Milz**, daughter of **Superintendent Elmer Milz**, Operations Control. **Joyce**, a graduate of Northwestern university who is teaching at New Trier high school, was married to **Lawrence Husak, Jr.**, a graduate of Lake Forest college, on December 17 at **Kenilworth Union church**.

Reported by *Julie Prinderville*

**HONOR STUDENT**



**HONOR ROLL** graduate of Lane Tech high school is **Brent Boldt**, son of **Henry Boldt**, statistical clerk, Training and Accident Prevention. **Brent** has been admitted to the Navy Pier division of the University of Illinois, where he will major in Engineering.

Reported by *Mary E. Clarke*

Congratulations were extended to former typist, **Carmella Cecala**, and her husband, **Joseph**, Internal Auditing, on the birth of their first baby, a little boy, **Russell Joseph**. He weighed in at six pounds, 10 ounces at Columbus hospital on January 26.

**Ted Jung** and his family recently motored to Florida, where they vacationed and visited with relatives who live at West Palm Beach, Boynton Beach and Miami. **Ted** tried a bit of skin diving while there.

**Bill Barnes's** step-mother, **Margaret Barnes**, recently passed away.

**New Typist**

(Staff Engineering) — **Typist Mary Ann Tagler** was welcomed to our department. **Mary Ann** is the daughter of **District Superintendent Angelo Tagler**, Transportation.

(Buildings and Structures) — **Student Engineer Walter Gaedike** and his wife, **Pat**, became the proud parents of a son, **Donald Alan**, who was born on February 3. Assisting with the birth of the little fellow was **Draftsman Dante Brunod's** daughter, **Diane**, who is a nurse at the Evanston hospital.

**Ann Farrell**, stenographer, enjoyed a wonderful vacation recently at Sun Valley, Idaho, where she did quite a bit of skiing.

—MARY E. CLARKE



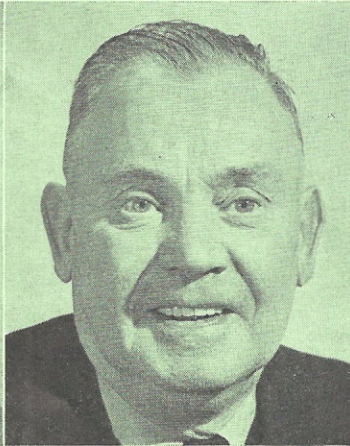
40-YEAR EMPLOYEES RECENTLY RETIRED



**R. K. Doughty, 65, conductor, South Section, March 1, 47 years.**



**John Stopa, 65, repairman, "A," North Park, March 1, 44 years.**



**Edward Lambrecht, 65, conductor, Kimball, March 1, 44 years.**



**Arnold Lydigsen, 65, operator, Forest Glen, March 1, 42 years.**

**New Pensioners**

- T. L. Calmelat**, foreman, Electrical Department. Employed 6-3-20.
- R. H. Doll**, operator, Lawndale. Employed 1-28-24.
- Paul Domke**, ticket agent, South Section. Employed 4-2-45.
- R. K. Doughty**, conductor, South Section. Employed 2-18-14.
- Samuel Duggan**, truck repairman, South Shops. Employed 2-26-43.
- Joseph Fabry**, carpenter "A," West Shops. Employed 5-22-23.
- Fred Harris**, porter, West Section. Employed 9-26-27.
- F. J. Hemple**, repairman "A," Shops and Equipment. Employed 3-18-20.
- J. H. Jacoby**, foot collector, North Section. Employed 2-13-45.
- L. A. Jendersak**, agent, South Section. Employed 3-9-44.
- Konstanty Kaczmarek**, watchman, Way and Structures. Employed 10-9-24.
- F. L. Knoerr**, "B" helper, Electrical Department. Employed 1-2-45.
- Edward Lambrecht**, conductor, Kimball. Employed 2-28-17.
- A. M. Lang**, bus repairman, Limits. Employed 5-16-43.
- Arnold Lydigsen**, operator, Forest Glen. Employed 5-21-18.
- J. I. Lyons**, operator, 69th Street. Employed 12-15-14.

- Emanuele Migliorisi**, trackman, Way and Structures. Employed 4-18-24.
- John Nehr**, gateman, Lake Street. Employed 9-25-23.
- H. B. Rosendal**, bond supervisor, Treasury Department. Employed 1-8-42.
- John Stopa**, bus repairman "A," North Park. Employed 10-25-16.
- C. M. Timm**, operator, Limits. Employed 10-19-26.
- Salvatore Toia**, laborer, Way and Structures. Employed 7-6-36.
- David Wysinger**, porter, West Section. Employed 1-2-45.

**DISABILITY RETIREMENTS**

- F. J. Bartel**, bus operator, Forest Glen. Employed 2-17-42.
- John McGoldrick**, temporary collector, 77th Street. Employed 3-14-23.

**TRANSITAD**

**FOR SALE** — Revere 16 mm sound projector with 22 reels of cartoons, comedies and musical shorts. Also film chests and 3-1600' reels. Telephone A. J. Baratta, MOhawk 4-7200, extension 824, or MErrimac 7-4815.

**Chief Tester's Father Dies**

ELECTRICAL — (Surface Division) *Peter Janke*, chief electrolysis tester, suffered the loss of his father on February 15.

—GILBERT E. ANDREWS

**Lucky Fellows Win Hams**

KEDZIE—During the presentation of the Station Achievement award in traffic-type accident frequency for 1960, on February 7, a raffle was held and coffee and refreshments were served.

Winners of the hams were: *Operators Mervin J. Chachere, John E. Raybon, John J. Kain, Jr., Chester Elke, Lee R. Oakes, Cortez Dixon, Ernest C. Chambers, Anthony Dominick, Raymond Graham, Charles Sides, George E. Sullivan, Martin J. Welby, Toler W. Mealy, John B. McGill, Donald F. Wilson, Henry J. Blaha, George R. Townsend, Paul J. Hopson, Walter Baran, Nathaniel K. Payne and McClinton Porter and Repairman John Labellarte.*

*Operator Timothy Heffernan's son, Joseph,* recently underwent minor surgery at Bethany hospital.

*Operator and Mrs. Thomas Murphy* celebrated their 31st wedding anniversary on January 31.

—C. P. STARR

**Operator Recuperating In Arizona Climate**

LIMITS—*Pete Cunningham*, who had been hospitalized, recently visited our depot before leaving for Arizona, where he will rest up and visit with his two brothers, who live out there.

Fellows, this is your column and I need your help to fill it with news. Please give any news items to me or the chief clerk.

—IRVING J. METZGER

**CLOSES CAREER**



**RECEIVING A gift**, on behalf of his co-workers, is (left) *Repairman John Hemple*, Kimball Shops, who retired on pension March 1, after 40 years of service. Making the presentation is *Terminal Foreman Harold F. Rose*.

Reported by *Joe Feinendegen*



### Attorney Visits Retiree In Sunny California

LAW—Attorney George L. Griffin drove to Florida during the month of December, and visited with Mrs. Josephine Kelly, one of our pensioners and a very dear friend of many CTA employes.

Pat Newell, legal steno, was feted on her birthday by the girls in the department with a luncheon in the Sample Room.

Attorney Philip A. Comiano and his wife presently are spending their vacation visiting Lima, Peru; Santiago, Chile; Caracas, Venezuela; Buenos Aires, Argentina, and took in the pre-Lenten Carnival in Rio de Janeiro.

—CEILE E. BAGGS

### Chicken Dinner Adds To Credit Union Meeting

LOOP (Agents)—The Metropolitan "L" Credit Union held its annual meeting at the Oak Park Arms hotel on January 21. A chicken dinner and entertainment were enjoyed by 200 guests, and about 25 lucky people won beautiful door prizes.

Catherine Kenny recently entertained her cousin, who made a trip here from Canada.

Florida was the vacation spot for Ann Wastier, who visited Miami Beach, West Palm Beach and Key

### NEW RETIREE



AFTER MORE than 34 years of transit service, Assignment Agent Jule Hidding retired on pension February 1. During a festive dinner at Villa Sweden restaurant, Superintendent Kenneth L. Manaugh, North Section, presented Miss Hidding with a cash gift on behalf of her friends and co-workers.

### RENEWS OLD ACQUAINTANCE



WHEN OPERATOR John Lyons (right) retired on March 1, after 46 years' service, he received a retirement folder from the man he once "broke-in" on the streetcars, T. B. O'Connor, general superintendent of Transportation and Shops and Equipment.

West. Ann also took a trip to San Juan, Puerto Rico.

Porter Sylvester Stuber exchanged nuptial vows with Leona Brinkman on February 2 at St. Killian church.

Porter Otis Buchanan's sister, Ernestine, passed away recently in Dyersburg, Tennessee.

At this writing, Arlene Swanson is convalescing at home after undergoing surgery.

Porter Joseph Robinson presently is hospitalized at Hines hospital.

—EDITH EDBROOKE

### These Fellows Are Twenty-Year Men

NORTH AVENUE — Wedding anniversaries being celebrated this month are: the William Kennedys, their 26th on March 2; the Walter Starks, their 25th on March 7, and the Jerry Vaneks, their 24th on March 27.

Incidentally, Instructor Bill Kennedy presently is a patient in Oak Park hospital.

George Baehr, repair department, became a grandpappy for the eighth time when a granddaughter was born last month.

Presently on the sick list are: John Wolf, who underwent surgery; William Behnke, who is confined to Alexian Brothers hospital; Lucchesi Nello, who is confined to Ravenswood hospital; Hugh McCahall, who was hospitalized and is recuperating at home, and John McGill, who also is recuperating at home.

—JOE HIEBEL

### Son Makes 2nd Lieutenant

NORTH SECTION — Motorman and Mrs. Patrick Flatley's 22-year-old son, Thomas, recently was graduated from officer's training school at Ft. Benning, Georgia, with the rank of 2nd Lieutenant. Tom is a graduate of Loyola university.

Motorman Hugh Hegarty is spending his vacation visiting with his parents and relatives in Donegal, Ireland.

Switchman Walter Weissgerber spent his vacation, "Sante Fe all the way," in California, where he basked in the sun.

How about sending in some news for our column,

—ANGELO BIANCHINI

### Vacationers Choose Sunshine States

NORTH PARK—Paul Gunther enjoyed his vacation at Hollywood, Florida.

Edwin O'Brien toured Phoenix, Arizona.

Al Will recently was married and spent his honeymoon in California.

Carol Connor, daughter of James Connor, was married to Robert Daly on February 4.

Al Tropple and his wife became the proud parents of a baby boy, who was born on January 19.

Thomas Sansone's father recently passed away.

Also, Harry Lamerdin's father passed away on February 15.

—ELMER RIEDEL

### Gala Afternoon For Assignment Agent

NORTH SECTION (Agents) — More than 100 friends gathered at Villa Sweden restaurant to wish Jule Hidding, assignment agent, a happy retirement. Among the guests were Pensioners Hulma Turnstrom, one of our oldest retirees, Abbie Clark, Ida Mason, Ann Hurwitz, Ann Lane, Mary Doody, Ann Boucher, Clara Kitson, Ann Schloz, Lydia Stone, Marie Pulliam, Irma Ludwig, Gladys Radicliiff, Julia O'Brien, Edward Battey, Michael Morse, C. L. Teisster and William Singer. Margaret Queenan also was present.

Doris Johnson, Austra Pudzis and Salvatore Carlino are back to work after having spent some time on the sick list.

Helen Newell presently is confined to St. Joseph's hospital, where she underwent surgery.

Myrtle Apitz and her husband who is a bus operator, are sparkling with joy, over the arrival of their new grandson, who was born on February 12.

Anna Bartelt's son, Robert Corda, recently underwent surgery.

Gregory Bojan's sister-in-law recently passed away.

Patsy Rosengarten was confined to Cuneo hospital, where she underwent major surgery.

Harold Hawkins' sister, Bernice Johns, recently passed away.

—ELIZABETH HAWKINS

### NEW PENSIONER



AFTER 23 years of service, Alfonso Skrobotanas, right, blacksmith, South Shops, retired on pension February 1. Presenting Al with a gift on behalf of his co-workers is Blacksmith Foreman Tom Pawley.

Reported by Evelyn Howe and Frances Louward



**Nine More Before Silver Anniversary**

69TH—Repair Foreman Bob McClelland and his wife recently celebrated their 16th wedding anniversary.

Repairman George Scaruffie presently is on the sick list.

Operator Tim Mulvey became a father for the second time when John Patrick was born on January 3.

Mark Edward Miska was born at Little Company Of Mary hospital on February 12. His proud parents are Operator Charles and Suzanne Miska.

Operator John Lyons retired on pension March 1, after 46 years of service. He was number one man at our station.

Operator John Messenger returned to work after recuperating from recent surgery.

Operator Charles Pold's wife is convalescing at home due to injuries she received in an auto accident.

Operator Herman James recently was awarded \$10 for submitting an acceptable suggestion.

—THOMAS S. ELPHICK

**BELLE AND BEAU**



RECENTLY ATTENDING a K. C. Mardi Gras night was Ellen Hasemann, typist, Public Information, and Mike Belica. Not only was the couple appropriately attired, a southern belle and confederate officer, to commemorate the centennial celebration of the Civil War, but they also won a radio for being the most elaborately dressed pair.

Reported by Julie Prinderville

**RECENT DEATHS AMONG EMPLOYEES**

- M. F. ARNON, 67, retired conductor, West Section. Employed 5-15-17. Died 1-7-61.
- WILLIAM ARUNDEL, 80, retired conductor, Archer. Employed 12-24-09. Died 2-4-61.
- THOMAS BARRETT, 79, retired motorman, Lincoln. Employed 12-23-19. Died 1-28-61.
- H. A. BEHNKE, 49, retired operator, North Avenue. Employed 1-16-34. Died 1-21-61.
- PAUL BORUCKI, 79, retired watchman, Way and Structures. Employed 10-11-30. Died 1-14-61.
- TOMA BOTICA, 71, retired laborer, Way and Structures. Employed 7-28-29. Died 1-21-61.
- JOHN W. BRADSHAW, 55, maintainer, Electrical Department. Employed 11-30-28. Died 1-24-61.
- NORRIS BRAIDMAN, 58, ticket agent, Howard Street. Employed 9-25-42. Died 2-1-61.
- C. W. BRIDGE, 78, retired regular guard, South Section. Employed 12-31-14. Died 1-7-61.
- EUGENE BURKE, 62, clerk, Purchasing Department. Employed 8-11-41. Died 1-26-61.
- LUIGI CACI, 69, retired laborer, Way and Structures. Employed 2-3-19. Died 1-15-61.
- W. J. CARROLL, 75, retired motorman, 77th Street. Employed 3-6-24. Died 2-5-61.
- T. J. CHRISTY, 76, retired trainman, South Section. Employed 7-9-10. Died 1-16-61.
- J. A. CONSIGLIERI, 56, retired agent, West Section. Employed 11-8-43. Died 1-12-61.
- MICHAEL CONWAY, 73, retired conductor, South Section. Employed 2-28-12. Died 1-9-61.
- FRANK COSMELLA, 71, retired motorman, North Section. Employed 9-13-07. Died 2-6-61.
- F. M. CRONIN, 86, retired motorman, 77th Street. Employed 5-25-04. Died 2-12-61.
- JOSEPH CUSEMANO, 86, retired laborer, Way and Structures. Employed 10-12-22. Died 2-7-61.
- P. M. CUSIC, 58, retired revenue record clerk, Revenue Accounting Department. Employed 11-4-36. Died 1-31-61.
- WILLIAM DEGELMANN, 69, retired line foreman, Electrical Department. Employed 5-6-12. Died 1-26-61.
- MARTIN DILLON, 75, retired conductor, West Section. Employed 10-20-22. Died 2-11-61.
- J. M. DILWORTH, 79, retired conductor, Devon. Employed 8-20-13. Died 9-10-60.
- J. J. DRINAN, 86, retired motorman, North Section. Employed 6-8-09. Died 1-12-61.
- J. A. FITZGERALD, 82, retired conductor, Kedzie. Employed 5-10-01. Died 1-4-61.
- B. W. FOLEY, 91, retired conductor, North Section. Employed 5-20-18. Died 1-12-61.
- J. J. GILMARTIN, 70, retired trainman, West Section. Employed 9-3-09. Died 1-26-61.
- W. J. GROTH, 74, retired guard, North Section. Employed 7-18-07. Died 2-10-61.
- ARTHUR W. HAAS, 55, file clerk, Stores Department. Employed 9-8-42. Died 2-15-61.
- JOHN HARALOVICH, 79, retired janitor, Archer. Employed 7-1-07. Died 1-8-61.
- J. S. HEREK, 83, retired conductor, Lawndale. Employed 4-20-10. Died 1-18-61.
- ARTHUR JOHNSON, 68, retired conductor, Devon. Employed 2-9-15. Died 1-27-61.
- NICK KASHUL, 68, retired car and bus repairman, North Avenue. Employed 9-25-19. Died 1-21-61.
- M. J. KEHOE, 71, retired motorman, Cottage Grove. Employed 11-23-22. Died 2-6-61.
- WALTER KIBITLEWSKI, 72, retired bus repairman, Shops and Equipment. Employed 4-20-26. Died 2-6-61.
- STANLEY KRUPA, 53, operator, Forest Glen. Employed 6-9-43. Died 1-16-61.
- D. F. LEAHY, 61, retired motorman, Devon. Employed 9-19-29. Died 2-1-61.
- ROBERT LeGRAND, 55, maintainer, Electrical Department. Employed 11-24-25. Died 1-21-61.
- C. McGINLEY, 67, retired motorman, Limits. Employed 1-6-20. Died 1-19-61.
- J. M. MICHELSON, 82, retired conductor, Lincoln. Employed 8-6-09. Died 12-31-60.
- F. A. MILLER, 67, retired token clerk, Transportation Department. Employed 6-22-16. Died 2-9-61.
- NORA MOORE, 79, retired agent, North Section. Employed 4-1-10. Died 12-29-60.
- PATRICK MULCAHY, 64, ticket agent, South Section. Employed 11-13-41. Died 1-30-61.
- C. A. NELSON, 85, retired motorman, Devon. Employed 7-5-04. Died 1-15-61.
- C. A. OLSEN, 70, retired motorman, 77th Street. Employed 11-4-13. Died 2-5-61.
- F. C. PENGE, 67, retired conductor, Devon. Employed 8-29-16. Died 2-9-61.
- JAMES PRINDIVILLE, 81, retired conductor, Lawndale. Employed 9-19-22. Died 1-16-61.
- T. J. QUINLAN, 90, retired towerman, North Section. Employed 2-28-98. Died 1-21-61.
- S. R. RASMUSSEN, 86, retired conductor, Lincoln. Employed 7-6-97. Died 1-2-61.
- PETER RATKOVICH, 73, retired laborer, Way and Structures. Employed 8-29-29. Died 12-30-60.
- JOHN STRINGER, 81, retired foreman, 61st Street. Employed 4-25-01. Died 2-7-61.
- C. G. SUNDH, 76, retired conductor, North Section. Employed 5-1-11. Died 1-12-61.
- H. E. ULRICH, 76, retired conductor, Lawndale. Employed 10-19-11. Died 2-3-61.
- PETER WALSH, 74, retired motorman, Devon. Employed 1-21-20. Died 1-24-61.
- THOMAS WHELAN, 68, retired motorman, Kedzie. Employed 6-16-21. Died 1-7-61.
- J. C. ZAPEL, 79, retired motorman, West Section. Employed 2-22-02. Died 1-26-61.



**COLD WEATHER CATCHES**



**PROVING THAT** ice fishing has its rewards are *Foreman Ernie Pearsen*, left, and *Operator Bill Miedema*, North Avenue, who recently caught these beauties at Green Lake, Wisconsin, where the temperatures ranged from 16 to 20 degrees below zero. Ernie won a prize with his nine-pound lake trout, the largest of any fish caught among their group of fishermen.

Reported by *Joe Hiebel*

**Secretary Enjoys Sun Valley Holiday**

**PURCHASING AND STORES**—*Dagmar McNamara*, secretary to *G. S. Graybiel*, recently returned from a skiing and skating vacation in Sun Valley, Idaho.

*Receptionist Rose James*, who retired on pension February 1, was feted with a dinner in the Sample

**DINNER GUEST**



**WHILE WAITING** for the dinner bell to ring, *Agents Frank Zima*, left, and *Gordon Kelly*, West Section, talk shop during a recent visit that the Zimas paid to the Kelly home.

Room, Merchandise Mart, and received a corsage and many gifts from the girls in Purchasing.

*Marge Scheidler*, formerly of Accounting, assumed Rose's position.

*Stock Clerk Ed Bruckner*, south division, became a grandfather for the first time (after waiting for ten years) on December 18, when a baby boy, *Robert Allan*, was born to his daughter, *Marion*, who lives in San Diego, California.

*Fork Lift Operator Joe Kilcullen* and his wife, *Nina*, became the proud parents of a red-haired baby daughter, *Kathy*, on January 7. *Kathy* has a big sister, *Anne Marie*, who is 19 months old.

—D. JANE BELL

**They Need One More For Basketball Team**

**SKOKIE SHOPS**—*Painter and Mrs. Mitch Faczek* recently announced the birth of twin sons. This makes four boys for the Faczeks.

*Catherine Anne Harnett*, typist, vacationed in New Orleans, where she enjoyed the Mardi Gras, and Biloxi, Mississippi.

*Carpenter Robert Barrett* also traveled to New Orleans for the Mardi Gras.

*Upholsterer Al Schmitz* and his wife vacationed in Florida.

*Painter Jan Broda* recently was married.

*Electrician Joseph Perillo* presently is vacationing in Florida.

Presently on the sick list are: *Clerk Charles Krug*, *Car Cleaner George Roth*, *Jimmie Paolicchi*, *Roy Sundberg*, and *Electrician Robert Binnie*.

Returning from the sick list are: *Machinist Ernest Fisk* and *Electrician James Welton*.

*Electrician Stanley Raven's* son recently passed away.

*Machinist Andrew Hodowanic* and *Shopman Louis Lesko* recently reported the deaths of their sisters.

*Electrician Frank Kramer's* father recently died.

*Carpenter John Milas* and *Machinist Michael Kohut* recently suffered the loss of their brothers.

—DAVE GURWICH and EVERETT E. ENGLAND

**Grandpa Welcomes His First Heir**

**SCHEDULE - TRAFFIC** — *Joseph DeGrazia*, schedule maker, became a grandfather for the first time on January 26, when his daughter and son-in-law, *Mr. and Mrs. Innocentine*, announced the arrival of a daughter, *Luanne*.

*Anthony Ritrovato*, traffic checker, and his wife announced the arrival of their first son, *Anthony Jr.*, who was born on February 3.

*George Fisher*, schedule maker, had to make a quick trip to Pennsylvania to attend the funeral of his wife's father.

—GERTRUDE F. ANDERSON

**Father Wins Skating Trophy**

**SOUTH SECTION**—*Towerman Leonard DeGroot's* father, *Leonard, Sr.*, who is 82 years old and lives in Peru, Illinois, recently was publicized in a local newspaper for winning a skating trophy. The elder *Mr. DeGroot* was a commercial trapper many years ago.

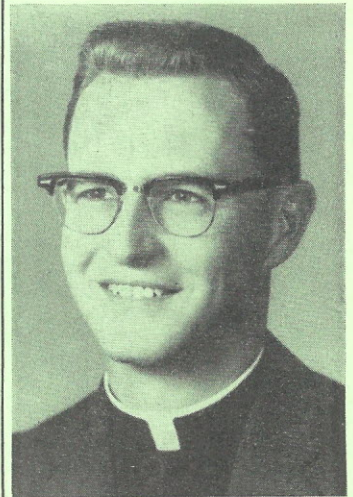
*Motorman Fred Gronemeyer* and his wife celebrated their silver wedding anniversary on January 18.

*Towerman Ted Wells* was welcomed back by his friends and fellow workers after an absence of two years which he spent in the U. S. Army.

*Switchman Johnnie Tolson* proved that suggestions pay off. A five-dollar award was presented to him for an accepted idea.

*Instructor Charles Baner* welcomed home his son, *Gregory*, who completed a hitch in the U. S. Navy.

**ORDAINED**



**PALM SUNDAY** will be the celebrated day when *Father Robert J. Pinta*, son of *Towerman Frank Pinta*, South Section, will say his first Mass at 10:30 a.m. in St. John of God church, Chicago. The young man was ordained a priest on March 17 at the Immaculate Heart Seminary in San Diego, California.

Reported by *Leo J. Bien*

*Conductor Ray Doughty* spent his vacation just looking around, and soon will have the time to visit many more places when he retires on pension.

*Work Train Conductor Bill Saunders* is recuperating nicely, after undergoing surgery.

*Motorman Daniel Kendall* has been O.K.'d from the disability list, and is returning to work after an absence of almost a year.

*Shop Clerk Jim Daly* drove to Florida for his vacation. He also took a cruise to Nassau.

*John Gay*, the smiling shopman, has been transferred to the North Section.

*Clerk Charles Dennis* is the man to see when you want a cake baked. He recently surprised everyone in the office with a carrot cake that he himself baked.

The South Section Credit Union party was a huge success. The head waiter in a red vest was *Roland Hartney*, who did a commendable job serving refreshments.

*Instructor Joe Tvardik* observed his birthday on February 14 and delivered Valentine pastry for the gang.

—LEO J. BIEN



### Credit Union Dinner Dance Huge Success

**SOUTH SHOPS**—The Credit Union dinner dance was a huge success. It was our first venture of this type and we were glad to see so many in attendance.

An election of officers was held and the wives of our members had an opportunity to become familiar with the workings of our Credit Union.

President **Bob Hunt** gave a nice talk as did Treasurer **John Jankus**. The vote was unanimous to have the same type of party again. A committee was appointed to plan the affair for next year.

**William Hansen** is the new foreman of the wiring department, bus body shop, replacing **Harvey Harders**, who recently passed away.

Now its two boys and two girls for the **Joseph Kehoes**. Joe, of bus overhaul, and his wife, **Peg**, are the proud parents of a baby girl, **Karen**, who was born on January 26.

**Roy Albers**, also of bus overhaul, and his wife, **Marie**, announced the arrival of **Mark Richard**, who was born on February 6.

**Blacksmith Alfonso Skrobutamias** and **Laborer William Cornell**, miscellaneous, retired on pension February 1, after 23 and

### NEWLYWEDS



**RECENTLY MARRIED** were **Motorman William Dalton's** son, **John**, and **Mary Lou Gilfoil** at St. Brigid's Catholic church. The young couple presently is living at Ft. Riley, Kansas, where the groom is stationed. **Chauffeur Ed Kelly**, Utility, is a brother-in-law of the groom.

Reported by **D. Jane Bell**

### RETIREES AFTER 44 YEARS



### PRESENTING CONDUCTOR

**Edward Lambrecht** (center) with a gift when he retired on March 1, after 44 years' service, are **Assistant Superintendents R. W. Meisner** (left) and **R. W. Sanford**, North Section.

41 years of service, respectively. They both received gifts from their co-workers.

**Upholsterer Bill Meyers'** sister recently died.

**Electrician Ray Hoewel**, who temporarily worked at South Shops, is back at Skokie Shops.

**Carpenter Bill Flatley** and his wife, **Ann**, announced the arrival of their second grandchild, **William Edward**, who was born on February 20.

—EVELYN HOWE and FRANCES LOUWARD

### Vacation In Florida Is Annual Trek

**TERMINAL INSPECTION SHOPS** — (61st)—**Clerk Jim Daly** recently returned from his annual three-week vacation in Florida.

**Cleaner P. J. McEvoy** recently retired on pension after 32 years of service.

**Cleaner G. A. Raymond** retired on pension February 1, after 37 years of service.

(Lake)—**Repairman Joe Ranzazzo**, who was on the sick list, has returned to work.

**Tony Odrowski** and **Mike Kristman** were promoted to foremen.

(West-North West) — **Cleaner Charles Romano** retired on pension February 1.

(Logan Square)—**Mr. and Mrs. Stanley Brzeczek**, parents of **Clerk Ray Brzeczek**, recently celebrated their 50th wedding anniversary with a Mass at St. James church, followed with a dinner for about 300 friends and relatives.

—JOE FEINENDEGEN

### Family Increases By One Daughter

**WAY AND STRUCTURES**—**Tom Spasojevich**, road clerk, track division, became a proud father when his wife, **Florence**, gave birth to **Georgann** on January 28. The little lady weighed in at eight pounds, nine ounces.

**Jack Mooney**, co-op trainee, was married to **Charlotte Parker** on March 4 at the First Presbyterian Church of Libertyville. Jack is a student at Northwestern university.

**Charley Manthey**, instrumentman, is back at work after an extended illness.

**Konstanty Kaczmarek**, watchman, **Salvatore Toia**, laborer, and **Emanuele Migliorisi**, trackman, all of track division, retired on pension March 1, after a combined total of 96 years of service.

—MARLENE NEHER

### Grandpa Enjoys Family Visit

**WEST SECTION**—**Station Superintendent S. R. Smith** had the pleasure of having his son-in-law and daughter, **Mr. and Mrs. John Huskey**, and his four grandchildren of Grand Rapids, Iowa, vacation with him for a few days.

Former **Towerman Norman Loderhose**, who now is a clerk in Transportation, completed 35 years of service on February 23, and his eighth grandchild, **Peggy Ann**, was born on the same day.

(Desplaines)—**Motorman Patrick O'Brien** recently announced the births of two more grandchildren, **Bridgett Ann** and **Michael Shawn**. Now Pat has 10 grandchildren.

**Conductor William J. Conley's** daughter and son-in-law, **Mr. and Mrs. Gable S. Spence**, of New Jersey, announced the recent birth of **Kristen Carol**, who joined a sister and brother, **Kathy** and **Tim**.

**Conductor William Heelan** and his wife recently returned from a trip to St. Petersburg, Florida, where they visited with the CTA Pensioners' club and reminisced with former co-workers. They also visited with **Pensioner Jack Silka**, of Lawndale station.

(Lake Street)—**Motorman Vincent Vadeisa** and his wife announced the birth of a baby girl, **Regina Alena**.

**Porter Clarence Jones** and his wife announced the arrival of a baby boy, **Frederick Cicil Jones**.

—JOHN M. HANNING

### YOUNG SCHOLAR



**YOUNG MAN** with a future is **Jerrold Brim**, son of **Conductor Irving Brim**, Douglas Park, who recently was graduated from the University of Illinois, where he majored in Architectural Engineering. When **Jerrold** enrolled for his major, he was scheduled to graduate next June; however, his scholastic ability enabled him to finish one semester earlier.

Reported by **John M. Hanning**



**Family Plans  
CTA Weddings**

WEST SECTION (Agents)—This year promises to be a busy one for Clerk Daniel Doyle and his wife, Mildred, West section agent. Their son, Daniel Jr., will wed Helen Jablonsky on June 10. Their other son, John William, Archer depot, became engaged to Sherry Reilly, who is a sister of Agent Lorraine Reilly.

Ticket Agent Mary Stanczyk's daughter, Evon, was graduated from Harrison high. Evon was in the top 20 of her class.

Agent Frank Zima, vacationing at this writing, is utilizing part of his time installing ceramic tile in his Berwyn home. He also plans to spend some time relaxing at a winter resort, near Rockford, where he hopes to become proficient in the art of skiing.

Agent Larry Shallbetter presently is on the sick list . . . also, Agent Mary Winters has been off sick for some time.

Agent Harold Evans, who was on the sick list for some time, has resumed his duties.

Agents Thomas O'Shaughnessy and Martin Begley suffered the loss of their brothers, who passed away in January.

Agent and Mrs. Fred Manzel recently enjoyed a few weeks in Florida during the latter part of February. They made the trip by train to St. Petersburg and the surrounding area, visiting relatives and friends.

Agent George and Mrs. Bohakel celebrated their 27th wedding anniversary on February 12.

Agent Louie and George Beck are still trying to figure a practical way of successfully raising mushrooms in a basement. Whether the main difficulty is in the actual process of raising the mushrooms or in whose basement the mushrooms are to be raised is not yet quite clear.

—GORDON KELLY

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

**For And About Our Pensioners**

ACCOUNTING—Theodore A. Kawol, Electrical, who is living in Phoenix, Arizona, sent word of his recent trip to Juarez, Mexico. While there, Ted claims he got his hair cut for 40 cents. He also made arrangements to fly by jet to Hawaii in April, and will return aboard an ocean liner.

Arthur Anderson, a former laborer from Grand and Leavitt, bought a home in Phoenix, just ten miles from Ted Kawol and will be moving down there in May.

Phyllis Cusic, formerly of Revenue, passed away on January 31, after an extended illness.

—MARIE E. HAVLIK and  
EILEEN NEURAUTER

LAW—Julia Lellinger, who is living in California, recently sent a letter to our department, reporting her good health and best regards.

—CEILE E. BAGGS

NORTH PARK — Pensioner Fred Penge, Devon, recently passed away.

—ELMER RIEDEL

**HUNTER**



PROUDLY DISPLAYING a duck he bagged during a recent hunting trip is Retired Station Superintendent William Calderwood, Forest Glen. Accompanying Mr. Calderwood on the trip was his neighbor in Palatine, Collector LeRoy Pedersen, Forest Glen, who took the photo.

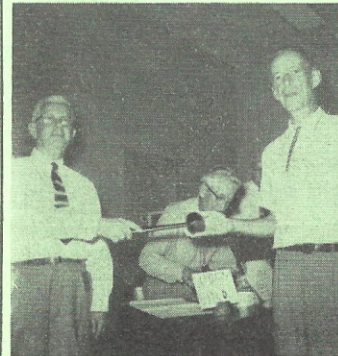
Reported by Earl W. McLaughlin

NORTH SECTION (Agents)—Frieda Necker presently is in Mt. Sinai hospital.

Matilda Linquist was confined to Augustana hospital.

—ELIZABETH HAWKINS

**NEW PRESIDENT**



RETIRING PRESIDENT of CTA Pensioners Club of St. Petersburg, Florida, Sidney Brown, left, is handing over the gavel and presidency to Burle Yeoman, shortly after the election of officers at the latest meeting.

Reported by John M. Hanning

ELECTRICAL—William Degelmann, retired line foreman passed away on January 26.

George W. Nelson, retired supervisor of personnel, recently paid us a visit at Blue Island. He looked very good and sends best regards to all.

John Woods, retired chief operator, Broadway, wrote from Miami, Florida, where he was enjoying the sunshine.

—GILBERT E. ANDREWS

69TH—Retired Operator Marvin Butts, who had been on disability pension, passed away on February 14.

Pensioner Philip H. Barger, who retired on September 1, 1950, and his wife, Ida, celebrated their 55th wedding anniversary on February 20, in St. Petersburg, Florida, where they have resided for the past eight years. Mr. Barger also sent word that he is a member of the pensioners' club down there and enjoys seeing his many friends at the meetings.

—THOMAS S. ELPHICK

SKOKIE SHOPS—Pensioner Gus Hyde is traveling in Florida.

—DAVE GURWICH and  
EVERETT ENGLAND

SOUTH SHOPS—Ralph Bolt, retired sheet metal worker, and his wife, Christina, recently celebrated their golden wedding anniversary. Their children and other relatives surprised them with a buffet supper and many beautiful gifts.

Joe Wojciechowski, retired carpenter, missed our cold weather here in the windy city when he took off for Miami, Florida.

Retired Foreman Bill Hanna dropped in for a visit recently and looked great.

—EVELYN HOWE and  
FRANCES LOUWARD

**PENSIONERS MEET**

THE CTA Pensioner Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, April 4, 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.

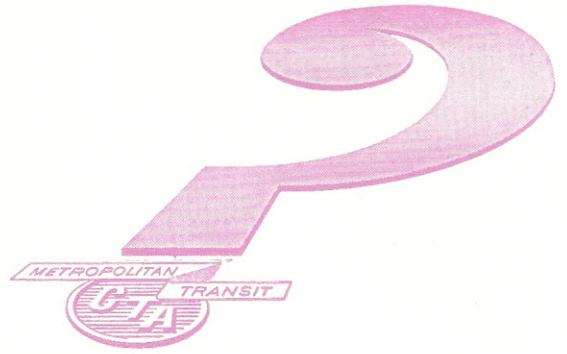
THE DIVISION 308 Pensioners Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, April 20, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings which are held the third Thursday of each month at the above time and address.



"Women diet either to keep their girlish figure or their boyish husbands."



**JOSEPH FIORITA**, Assistant Foreman: "Before the warm weather comes, I plan to install recessed ceiling lights and wall outlets in my basement. I have been planning this project since we moved into our new home a year and a half ago. When I get the electrical work done, tiling the ceiling will be next."



**INQUIRING REPORTER: C. P. Starr**

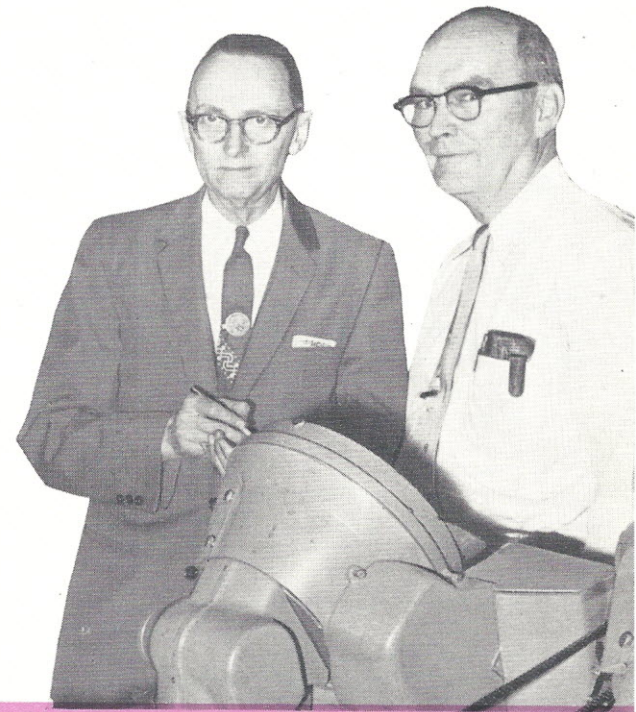
**LOCATION: Kedzie Station**

**What particular spring or early summer project are you planning to undertake?**



**JOHN KAIN**, Operator. "This spring I plan to paint the outside of the house so I'll have the summer clear for my favorite pastime, watching baseball."

**C. JACK WILLIAMS**, Operator: "With the warmer weather coming in I plan to eat, work and play in moderation to stay young and healthy so I can continue my humanitarian activities and realize my ambition to make friends and help my fellowmen."



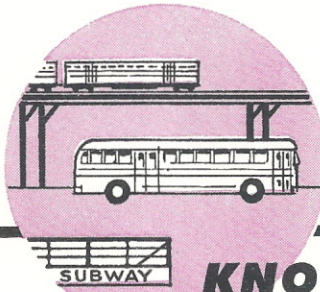
**KENNETH BURNELL**, Chief Receiver (with Inquiring Reporter C. P. Starr): "We plan to start remodeling our farm in southern Wisconsin, with my future retirement in mind. We also plan to paint the picket fence in our backyard and two of the bedrooms in our home in Chicago."



**ORVAL I. PORTER**, Operator: "This year I have planned a fishing trip up to Wabanzi lake, Wisconsin, to get some real relaxation, something I have never been able to do."



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



## **KNOW YOUR CTA ROUTES**



**ONE OF** the most successful urban redevelopment projects in the city's history was the reclamation of the Back of the Yards neighborhood. Sponsored by residents and civic organizations of the area, homes were remodeled, grounds improved and property values enhanced in a united effort to revive community spirit. How well the program accomplished its purpose is evidenced in this photo.

**SHIPMENTS DESTINED** to and from all points in the mid-west are handled at this busy truck terminal located at 3750 W. 47th street. Operated by the National Carloading Corporation, many tons of railroad freight are transferred daily at its loading docks.



**ONE OF** the earliest transit lines to operate in Chicago was along 47th street where horse cars supplied service between State street and Ashland avenue beginning in 1887.

Established primarily to provide transportation to the World's Columbian Exposition, it was extended eastward from State to Cottage Grove avenue in 1892—one year before Chicago's first world's fair opened on the Jackson Park site.

It was one of the first lines to be equipped for trolley operation in the city and by the time of the inaugural ceremonies for the great exposition, streetcars were in service on 47th street between Cottage Grove and Ashland avenues.

Against that background of events almost three-quarters of a century ago, the 47th street operation—now CTA's Route No. 47—can be considered as one of the real pioneers among the network of surface routes serving Chicago today. It is still a trolley route, being one of 15 trolley bus lines on the present system, and one of the two operating on the south side. The other is the Roosevelt road (No. 12) route.

The last electric streetcars to operate on the 47th street route ran between Lake Park and Kedzie avenues until April 15, 1951, when the conversion to buses was completed. Trolley buses now provide service on 47th street between Lake Park avenue on the east and Archer avenue on the west.

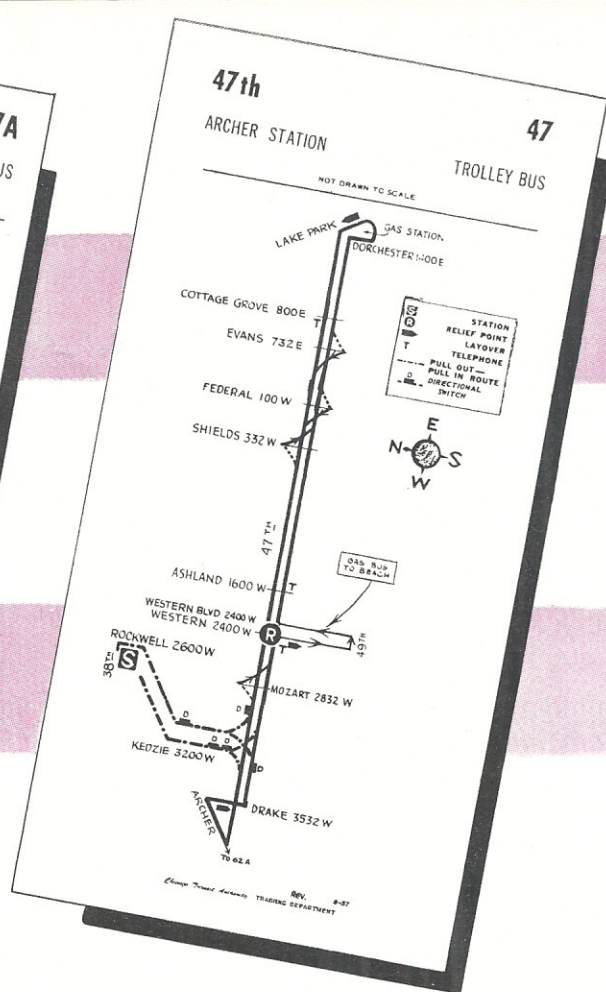
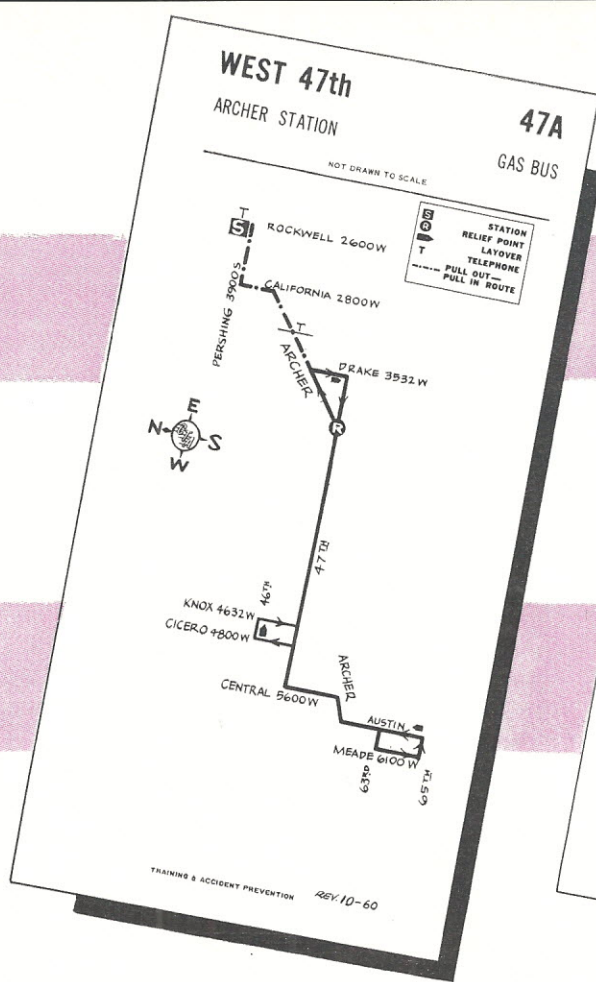
An extension of the original 47th route widened the area served when gas buses began operation between Kedzie and Kostner avenues in May, 1935. This service was further extended to its present terminal loop at Meade avenue (6100 W) and 65th street on October 10, 1960. The extension route is designated as 47A.

The No. 47 trolley bus line is routed between east and west terminals northeast on Archer from 47th to Drake

**MINISTERING TO** the spiritual needs of a rapidly growing far southwest side area is St. Symphrosia Catholic Church at Austin avenue and 63rd street. A parish school also is operated in conjunction with the church.







(3532 W,) south on Drake from Archer to 47th, east on 47th from Drake to Lake Park to the 48th Loop. The round trip covers 12.80 miles.

Gas buses in the 47A service run west on 47th from Drake to Central (5600 W,) south on Central from 47th to Archer, southwest on Archer from Central to Austin, south on Austin from Archer to 63rd, west on 63rd from Austin to Meade, thence east on 65th to Austin, and eastbound via the same streets, a measured round trip of 3.42 miles.

On Route 47, trolley buses are scheduled at three-minute intervals during weekday morning rush hours, every three and one-half minutes during afternoon rush hours, and on 10-minute headways the rest of the day. Saturdays, the intervals are from seven to 10-minutes throughout the day and holidays from nine to 12 minutes. "Owl" service is in effect from 12:30 a.m. to 4:40 a.m. at 30-minute intervals.

On the extension route, 47A, the buses are scheduled on seven to 15-minute headways during weekdays, from 12 to 20 minutes apart on Saturdays, and on 20-minute intervals on Sundays and holidays. On business days about one-half of the buses run to 65th and Meade, and on Saturdays, Sundays and holidays all buses terminate at 47th and Cicero avenue. "Owl" service schedules operate every 30 minutes from 12:10 a.m. to 4:50 a.m.

Twenty-nine trolley buses are assigned to Route 47 and seven gas buses to Route 47A. All are from Archer station.

There are 13 intersecting surface routes providing direct transfer with the 47th street service, and connections also are made with the north-south "L"-subway at Indiana station.

Along their routes, the buses skirt the Union Stock Yards and Midway airport. Heavily concentrated residential areas, many of them dating back to the nineties and the early days of this century, comprise the adjacent neighborhoods, chiefly due to the proximity of the stock yards which until recent years were among the biggest employers of labor in the city. Further west, however, near the city limits and the airport, the pressure of growing population is evidenced in the rows of new homes built for families seeking to escape from the crowded living conditions closer in to the city's center.

**THE WESTERN terminal for the No. 47 trolley bus line is at 47th and Drake avenue, which also serves as the eastern terminal for the No. 47A extension gas bus route. The 47th street route was one of the first surface lines to be equipped for trolley operation in the city. Streetcars were running between Cottage Grove and Ashland avenues as early as 1892.**







**Operator Harder**

### T-V DEBUT

SEVENTEEN YEARS behind the wheel of a CTA bus has taught *Operator Leonard J. Harder, Keeler*, that it's far better to be pleasant to people than to give them cause to react unfavorably towards you.

This attitude towards the public brought him recognition recently when he received a surprise invitation to appear on a local television program to be interviewed about his job.

It all came about because his daily run on the Addison street route takes him past the new WGN-TV studios at 2501 Bradley place, and among his regular riders are employes of the station. It wasn't long until his cheerful disposition and sense of humor won him friends among his bus passengers.

Before many days he was asked how he would like to be on a television show as a guest. Harder thought he was being spoofed but found out differently when a CTA official received a telephone call from *Dorsey Connors* asking if such a guest appearance could be arranged on her show, "Tempo Nine." He made his television debut on that WGN-TV show on March 8.

The questioning brought out that 41-year old Harder had started as a street-car motorman at North Avenue station on June 23, 1944, but that he qualified almost immediately as a bus operator some two weeks later. The last five years he has been assigned to Keeler Station.

The interview also gave Miss Connors a chance to compliment him on his fine safe driving record, and for her to tell him she had ascertained that he was a dependable and cooperative employe.

## C-O-L Allowance Reduced 1/2c

A ONE-HALF CENT reduction in the cost-of-living allowance for approximately 12,000 CTA employes became effective with the first payroll periods in March, 1961.

This reduces the cost-of-living for CTA employes from three cents per hour to two and one-half cents per hour for a period of three months.

The wage adjustment reduces CTA payroll costs by approximately \$13,500 per month.

The downward adjustment of the cost-of-living allowance results from a decrease in the cost-of-living index for

Chicago for January, 1961, which was released by the Bureau of Labor Statistics of the U. S. Department of Labor.

The cost-of-living allowance for members of Division 241 and 308 is adjusted quarterly. An adjustment, either up or down, but not below the basic wage rate, is determined by the per cent of change in the latest cost-of-living index for Chicago compared with the index for October, 1959. The per cent of change, if any, is then applied to the basic wage rate of one-man operators, which, effective December 1, 1960, was \$2.65 per hour, to establish the amount per hour to be paid as a cost-of-living allowance.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JANUARY 1961 AND 1960, AND TWELVE MONTHS ENDED  
JANUARY 31, 1961

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

	Month of January		Twelve
	1961	1960	Months Ended Jan. 31, 1961
Revenues	\$10,401,888	\$10,634,100	\$131,860,703
Operation and Maintenance Expenses	9,683,408	9,219,326	114,014,295
Available for Debt Service	718,480	1,414,774	\$17,846,408
Debt Service Requirements:			
Interest Charges	352,696	367,084	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	166,667(1)	166,667	
Deposits to Sinking Funds -			
Series of 1947 (2)	125,060	115,006	
Series of 1952 (2)	29,583	28,750	
Series of 1953 (3)	-	8,750	
	674,006	686,257	
Balance Available for Depreciation	44,474	728,517	
Provision for Depreciation	832,151	850,728	
Deficit in Depreciation Provision (4)	787,677 r	122,211 r	
Accumulated Deficit:			
To End of Previous Period	253,554 r	-	
At Close of Period	\$1,041,231 r	\$122,211 r	

r - denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers	42,434,550	43,544,215	533,646,971
--------------------------------	------------	------------	-------------

#### NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1961.
- Equal monthly installments to currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- 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. As of January 31, 1961 there is a deficiency of \$26,250 in this fund as earnings to make these deposits were not available for the months of November and December 1960, and January 1961.
- 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.





## Booklet Encourages Cleanliness

FROM FORMULAS to football, from dolls to dates, and from lollipops to lipsticks, a charmingly-illustrated, new booklet, which we have obtained for you, presents a wealth of practical advice and sensible suggestions on how to raise young children.

"Love, Laughs and Lather," a 16-page booklet illustrated with many amusing sketches of youngsters in assorted sudsy situations, is an excellent addition to any household library. It is available to you on request, free of charge. Write to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your copy of "Love, Laughs and Lather." Our supply is limited to one booklet per request.

For the new mother just starting the rewarding experience of bringing up a child, for the "old hand" with two or more growing heirs and heiresses—and for fathers, as well — "Love, Laughs and Lather" contains valuable, down-to-brass-tacks information on ways to keep children cleaner, happier and healthier. Even the Cleanliness Bureau, which issued the booklet, admits that tempting tots to enjoy keeping clean presents a challenge—but it's well within the realm of possibility! The secret is applying psychology to make things that have to be done so pleasant that a child wants to do them.

The booklet begins with baby's bath, and how to make it a highlight of his day. It goes on to tell why it's important

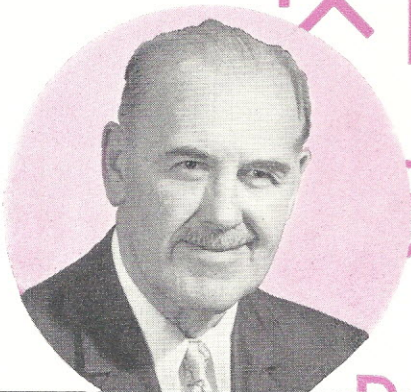


to have a washable nursery (since baby is sure to give everything the taste test!), how to train toddlers to put toys away at bedtime, how to bathe stuffed animals, and how flattery helps teach good grooming. Included with the strictly practical suggestions are some just-for-fun tips, such as how to take a technicolor bath or create sudsy hair styles and whiskers at shampoo time!

Table manners come in for attention, and so do kitchen manners for budding young chefs. There are helpful tips on pleasing teacher, interesting ideas on attractive gadgets to make wash-up time more enticing to growing boys and girls, and ways to make closets neater and more useful. The booklet ends with assorted short tips on family travel, cleanliness short-cuts, and "clean" games and pastimes for youngsters.







## Medically Speaking

By Dr. George H. Irwin  
CTA Medical Director

### THE WEIGHT PROBLEM (Everybody's Business)

LOSING WEIGHT is a very popular fad right now. The subject of "tin can diets" is a universal topic of conversation today. Recently there has been a wave of enthusiasm about weight reduction sweeping the country. Most of the population is too fat, some too skinny and the remainder is of average weight. The public is spending millions of dollars on 900-caloric diets and also on many useless medications in an effort to reduce. As a matter of fact the application of sound eating habits on the part of the individual would produce much better results.

Obesity has a very definite relation to health and disease. There is no doubt that proper weight is most essential to good health and efficiency. On the other hand we know that overweight predisposes to heart disease, high blood pressure, diabetes, liver disease, arthritis and many other illnesses. There is probably one-third or more of the population confronted with the overweight problem.

#### Cause of Obesity

The cause of obesity, in over 90 per cent of all cases, is simple unadulterated overeating. In a small percentage of cases abnormalities or deficiencies in the endocrine systems or internal glands may be responsible. Some other predisposing factors include hereditary background, constitutional build, emotional, physiological, psychological and occupational influences.

The urge to eat is a primitive and powerful instinct which is associated with the desire and will to live. In this connection many people have the false notion that they must eat much in order to be strong, healthy and ward off illness. The American way of living, high level of national income and prosperity has encouraged many people to overindulge in food and drink. In the emotional stress group we find certain persons may overeat to counteract loneliness, anger, boredom, insecurity or domestic difficulties.

The harmful effects of obesity on health and disease have already been mentioned. Statistics from all over the world certainly confirm the fact that overweight is a forerunner of many serious and sometimes fatal diseases. Insurance companies and medical clinic figures showing higher mortality rates should be enough of an incentive to reduce weight. Once in a while the contrarians will point to a very obese individual who lived to a "ripe-old age". These are rare exceptions and should not detract from the authoritative statistics.

**How to Reduce:** Overweight is always curable if the proper method and cooperation is carried out long enough. Safe and effective reducing requires the same scientific approach and the same competent medical supervision as do stomach ulcers, heart trouble, high blood pressure and diabetes. Strong will power, determination and proper diet are three necessary essentials to weight reduction.

In the writer's opinion, a sound motivation, incentive to follow through, proper understanding and knowledge of the weight reduction problem, a proper diet and a good physician are the most important elements in this program. Honesty on the part of the patient is also very essential. Frequently the doctor is asked to give the patient a proper diet. This is done but still the person does not lose weight. The milk diet, the 18-day diet, the orange diet, cottage cheese diet, the Mayo diet and Rockefeller diet do not mean a thing unless the patient has the proper motivation or incentive to carry them out.

#### Reduce for Health Reasons

Why should the fat man part with his eating pleasures without sufficient cause? Of course a logical motivation would simply be to attain good health. More commonly, weight reduction is started for cosmetic purpose. For example, the girl who wants to get a slim waistline for a boyfriend. In another case the man will reduce to get a certain job or to pass an insurance examination. In these cases the loss of weight is not apt to be permanent. The facts are that the most successful cases are in the persons who reduce because they want to have better health and live longer.

The educational factor of weight reduction program includes a proper understanding and knowledge of what to do and what not to do. It is well for one to develop a critical and analytical viewpoint on what one reads, hears on the radio or sees on the TV. Much of this information is misleading and untruthful. Remember that the human body, with its digestive organs, was not designed to fit in with these recent popular 900-calorie, canned diets.

Other simple but essential and helpful aids in the reducing program are the use of a reliable scale and also a daily record and graph of your weight.

In conclusion, when weight reduction is necessary the following approach is important: see your family physician and follow his orders. Also use common sense in your motivation, incentives and eat less food. Reducing is a long, tedious and difficult job for a permanent result. There are no short cuts, such as miracle drugs. Remember "Don't put on today what you have to take off tomorrow."



# "Do-it-Yourself" Project

## for home-handicrafters

HERE IS a pattern for fir plywood from which you can make a striking reproduction of an authentic Pilgrim cradle found in Plymouth, Massachusetts, the location of the famous Plymouth Rock.

Designed from an original in an extensive collection of early American antiques, the cradle is a good example of the work of early American craftsmen. It is one of the "do-it-yourself" designs developed for construction with fir plywood.

A miniature can be used today as a wonderful toy just as similar miniatures were used in Colonial times. Or you can use it for mail, as a letter holder or, lined with metal, as a decorative and charming planter.

You can make the Pilgrim cradle from the illustration shown here with a small piece of  $\frac{1}{2}$ " fir plywood. Lumber dealers stock standard small-sized pan-

els of plywood and a piece as small as 16" by 23" will do the job.

First cut the following parts:

- |  |             |
|--|-------------|
| 1 pc. 6" by 15 $\frac{1}{4}$ "                 | Bottom (A)  |
| 2 pcs. 4 $\frac{1}{2}$ " by 16 $\frac{1}{4}$ " | Sides (B)   |
| 1 pc. 4 $\frac{3}{4}$ " by 5 $\frac{1}{2}$ "   | End (C)     |
| 1 pc. 4" by 5 $\frac{1}{2}$ "                  | End (D)     |
| 2 pcs. 1 $\frac{1}{4}$ " by 7"                 | Rockers (E) |

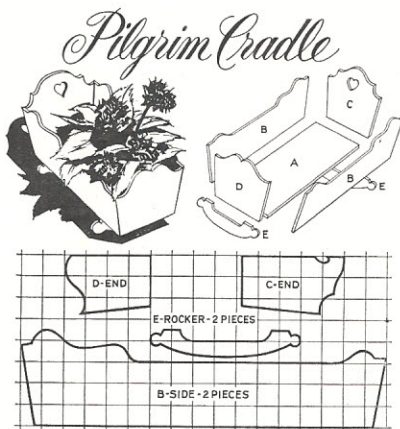
After these have been cut, draw a grid on a piece of paper, spacing lines 1" apart. Then draw in the actual shape of the parts on the grid, using the pattern shown as an illustration. Only half of the end patterns are shown. Reverse the half pattern for a full-size pattern.

Then cut out the parts with jig or coping saw. File the bottoms of the

sides and ends so they rest flat on the bottom boards when assembled at the slight angles shown in the sketch. Nail or screw and glue all parts together.

You can finish this by giving it a natural finish or painting a bright color. Decorative decals available at your dime store will dress up the sides or ends. Before finishing sand the whole piece with 0 sandpaper and then dampen with a wet rag. Let it stand for 12 hours and then sand it again with 00 sandpaper or rub down with fine steel wool. You are then ready to apply wax, varnish, paint or stain.

A DECORATIVE planter which would brighten up a room considerably is only one of the uses to which this miniature Pilgrim cradle can be put. Easily made from plywood, it is an authentic reproduction of an early American antique.



## DOLLAR-SAVING IDEAS

WITH GOOD care most electrical appliances will give you years and years of trouble-free service. Good care can eliminate one call to the serviceman out of every four and one repair bill out of every four. Here are tips which will give you longer use of the more common appliances.

**TOASTER:** You should clean your toaster regularly. In some regions, crumbs may store up moisture and cause rusting. Many toasters have a remov-

able crumb tray to make the job easy. Otherwise, tilt the appliance on its side or turn it upside down. Beware of reaching into your toaster with a fork, knife, or other sharp tool. It may wreck the heating system.

**FOOD MIXER:** Always pull your beaters straight out to avoid bending. Sadly enough, if you bend them you can never get them straight again. Then they'll make an annoying clatter and heat ineffectively.

**STEAM IRON:** If directions say to use only distilled, rain, or naturally soft water, be sure to do just that. You can buy distilled water at your drugstore. If you use rain water, filter it through several layers of cloth. Soft water must be naturally, not chemically, soft. Remember, too, always empty your iron while it's still hot. The heat of the iron will help to dry it out. Also, store a steam iron upright on its heel. This prevents any remaining water from clogging the steam openings.



THE CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago 54, Illinois

Form 3547 Requested



SAFE, EFFICIENT, COURTEOUS SERVICE



FRED HAMMER

IT MELTS 'EM DOWN FAST !

BULK RATE  
**Paid**  
U. S. POSTAGE  
PERMIT No. 8021  
CHICAGO, ILL.