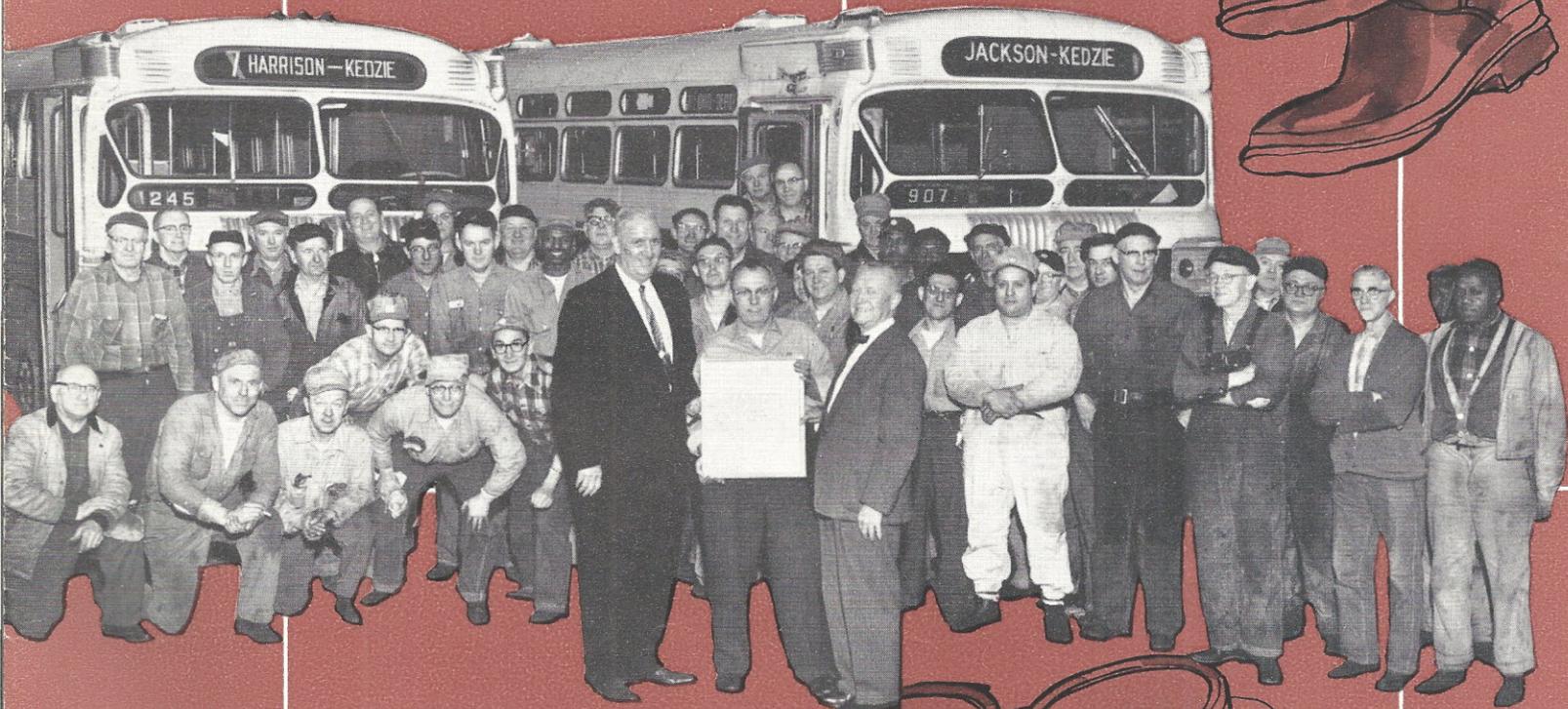


TRANSIT NEWS

METROPOLITAN

TRANSIT



ATA AWARD
(see page 2)

Kedzie Garage Wins ATA Safety Award



THERE'S A brand new safety achievement plaque hanging on the wall at Kedzie garage. It's the American Transit Association silver certificate award conferred on the employees of that installation for completing 500,000 consecutive man hours without a disabling injury.

In winning the award, the garage personnel worked a total of 34 months—from April, 1959, through February, 1961—without a single lost-time injury—a performance never before reached by any group of CTA bus garage workers.

They exceeded the half-million mark on February 28 and are now aiming to keep the streak of no-injury days running, trying next for the gold certificate award for completing 1,000,000 consecutive man hours without a disabling injury. They had previously won the bronze award signifying 250,000 accident-free man hours.

The men who contributed to the winning of the highly-prized silver certificate are pictured on our cover. They are assembled for the presentation ceremonies held at Kedzie garage during April.

The picture appearing above is a close-up of the award certificate, held by *Henry Richter*, day foreman at Kedzie, who is flanked by *Thomas B. O'Connor*, (left) general superintendent of transportation and shops and equipment, and *General Manager Walter J. McCarter*.

First Contract Awarded for Lake Street Elevation Project

AWARD OF a contract totaling \$209,209 was made recently by Chicago Transit Board for the construction of a structure to connect CTA's Lake rapid transit route with new tracks for CTA in the elevated right-of-way of the Chicago & North Western Railroad, just west of Laramie avenue.

The construction of the structure at Laramie avenue is part of the \$4,000,000 co-operative project of elevating the ground level section of CTA's Lake rapid transit route, between Laramie avenue, Chicago, and just west of Harlem avenue, Oak Park, a distance of two and a half miles.

The cost of the project is to be shared as follows: State of Illinois, \$1,000,000; Cook County, \$1,000,000; Oak Park, \$800,000; City of Chicago, \$600,000; and CTA, \$600,000.

The schedule for the construction work has been set up in various stages to allow for the uninterrupted operation of

CTA trains on the Lake rapid transit route while work is in progress.

Under the terms of the contract, the M. A. Lombard and Son company will construct a temporary trestle in Lake street just south of the existing track which will be about 420 feet in length and will start about 110 feet west of Laramie avenue. The trestle temporarily will connect the existing eastbound elevated track with the existing eastbound track on ground level to allow for the construction of the permanent connecting structure.

The permanent track structure will be retaining wall and fill for about 150 feet and steel structure for about 230 feet.

Another phase of the contract calls for the removal of the existing structures that will not become a part of the new construction and the dismantling of the temporary facilities.

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RECENT CTA ADDITION TO THE ARMED FORCES

Robert C. Ruhmann—Bus Operator,
North Avenue

RECENTLY RETURNED

Gerald Doherty—Bus Operator, North
Park

It's when some men are feeling fit as a fiddle that they begin looking around for a female accompanist!

CTA Sponsors Forest Preserve Tours

HERE'S SOMETHING new in the way of minimum expense outings that the whole family will enjoy.

CTA, in cooperation with the Forest Preserve District of Cook County, will sponsor Nature Center Tours on Sunday, May 21, and Sunday, May 28, to give more Chicagoans an opportunity to spend a day in the forest preserves, never more beautiful than at this time of year.

On each of the Sundays, one North Tour and one South Tour will be conducted. The North Tour will travel to the River Trail Nature Center on Milwaukee avenue, three-quarter mile north of Lake avenue. Passengers on the South Tour will visit the Little Red School House on Willow Springs road, one-half mile south of 95th street.

The fare for the day's activities is \$1.50 for adults, including federal tax, and 75c for children under 12. Reservations can be made by phoning CTA Charter Service at MOhawk 4-7200, at least two days in advance to reserve charter bus seats.

North Tour buses leave from Limits station, 2684 N. Clark

street and from Lawrence-Kimball "L" station at 3365 W. Lawrence avenue. The starting points for the South Tour buses are the CTA 69th and Ashland station at 1601 W. 69th street and at CTA's off-street terminal at 79th and Western. Tickets may be purchased from CTA personnel at these locations.

The program for the day is as follows:

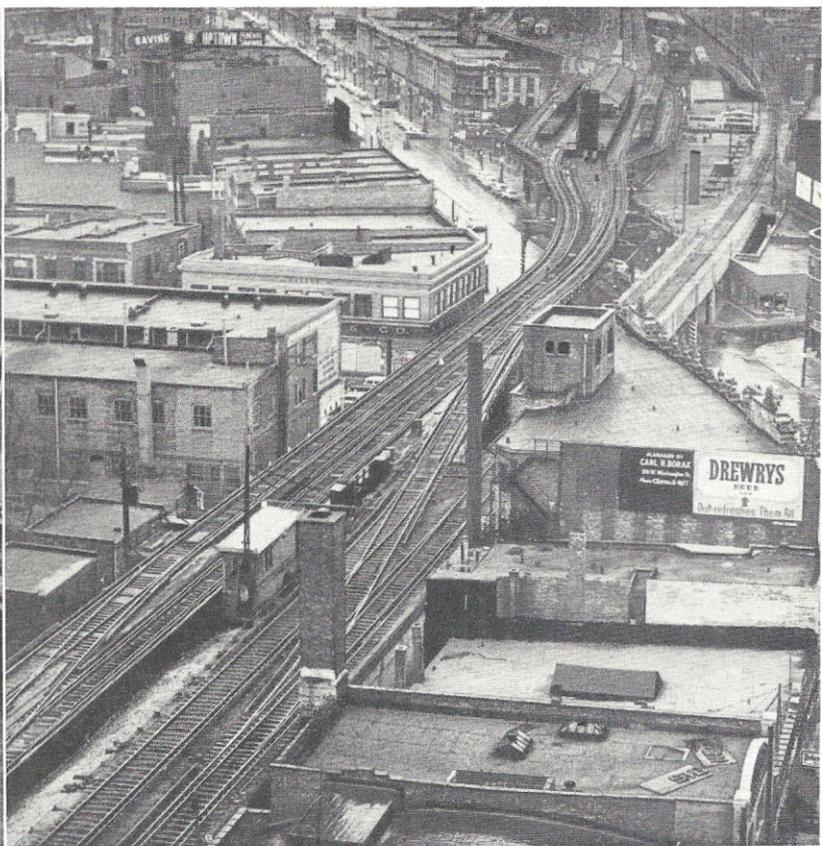
Morning —Wander through Nature Center or along labelled nature trails until noon.

Lunch —Eat picnic lunch in vicinity of the Nature Center. (Tour members are requested to bring lunch and soft drinks.)

Afternoon—Leave Nature Center for an hour and a half field trip under the guidance of a naturalist.

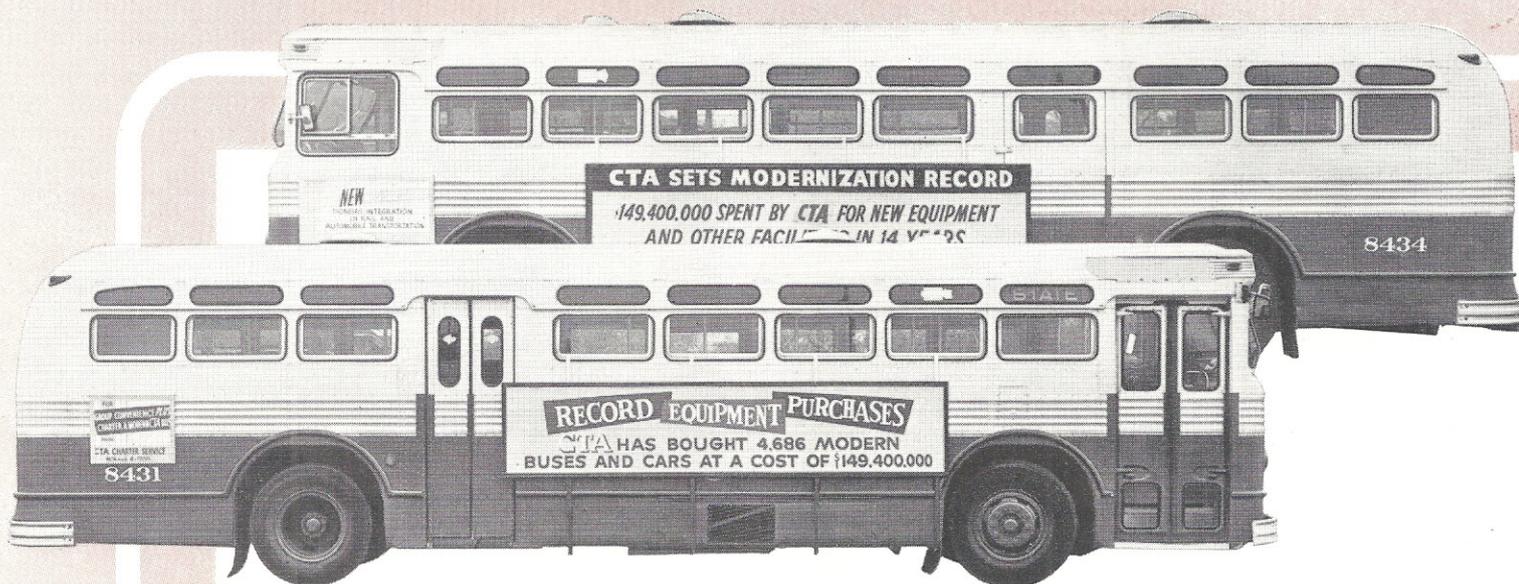
At 4:00 P.M., nature tour buses leave the Nature Centers for return trip to city.

Information regarding the tours is available by phoning CTA Charter Service.



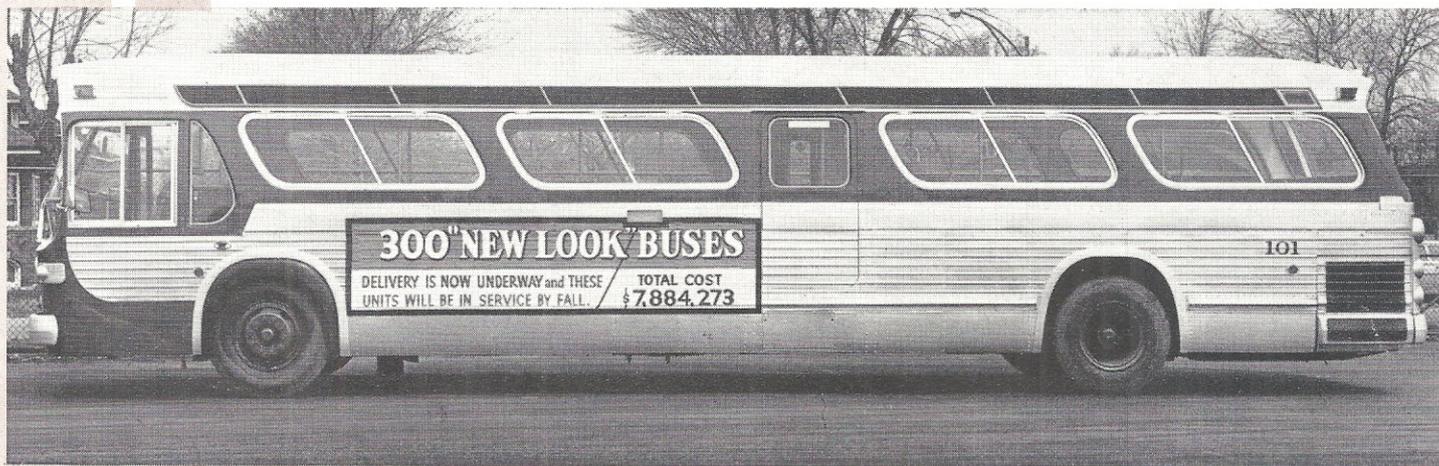
THESE CONTRASTING views show the changes made in track alignment to provide four tracks and improve train operations through the Wilson avenue station area under the recently completed \$1,800,000 construction project which was started in 1958. At the left is the station area as it now appears with four through tracks crossing Broadway. When track four (extreme left in photo) was placed in use on April 19, Evanston express and North Shore Line trains began operating on outer tracks Nos. 1 and 4 and all "L"-subway trains are routed over middle tracks Nos. 2 and 3. The picture at the right shows the station area as it appeared in 1958 before construction and realignment of tracks got underway. Both views are looking south at the Wilson station.

Annual Parade Launches "Clean-up"



CHICAGOANS HAD their first views of the latest additions to CTA's surface fleet when two of the "New Look" diesel-powered buses were displayed in the parade. These were the first to be delivered of an order of 300 purchased from General Motors and Flxible-Twin Coach at a total cost of \$7,844,273. Large picture-type windows, fluorescent lighting, wider seats and attractive interiors are among distinctive features of the buses. As of May 12, a total of 137 of the new buses had been delivered, 78 of which were in service on the Cermak, Kedzie-Homan, Diversey, Addison, Jeffery and Vincennes-111th routes. The entire order of 300 will be delivered this summer.

THE TREMENDOUS scope of CTA's equipment modernization program was emphasized on banners carried on the sides and both ends of buses appearing in the Clean-up parade. Record equipment purchases totaling an expenditure of \$149,400,000 for 4,686 modern buses and rapid transit cars have been made in the 14 years of Authority operation.



Week



LEADING OFF for CTA's section of the parade was this old omnibus, used on Milwaukee avenue in 1875. The 85-year-old relic of Chicago's early transportation era, with its two-horse hitch, was brought out of storage at South Shops where it has been housed for many years. It is one of the few vehicles of its type to be found anywhere outside of a museum.

CHICAGO'S BIGGEST clean-up parade, after an early morning shower, moved in bright spring sunshine down State street on April 22 with marching bands, floats and vehicles of various types sharing the spotlight in the "kick-off" event of "Clean-up" Week.

Some 10,000 clean-up conscious citizens marched in the two-mile long parade which attracted thousands of spectators who viewed the moving spectacle from the sidewalks.

CTA had an impressive role in the parade with its entry of the newly-painted "clean-up" bus, a historic horse-drawn vehicle, two of the newly-arrived "New Look" buses which had been delivered a couple of days before, two of the 8400 series propane buses and two plows from its snow-fighting fleet.

Sponsored by Mayor Daley's Citizens Committee for a Cleaner Chicago, the parade emphasized the city's determination to improve its overall appearance and add further to its reputation, gained through slum clearance and neighborhood projects designed to eliminate or rebuild the neglected areas of the community.

Accompanying is a picture sequence of CTA's participating units as they appeared in the parade.

PROMOTIONAL COPY on these buses pointed up the advantages of using public transportation service. Economy and convenience of city-wide operations were stressed on banner signs on buses in the parade.



CARRYING THE message of the Cleaner Chicago drive throughout the city is CTA's Clean-up campaign bus, which occupied a place in the parade. Here it is passing the Marshall Field and Company store at Randolph street.

PLAYING A big part in Chicago's clean-up campaign, especially after and during snow storms, is CTA's snow-fighting equipment which goes into action to clean-up and clear streets and keep traffic lanes open. CTA shares with the city the job of keeping the 1,800 miles of transit routes free of snow and ice.



THE BRIDE CAME BY BUS

SOME BRIDES may prefer sleek, rented limousines, others ride in the family car when going to the church for their marriage, but it remained for *Judith Kasman*, payroll clerk in the Accounting Department, to set a new style with her choice of a conveyance on her wedding day.

She, her family and attendants made the trip on a chartered CTA bus!

There was quite a bit of excitement in the neighborhood when the bus, festooned with white ribbons, rolled up to the Kasman home at 5730 S. Damen avenue on the morning of April 8. The bride-to-be and her party were all ready for the trip to St. Basil's Church, 1850 W. Garfield boulevard, where the nuptial mass, uniting *Judith and Donald Remke* in marriage, was celebrated.



ENROUTE TO the church, *Judith* and her attendants stand to avoid crushing their dresses. Her mother, *Mrs. Anthony Kasman* (right) as mother's will on such an occasion, is making some last-minute adjustments on the bride's wedding dress so that daughter will look her prettiest.

In the wedding party was her father, *Anthony Kasman*, assistant foreman, bus repair, Lawndale station, her mother, and two uncles, *John* and *Michael Kasman*, also employed by CTA as bus repairmen, at 77th and Forest Glen stations, respectively.

After the ceremony, the bride and groom, their families and attendants, again boarded the bus which carried them to the reception at 5448 S. Damen avenue.

It is something more than a coincidence that the Kasman family elected to use a CTA bus for the eventful ceremony of *Judith's* wedding. The current members, and the bride's grandfather and another uncle, both of whom are deceased,

WHILE THE nuptial mass service was in progress at St. Basil's Church, *Operator Tom McClelland* (left,) 69th station, and a neighbor of the Kasmans attach a "Just Married" sign to the bus, previously decorated with white streamers at window level. The bus had been freshly cleaned and polished for the occasion.



THE KASMAN family, four of whom are CTA employees, add a new member with the marriage of *Judith to Donald Remke*. Pictured in front of the CTA bus chartered for the wedding are, left to right: *John Kasman, Michael Kasman, Judith Kasman Remke, Donald Remke, and the bride's father and mother, Mrs. and Mr. Anthony Kasman.*

have a combined record of 140 years of service with CTA and predecessor transit companies.

The grandfather, *Joseph*, and deceased uncle, *Al*, each had 32 years of service; *John Kasman*, uncle, also has 32 years of service; the father, *Anthony*, has 26 years of service; *Michael*, uncle, has 14 years of service, and *Judith* has been with CTA for four years.

The father of the bride was all smiles when he told about the mixed reactions of friends to the announcement that a bus had been chartered for the occasion. "I always said my daughter was going to ride a bus to her wedding," he said. "Everybody thought I was kidding."

But if he was, he was certainly kidding on the level!



AS THE newlyweds left the church following the marriage ceremony, the chivalrous groom, *Donald Remke*, follows an old tradition of carrying his bride across the threshold, in this case the front door of the bus. The bride's parents look on smilingly from the background.

STANLEY D. FORSYTHE ACCEPTS NEW POST IN WASHINGTON, D. C.

STANLEY D. FORSYTHE, CTA's general superintendent of engineering, has accepted an appointment as director of engineering and development for the National Capital Region's new transportation agency.

Mr. Forsythe, 60, has spent all his working life in the Chicago transit industry. According to present plans, he will begin his self-styled "greatest challenge of a lifetime" in mid-year.

"Mr. Forsythe is one of the nation's most experienced men in this limited field," *C. Darwin Stolzenbach*, administrator-designate of the National Capital Transportation Agency, said in making the announcement.

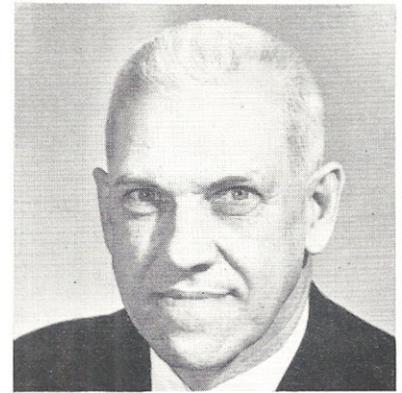
The NCTA, established in July, 1960, is directed by Congress to plan and launch a co-ordinated transportation system for the City of Washington, D.C., and nearby Virginia and Maryland suburbs.

Mr. Forsythe will direct the design and engineering aspects of the Maryland-Washington-Virginia area's proposed multi-million dollar transit program.

This includes design and supervision of construction of possible subway, surface and elevated routes for buses and trains; land acquisition, particularly in the median strips of freeways; new equipment and facilities, such as trains or other rolling stock, garages, carhouses, shops buildings, stations in Washington and the adjacent areas under supervision of the transportation organization.

He will also be responsible for research and development studies and engineering consulting services.

Mr. Forsythe was graduated from the University of Illinois with a degree in electrical engineering in 1924. He began his career in local transit the same year as a student engineer and motorman for the Chicago Surface Lines, one of three predecessor companies of the CTA system. He became electrical engineer in 1939, general superintendent of shops in 1944, chief engineer in 1948, and general superintendent of engineering in 1953.



During World War I, Mr. Forsythe served in the U. S. Marine Corps. He is a former member of the Hinsdale, Illinois, Village Board, where Mr. and Mrs. Forsythe now live. They have two children. He was born July 14, 1900, in Johnstown, Pennsylvania.

Commenting on Mr. Forsythe's appointment, *V. E. Gunlock*, chairman of Chicago Transit Board said:

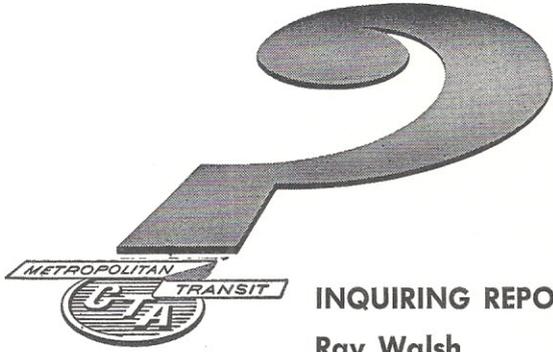
"I am certain the National Capital Transportation Planning Agency has obtained an excellent man as its chief engineer. We hate to see him leave CTA. His leaving will be a loss to CTA, but I know that he will be able to add a great deal in knowledge and experience to the planning of a comprehensive transit system for the national capital and its surrounding area."

Walter J. McCarter, CTA's general manager, stated:

"Not many engineers in the field of mass transportation have the opportunity in their lifetime to plan a complete new transportation system from scratch. I know that this is a challenge that Forsythe could not resist, and one that I am certain that he will meet with credit to himself and to the Chicago transit system that he served so long and so capably. We regret that he is leaving us, but we rejoice with him in his being accorded this opportunity for even greater service to transit."



A SPECIAL training course for schedule-makers—the first of its kind ever held under CTA management—was recently completed by a group of eight members of the Schedule-Traffic Department personnel. The course, designed to develop a pool of trained personnel for schedule-maker replacements as needed, was conducted by *L. C. Dutton*, superintendent, and *R. N. Goldstein*, assistant superintendent, respectively, of the Schedules Traffic Department. Members of the class and the instructors shown in the picture are, rear row, left to right: *W. W. Worcester*, *H. R. Hirsch*, engineering assistant; *P. M. Leahy*, *E. A. Reilly*, supervisor of traffic clerks, and *L. B. Kincanon*. Front row: Mr. Dutton, *Sam DeSalvo*, *W. J. Thomas*, statistical analyst; *A. A. Kreutzer* and Mr. Goldstein. Those in the group whose titles are not given are schedule clerks.

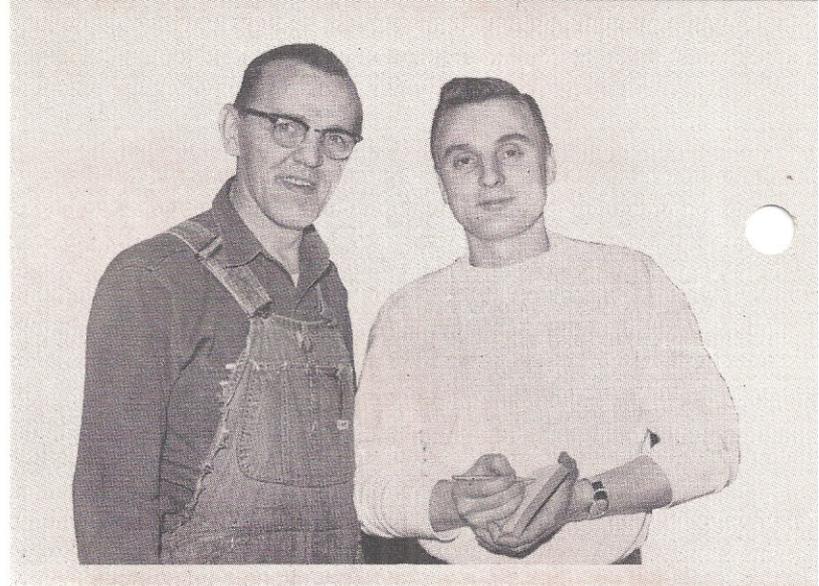


INQUIRING REPORTER:

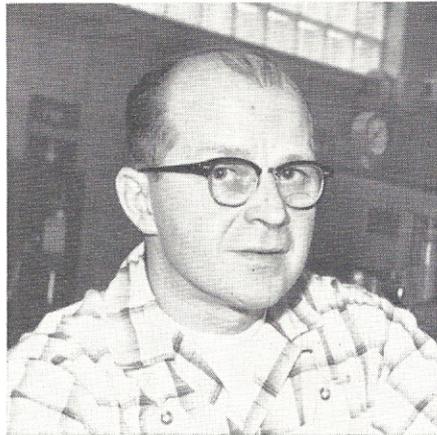
Ray Walsh

LOCATION: South Shops

Where did you meet your wife?



HAROLD THOMAS, Machinist: "My best friend called and said he was bringing an unusual gift to my birthday party. The gift turned out to be a girl named *Emily*. A year and a half later we were married. This, by the way, was 26 years ago, and I now celebrate my birthday with my wife, three children, a son-in-law and a granddaughter."



WALLY OLENICK, Tool Maker: "When I was a young lad, I used to go dancing at the ballroom on 55th street. While there, I saw a girl standing with a group of friends and I walked over to her and asked her to dance. I found we had a lot in common . . . I liked motorcycles and she liked back seat driving. Two years later I sold the bike and we were married. We now have five grown children and a car, in which she still likes to drive from the back seat."

IRV KRAULEDIS, Machinist, left, with Inquiring Reporter Ray Walsh): "My sister invited a girl friend over for dinner one Sunday. Three months later I asked her for a date. We became engaged before I went into the service, and set our wedding date when I was discharged. On May 6, we celebrated our 17th wedding anniversary, and have two wonderful sons."



LEE SCHOLTEN, Tinsmith: "A long time ago I worked in a factory that employed both men and women, and it was part of my job to help the women. One of the women was constantly bragging about her daughter, so I bet her a coke that after one phone call, I could make a date with her daughter. The phone call was made and I got the date, which was 18 years and seven children ago. You might say I met my wife in a phone booth through a mother-in-law who had to buy me a coke."

JOE KEHOE, Electrician: "Back in 1950, I was invited to a party given by a fireman friend of mine. During the evening he introduced me to a young lady, whom I have since married. Whenever I think of this fireman friend of ours, I always think of my wife's and my first meeting and of how it was a fireman who started a fire, this time!"



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

New Stewardess Dons Sontan

ACCOUNTING — (Revenue) — *Fran Miloch*, former mileage clerk, visited our office after completing her stewardess training in Miami. Fran had a beautiful tan and informed us that she has been transferred to New York for six months to work as a fill-in at three airports until her permanent assignment.

Robert L. Hill spent his vacation doing some cleaning and repairing in his house. He also worked hard at getting his French poodle in shape for spring.

Nancy and Roger Thoren happily announced the arrival of a new addition to their family, *Betty Jean*, who was born on March 22.

Deane Cape sent an announcement of the birth of her son, *William T. Jr.*, who was born on March 23.

Diane Maratzke recently announced the birth of her baby boy.

Eva Tessarolo recently transferred to Transportation as a switchboard operator.

Lois Malone, who recently was hospitalized, is home recuperating.

Barbara Rochon recently transferred to Stores.

Lydia Haemker flew to California to visit with her daughter, who is a TWA airline hostess.

Appears On TV

Delores Hurley recently appeared on a TV news broadcast when she purchased tickets for the hockey games in the Stanley Cup Playoffs at the Chicago Stadium.

(IBM)—*Emil Rusinak's* mother passed away on April 11.

(Voucher)—*John Geary* returned to work looking very well after his recent illness and was very glad to be back on the job.



SUPERINTENDENTS RETIRE

AFTER COMBINING a total of more than 87 years of service, *John J. Theis* (2nd from left), station superintendent, 77th Street, retired on pension May 1, and *Joseph J. Nonkovich* (2nd from right), superintendent of agents and porters, South Section, retired on pension April 1. During a luncheon in their honor at the LaSalle hotel, *Thomas B. O'Connor* (left), general superintendent of Transportation and Shops and Equipment, and (right) *Charles E. Keiser*, superintendent of Transportation, made retirement presentations to the new pensioners.

Robert Baxter and his wife vacationed in Sarasota, Florida, where they enjoyed good weather and acquired good suntans.

Helen Lowe decided to vacation in and around Chicago.

CTA was well represented at the Church of the Assumption annual dinner which was held in the M. & M. Club of the Merchandise Mart.

—MARIE E. HAVLIK and
EILEEN NEURAUTER

Patients Happily Leave for Home

CLAIMS—*John Daly*, adjuster, spent his vacation with his daughter, *Janice*, who recently underwent surgery.

Ron Kramer, vault clerk, got a pleasant Easter surprise when his father and brother both were discharged from the hospital.

Grace Johnson is back at work, after recuperating from an accident.

E. J. Hays, adjuster, spent his vacation recuperating from a virus.

Herman Wirth, receptionist, received a wallet for sending in an acceptable suggestion.

Mr. and Mrs. James Anderson recently returned from a vacation in the Virgin Islands.

Mr. and Mrs. Harry Boness spent their vacation in the east, visiting all the historic places, including Old Ironsides.

Bud Wool, vault clerk, recently was inducted into the Army.

Vince Moore, adjuster, spent his vacation getting his garden ready for summer.

Phil Bolz, who spent two years in the Armed Services in Korea, recently returned to work.

Charlene O'Connor, typist, and *Leo F. Conlan* were married on April 29. Prior to the wedding, Charlene was feted with a dinner at the Italian Village restaurant by her friends in the office.

—FRANK SEPANSKI

He May Compete With Gene Krupa

BEVERLY—Operator *Don Kenyon's* son, *Denny*, recently won first place as best drummer when he competed with 3,000 high school musicians at Hoover school, Calumet City, for membership in the All State Band. *Denny*, a student at Brookwood school, plays in the school band.

Superintendent George Evans has been assigned to 77th, and *Superintendent Tom Screen*, formerly of Archer, has come over to our station.

Operator John Murphy and his wife, *Marie*, drove to Jacksonville, Florida, to see their son, *Ray*, whom they hadn't seen in over a year. *Ray* has been assigned to a ship that traveled to many foreign ports and finally docked at Jacksonville.

Akai and Joyce Anderson were married at the Bethel Free church on March 18.

Makes Weekend Trip

Operator John Lerner made a week-end trip to Detroit and then went up to Canada during April.

Operators Elmer Klein and George Hamper have returned to Beverly.

Charlie Franks recently spent a two-week vacation in Hot Springs, Arkansas. A former conductor at 77th, Charlie is working as a ticket agent.

Operator Ed Vanek and his wife, *Helen*, are spending their vacation at Tomahawk, Wisconsin.

Wedding anniversaries being celebrated this month are: *Operator Dick and Rose Dop*, their 40th on May 4; *Operator Melvin and Ruth Stoldt*, their 27th on May 10; *Operator and Laverne Yost*, their 25th on May 23; *Operator Frank and Ann Zemaitis*, their 27th on May 23; *Operator George and Agnes Ephgrave*, their 21st on May 18;

WELCOME ABOARD!



DURING HER recent "Ports of Call" vacation, **Mickey Daly**, secretary, Transportation department, is being welcomed aboard the Panamanian SS **Evangeline** by the ship's captain, **Martin Bermeosolo**. After the cruise, **Mickey** flew from **Miami** to **Chicago**, via jet.

Reported by
Julie Prinderville

Operator Floyd and Estelle Grajek, their 20th on May 3; *Operator Roy and Catherine McCoy*, their 18th on May 1, and *Operator Joe and Sophie King*, their 15th on May 4.

Operator Terry Culkin and Pat Keane were married on February 15 at the First Evangelical church.

Operator Harold Freiwald and his wife, *Goldie*, recently announced the birth of a son, *Gary Allen*. The *Freiwalds* also have another son, *Philip*, and daughter, *Vicki Lynn*.

Operator Joe Coleman recently announced the birth of his 13th grandchild, *Robert Coyle*, who was born at Little Company of Mary hospital.

Operator Art Neff and Luella Stitzer, of Milwaukee, Wisconsin, will be married in July.

Tourists

Operator Ted Dexter and his wife, *Bess*, traveled by train to New York, where they boarded a ship bound for Ireland. From there, they flew to Germany, to visit with their son, *Theodore*, a warrant officer, who is stationed in Stuttgart. They had not seen their son and his family in more than two years.

Operator Frank Zemaitis' son, *Robert*, recently was graduated from the Chicago Police training school.

Operator Charles Sullivan, who had been on the sick list for five months, returned to work.

As most of you know, you have a new reporter. If anyone has any

news items, please come forth. I will do my best to make your column interesting.

—WALTER C. STONE

Fish Enthusiast Wins Trophy

ELECTRICAL — *Anthony Rigler*, "B" helper, whose hobby is tropical fish, recently won a \$35 trophy award for the aquarium he exhibited in the Flower Show at McCormick place.

Chief Clerk Clarence J. Mimmack retired on pension April 1, after 39 years of service.

Patrick Kenny, substation operator, recently motored 4,900 miles during his vacation. Some of the highspots of the trip included the Carlsbad Caverns, Rocky Mountain National Park; Denver, Colorado; Las Vegas, Nevada, and Mexico.

Lineman Ralph Jossi and his wife, *Mildred*, recently motored to Florida, where they enjoyed some deep sea fishing. They also took a cruise to Nassau.

Assistant Carpenter Foreman Ernest Anderson's son, *Marvin*, passed away on April 13.

—GILBERT E. ANDREWS

FOUND

CTA EMPLOYEE who lost a set of keys near **Barmen Cleaners**, 5734 N. Glenwood, may claim them at above address.

Toy Pistol Causes Commotion On Bus

FOREST GLEN—*Operator Ed Dietz* recently reported an odd incident that occurred on his bus. It seems a woman passenger hurriedly left his bus and notified a policeman that the man sitting next to her had a gun on his lap. Investigation revealed that the gun was a toy for the man's son.

Operator Vaughn McAllister, vacationing on the west coast, sent us a card from Ghost City, California.

Operator Clarence Wilson passed away suddenly on April 7.

Superintendent R. J. Bailey's brother died in Florida on March 23.

Operator Sterner Lindroth's mother died on March 27.

—EARL W. McLAUGHLIN

Weddings and Births Bring Excitement

GENERAL OFFICE—(*Job Classification*) — *Marcia Sorensen* and *Michael Lung* will be married in a candlelight service at Luther Memorial church on June 3.

Carol O'Grady resigned from service to await a blessed event. Replacing *Carol* is *Geraldine Howe*, formerly of Employment.

(*Employment*) — *Mary Ann Walsh*, formerly of Claims, assumed the duties vacated by *Geraldine Howe*.

(*Specifications*)—*George Adams* recently took his family to New Orleans, Louisiana, where they enjoyed a sunshine-filled vacation.

Lee DeSutter is on the mend following her stay at Edgewater hospital.

(*Training and Accident Prevention*)—*Edward Henry's* mother, *Ann Barrett Henry*, passed away on March 31.

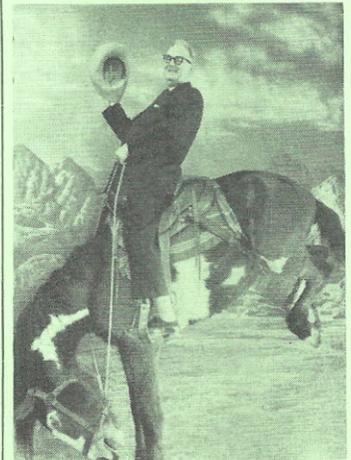
Stewart Maginnis recently served on a jury during a divorce hearing.

(*Staff Engineer's Office*)—*Frank Shubert's* father recently passed away.

Bob McNamara recently spent a three-week vacation in Florida.

—MARY E. CLARKE

COWPOKE



A RECENT California vacation prompted **Motorman Reginald Burrows**, Logan Square, to prove himself to be a real broncho buster. Here's the proof!

Reported by *John M. Hanning*

Ports of Call Lure Secretary

GENERAL OFFICE—(*Transportation*) *Secretary Mickey Daly's* recent vacation trip took her to many different locales. After spending three days in Daytona Beach, Florida, with her sister, *Mickey* boarded the SS *Evangeline* at Miami. The first port of call was the Dominican Republic; then San Juan, Puerto Rico; St. Thomas, Virgin Islands; Guadeloupe, West Indies; Bridgetown, Barbados; Port of Spain, Trinidad; Curacao, West Indies; Kingston and Port Antonio, Jamaica, and then back to Miami, where *Mickey* boarded a jet bound for Chicago. She brought back many interesting souvenirs of her trip.

Eddie Ahlbrand, formerly of Training and Accident Prevention, presently is assigned to duties in our department.

Jim Miller, travel information operator, spent his two-week vacation in and around Chicago, enjoying his favorite sport, bowling.

The entire Instruction Section, including *George Riley*, *Frank Krause* and *Bob Quetschke*, gathered at the home of *Instructor Leo*

Tamul to fete Instructor F. G. Campaigne, 77th who retired on pension April 1, after 39 years of service. Mr. Campaigne was presented with a savings bond and a plaque depicting him, in caricature, instructing a group of rookies.

The ninth annual "Friends of Assumption Church" spaghetti dinner was held in the M and M Club in the Merchandise Mart on April 11. More than a thousand persons attended the affair, many of whom were CTA employees. Aside from the delicious dinner, entertainment and door prizes also were on the program, which paid high tribute to Father Tom, pastor of the church.

(Stenographic) — John Gritis, senior reproduction technician, multilith and duplicating room, happily announced that his daughter, Patricia, a junior at Visitation high school, was elected to the National Honor Society.

Jo Ann Schultz was the envy of all because she held tickets for the Stanley Cup hockey games, which, incidentally, our Blackhawks won.

Two new multilith operators are Karl Geiger, formerly of Job Classification, and Tony Decich, who transferred from Law.

Storm Halts Party

Also, Karl's mother and father, Ernest and Ann Geiger, celebrated their silver wedding anniversary on April 16. However, due to the unexpected and unseasonable snow storm, many of the 80 guests who were invited live in Michigan and surrounding towns and were unable to brave the elements. Incidentally, Ernest Geiger has been a West Shops employe for more than 33 years.

All the lovely ladies in Steno dined on a steak dinner at George Diamond's restaurant to celebrate St. Patrick's Day. Later, they went to the home of Dorothy Wilhelm, where her husband, Harry, prepared green refreshments for the celebraters.

(Insurance)—Cupid scored again in our department . . . Carol Behrens recently announced her engagement to James Cass, 69th Street bus garage. Their wedding date is set for July 22.

A newcomer to Insurance, but not to CTA, is Marge O'Connell, who transferred from West Shops. Marge is the sister of Patricia O'Connell, who resigned from our department to continue her studies towards a teacher's degree at Northern Illinois University, DeKalb.

—JULIE PRINDERVILLE

New Superintendent Takes Over Station

KEDZIE—Myles Harrington recently was promoted to station superintendent of Archer. Replacing him at our station is Otto Bruebach, assistant superintendent.

Operators John Gatter and Al Zoller recently passed away.

Operator William Schleizer's father recently died.

Now that you all have picked your vacations, don't forget to bring in some interesting photos of the places and things you've seen.

—C. P. STARR

News Items Are Desperately Needed

LIMITS — We are desperately in need of some news for this column. Surely, you men have newsworthy items to talk about? How about vacations, recent births, weddings, anniversaries, children receiving school honors and unusual experiences?

Please leave news items with the clerk or give them directly to me.

Janitor Edward Federowicz's father recently passed away.

—IRVING METZGER

Student Agents Bask In Florida Sun

LOOP (Agents) — Student Agents Robert O'Connor, Matthew Hillgoth and Joseph Russo enjoyed the sunshine and warmth of Ft. Lauderdale, Florida, during their Easter vacation.

Agent Arnold Carlstrom and his wife recently made a tour of Michigan, Indiana, Kentucky and Iowa, during their vacation.

Frances Brandt's sister, Kathryn, of Kewancee, Wisconsin, passed away recently.

Elizabeth Russo presently is recuperating at home, following surgery at Lutheran Deaconess hospital.

The welcome mat is out for Platjormman Wilbur Holmes, who had been a shut-in for five months after undergoing surgery.

Also, Supervisor Clarence Overman is back on the job after being on the sick list for nine weeks.

—EDITH EDBROOKE

SCHOLAR



A RECENT winner in the Illinois State scholarship contest, Geraldine Arini, daughter of Electrician Anthony Arini, Skokie Shops, will be graduated in June from Kelvin Park high school as valedictorian of her class. Geraldine, who maintained a straight S (Superior) average in school, also is the recipient of a four-year scholarship from State Representative John F. Leon, and is a candidate in the Electrical Workers Union Local 713 scholarship contest. She plans to attend the University of Illinois, at Urbana, where she will major in mathematics, a pre-requisite for a career in the missile field.

Reported by Dave Gurwich and Everett E. England

AUDIT CLERK RETIRES



RETIRING ON May 1, after 16 years of service, is Walter Jandt (center), audit clerk III, Internal Auditing. Making a gift presentation are (right) Internal Auditor Edward J. Mark and (left) CTA Comptroller Peter J. Meinardi. Walt is a past commander, and received a gift from American Legion CTA Post 1216.

Operator's Son Enjoys Florida Honeymoon

NORTH PARK—Michael J. Philbin, son of Operator Mike Philbin, was married to Magda Kastner on April 8. They spent their honeymoon in Florida.

Operator Hardy Carlstadt and his wife recently celebrated their 41st wedding anniversary.

Robert English's father recently passed away.

Frank Von Schwedler, our golf champion, is challenging the boys to a round of golf.

—ELMER RIEDEL

Florida-Bound Agents Travel the Highways

NORTH SECTION (Agents) — Mae Harlow, Irma Ludwig and friends presently are driving to Florida, where they will be visiting interesting sights in the sunshine state.

Frances Binnie spent her recent vacation in and around Chicago, visiting with friends and relatives.

Doris Johnson spent most of her vacation at home, recuperating from a recent illness.

It was a shock for everyone to learn of the death of Salvatore Carlino, who died while he was on vacation.

—ELIZABETH HAWKINS

Society Members Enjoy Religious Togetherness

NORTH AVENUE—Members of the Society of the Little Flower and their families attended Mass and received Communion on Palm Sunday at the Little Flower's Shrine. North Avenue members were well represented.

Night Foreman Ernest Pearson, Repairs, and his wife embarked on a two-month trip to Sweden, where they will celebrate their 25th wedding anniversary with relatives and friends.

Also, Ernie's daughter, *Nancy Thoren*, who formerly worked in General Office, gave birth to a baby girl on March 22.

Other wedding anniversaries being celebrated this month are: the *Ray Zielinskis*, their 19th on May 2, and the *Gerald O'Connors*, their 26th on May 11.

Chief Clerk Gene Peterson and his wife will celebrate their 32nd wedding anniversary on June 1.

Operator Eddie Gundlach became a grandpappy on March 19 when his daughter, *Marsha Taylor*, gave birth to a son, *James Edward*.

Operator Andy Kemp flew to Ireland recently and reported he had the time of his life renewing old acquaintances.

Operators Leo Lucas and *Bill Moran* recently made a trip to Hot Springs, Arkansas, where they enjoyed the well-known baths.

Operator Ken Mettler's daughter, *Barbara*, recently became engaged to *Frank Kotz*. Their wedding date is set for October 21.

Presently, *Switchboard Operator Johnny Stich* is still on the sick list.

Transfer Instructor William Kennedy was most grateful for the many cards he received while he was on the sick list.

—JOE HIEBEL

PENSIONERS' DINNER



MORE THAN 200 active and retired employees from the surface system's Electrical department attended the 15th annual dinner for new pensioners on April 27 at Ray Harrington's restaurant. Among the honored guests are (left) *George Becker*, superintendent of substation maintenance, who retired on August 1, 1960, and (right) *Frederick Knoerr*, "B" helper, who retired on March 1, 1961. Toastmaster for the occasion is (center) *Theodore Wyncott*, "B" electrician. Also honored at the dinner were: *Eldon Imhoff*, general superintendent of personnel, and *Clarence J. Mimmack*, chief clerk, both of whom retired on April 1, and *Max C. Drafz*, chief operator, who retired on December 1, 1960.

Reported by *Gilbert E. Andrews*

IF YOU KNOW a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....Badge No.....

Home Address.....
(Street and Number)

(City) (Zone) (State)

I am employed in the.....
department, located at.....

I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

Traffic Clerk Joins The Claims Staff

SCHEDULE-TRAFFIC — *Mike Shanahan* has bid out of his traffic clerk job, and now is a member of the Claims staff.

Frank Corbett presently is treating his family to a view of the western suburbs from the inside of his new Plymouth.

Jim Lynch and *Joe Nachowicz*, graduate trainees, are doing their tour of duty in this department.

Glen Crump recently underwent a series of tests in the hospital.

Reports from *Andrew DeGrazia* indicate a satisfactory recovery.

—GERTRUDE F. ANDERSON

Operator's Daughter Attends Convention

69TH—*Mary Dennisaite*, daughter of *Operator Joe Dennesaite*, was a United States delegate to the International Student Nurses Convention in Melbourne, Australia.

The convention of all Credit Unions was held at the Sherman hotel.

Operator Patrick McGrath and his wife celebrated their 42nd wedding anniversary on May 19.

Operator Thomas J. Berry's grandson, *Michael Laban*, passed away on April 11.

Relief Night Superintendent John Lynch is at home convalescing from recent surgery.

Operator Leroy Carter was a patient at Jackson Park hospital.

Operator Charles Urbrk recently underwent surgery and now is recuperating at home.

—THOMAS S. ELPHICK

RECENT DEATHS AMONG EMPLOYES

J. W. ANDERSON, 89, retired motorman, 77th Street. Died 3-9-61. Employed 6-5-00.

W. F. BRODERICK, 81, retired chief operator, Electrical department. Died 3-24-61. Employed 12-8-05.

SALVATOR CARLINE, 56, ticket agent, Howard Street. Died 4-12-61. Employed 10-14-42.

T. B. CORKLE, 74, retired conductor, Elston Avenue. Died 3-30-61. Employed 4-27-06.

CATHERINE DEE, 68, retired agent, West Section. Died 3-11-61. Employed 8-5-42.

G. H. FAUL, 77, retired conductor, Lincoln carhouse. Died 3-25-61. Employed 5-24-04.

JOHN GATTER, 59, operator, Kedzie. Died 4-1-61. Employed 6-23-44.

J. F. GILLEN, 70, retired superintendent, West Shops. Died 3-22-61. Employed 6-1-08.

CHARLES M. GUBALA, 43, laborer, Material and Supplies. Died 4-8-61. Employed 6-15-53.

FRANK HAN, 83, retired trackman, Lake Street. Died 3-11-61. Employed 4-15-19.

K. H. HANNEMANN, 65, retired operator, North Park. Died 3-8-61. Employed 8-18-16.

GEORGE A. HARTUNG, 49, guard, Lake Street. Died 4-14-61. Employed 8-21-41.

LEO JANKOWSKY, 70, retired machinist, West Shops. Died 4-1-61. Employed 4-5-20.

L. L. KELLY, 75, retired guard, North Section. Died 3-21-61. Employed 9-26-13.

MICHAEL P. KING, 64, conductor, Howard Street. Died 4-14-61. Employed 5-24-23.

JOSEF KREINERT, 58, retired watchman, Way and Structures. Died 3-15-61. Employed 10-11-30.

J. W. LANDECK, 92, retired record clerk, West Shops. Died 3-27-61. Employed 9-8-15.

E. D. LEAHY, 82, retired conductor, Kedzie. Died 3-12-61. Employed 6-25-14.

H. T. LEE, 87, retired foreman, Shops and Equipment. Died 3-21-61. Employed 10-5-11.

M. M. LEONARD, 74, retired agent, North Section. Died 3-19-61. Employed 7-21-27.

P. S. MANLEY, 80, retired motorman, Kedzie. Died 2-27-61. Employed 7-1-11.

W. A. McCONVILLE, 74, retired conductor, 77th Street. Died 3-4-61. Employed 6-7-13.

H. J. McGUIRE, 68, retired supervisor, 69th Street. Died 3-13-61. Employed 12-11-24.

C. J. MERSCH, 70, retired superintendent, Claims department. Died 3-14-61. Employed 2-1-18.

F. F. MESKE, 77, retired gateman, West Section. Died 3-28-61. Employed 9-25-29.

PHILLIP MYTYS, 71, retired tinner, Way and Structures. Died 3-13-61. Employed 5-1-41.

S. W. POCIUS, 77, retired bus cleaner, 77th Street. Died 10-5-60. Employed 10-2-19.

CHARLES RAUSCH, 85, retired conductor, Lawndale. Died 3-17-61. Employed 8-27-08.

M. J. RIECK, 54, retired car repairman, Shops and Equipment. Died 3-13-61. Employed 8-13-46.

J. E. SCHURER, 81, retired conductor, Lawndale. Died 3-7-61. Employed 12-18-17.

E. M. SHERIDAN, 72, retired janitor, 69th Street. Died 4-4-61. Employed 12-4-19.

G. E. SHIRLEY, 72, retired gateman, West Section. Died 3-14-61. Employed 1-26-22.

H. C. ST. JOHN, 71, retired inspector, of Police CTA Department. Died 3-5-61. Employed 4-9-34.

HARRY F. WAGNER, 53, operator, Kedzie. Died 4-6-61. Employed 11-9-50.

CLARENCE WILSON, 62, operator, Forest Glen. Died 4-7-61. Employed 5-12-26.

NICK YUSTINICH, 72, retired switch cleaner, Way and Structures. Died 3-28-61. Employed 7-1-53.

ARTHUR ZOLLER, 59, operator, Kedzie. Died 4-11-61. Employed 6-16-26.

Motorman Welcomes New Daughter

NORTH SECTION—*Motorman Robert Doyle* recently became a proud father when *Eva Marie* was born on March 18.

—ANGELO BIANCHINI

New Recruit For Submarine School

SKOKIE SHOPS — *Electrician Louis Kariolich's* son, *Lewis Harold*, is taking preliminary training at the Great Lakes Naval center and then will spend 44 weeks at New London, Connecticut, attending submarine school.

Carpenter George Kimmske is busy getting his 15-foot fibreglass boat ready to take up to Lake Geneva, Wisconsin, for the summer.

Shopman Walter Onysio's mother-in-law recently passed away.

Switchman Donald Pendegast recently became a suburbanite when he purchased a home in Desplaines.

Laborer Ferrell Coffey's brother recently passed away.

Presently on the sick list are: *Clerk Charles Krug, Machinist Roy Sundberg* and *Laborer Glen Vanderflute*.

—DAVE GURWICH and EVERETT E. ENGLAND

PAINTER RETIRES



CO-WORKERS GATHER as *Foreman John Danloe* (wearing foreman's coat), West Shops, presents a gift to *Painter Joseph F. Zich* (left), who retired on pension April 1, after 36 years of service.

Motormen Become Supervisor Trainees

SOUTH SECTION — *Motormen Bill McClanahan, Jim Quinn and Charles Southard* are attending supervisor training school.

Agent Bloyce Sparks was most thankful to those who were so thoughtful in sending sympathy cards when his mother passed away.

Tom White, who was on the sick list for a long time, has returned to work as a conductor.

Conductor Keith LaFaire assisted in the delivery of his baby daughter, *Lorre Ann*, who weighed in at eight pounds. His wife, *Geraldine*, is doing fine.

Joe O'Connor is the new clerk at Loomis street.

Towerman Ed Van Peer is back on the job at Roosevelt road after a long absence due to sickness.

Clerk Bill Gallagher, who broke his ankle, is recuperating nicely.

—LEO J. BIEN

Vacationer Watches White Sox Work-Out

SOUTH SHOPS — *Toolmaker Andy Ziegelmeier* recently returned from a six-week stay with the White Sox in Sarasota, Florida. Every year, Andy enjoys watching the Sox work

out, while basking in the sunshine at the same time.

Tom Bowman, bus overhaul, and *Bill Waldmann*, machine shop, both recently underwent surgery and presently are resting at home.

Electrical Foreman John Sommer returned to work after a long illness.

Ed Brach was appointed supervisor of shop laborers.

Carpenter Bill Flatley recently took a week of his vacation to show his brother and his family, who live in California, the sights in Chicago while they were visiting here.

Joe Siwek, stripping area, recently spent a week of his vacation taking care of his wife, who underwent surgery.

Carpenter Joe Wack and his wife, *Josephine*, celebrated 35 years of wedded bliss on April 10. The Wacks have two sons and four grandchildren.

Welder Stan Kruszynski, his wife, *Eleanore*, and their family drove to Iowa City, Iowa, to attend the marriage of their daughter, *Bernadine*, to *Robert Specht*. *Bernadine* is a graduate of the University of Iowa and now is a registered nurse, and her husband is majoring in Business Administration at the same university.

Laborer Ed Skierkiewicz recently dropped in to say hello. Ed, who has had trouble with his legs, was hospitalized for a while.

—RAY WALSH

UPHOLSTERER BECOMES PENSIONER



AFTER MORE than 18 years of service, *Upholsterer Pete Kochan* (center), South Shops, retired on pension April 1. Presenting Pete with a gift from his co-workers are (left) *Upholsterer Bill Meyers* and (right) *Upholsterer Foreman Andrew Draus*.

Reported by *Ray Walsh*

MACHINIST RETIRES

AFTER MORE than 33 years of service, *Machinist Bill Centano* (center), South Shops, retired on pension April 1. Making a gift presentation to Bill are (left) *Machinist Foreman Leo Kozlowski* and *General Foreman Joe Replinger*.



Reported by *Ray Walsh*

New Pensioners

- Joseph Babka**, carpenter "A," West Shops. Employed 6-6-45.
- George Bitunjac**, truck repairman, Way and Structures. Employed 5-18-25.
- M. J. Broderick**, motorman, West Section. Employed 12-16-21.
- W. J. Eagan**, trainman, Lake Street. Employed 1-7-24.
- W. J. Gallagher**, relief clerk, South Section. Employed 11-6-19.
- R. C. Hanson**, agent, West Section. Employed 3-20-23.
- S. D. Harding**, janitor, North Park. Employed 2-28-24.
- W. H. Jandt**, audit clerk III, Internal Auditing department. Employed 4-23-45.
- P. P. Jilka**, crossing watchman, Transportation department. Employed 3-30-43.
- J. S. Johnson**, operator, North Park. Employed 10-16-33.
- A. P. Johnston**, collector, 69th Street. Employed 1-25-27.
- F. P. Little**, repairman "B," Wilson Shops. Employed 4-20-25.
- Christopher Lundberg**, carpenter "A," South Shops. Employed 5-26-27.
- Thomas McIntyre**, operator, Limits. Employed 3-6-23.
- N. G. Meyer**, watchman, Way and Structures. Employed 2-20-23.
- J. H. Murray**, temporary collector, 69th Street. Employed 6-9-43.
- A. A. Polender**, conductor, North Section. Employed 7-18-44.
- F. B. Raasch**, operator, North Avenue. Employed 3-15-26.
- Fortunato Scaruffi**, bus repairman, 69th Street. Employed 6-19-36.
- J. J. Theis**, superintendent, 77th Street. Employed 2-15-16.
- G. L. Tidd**, janitor, 77th Street. Employed 10-22-28.
- E. J. VanPeer**, towerman, South Section. Employed 12-12-23.

DISABILITY RETIREMENTS

- B. L. Horace**, conductor, Douglas. Employed 10-9-18.
- J. J. Kennedy**, bus cleaner, Archer. Employed 12-11-33.
- I. W. Porter**, operator, 77th Street. Employed 2-9-23.
- W. H. Risinger**, guard, North Section. Employed 10-11-45.
- A. L. Smith**, operator, Archer. Employed 10-15-23.
- Roy Sundberg**, machinist, Skokie Shops. Employed 11-8-43.
- L. R. Tauchen**, operator, 77th Street. Employed 9-20-43.

For And About Our Pensioners

ACCOUNTING — Pensioners Agnes Samek, Joe Holtz, Theresa Hayes, Harry Tannhauser, Louis Smith, Doris Stahl and Irma Krown and Robert Hill, revenue accountant, recently attended a "Dutch Treat" luncheon at Berghoff's restaurant.

—MARIE E. HAVLIK and EILEEN NEURAUTER

BEVERLY — Rudy Miller recently stopped in to say hello. He was among those who attended the dinner for Superintendent J. J. Theis, who retired on pension May 1. Rudy soon will open his summer home in Michigan.

Pensioner Emil Beck recently visited his brother and his family in Grand Forks, Minnesota.

John McCarthy and his wife, Katherine, recently became grandparents for the 19th time.

Louis Priest, 92, former Burnside motorman, recently passed away in Peotone, Illinois.

—WALTER C. STONE

ELECTRICAL — Retired Chief Clerk Theodore Kawol and his wife, Martha, recently sent word that they arrived at Honolulu, Hawaii, on their 50th anniversary. They stayed there for two-weeks and then traveled to San Diego, California, for a week.

—GILBERT E. ANDREWS

FLORIDA VISIT



ENJOYING A get-together down in St. Petersburg, Florida, are (left to right) Retired Janitor Ernie Harms, Mrs. Larsen and Mandel Larsen, retired motorman, 69th. While visiting with the Larsens, Ernie attended a meeting of the Pensioners' Club in St. Petersburg, and met many old friends.

NORTH SECTION (Agents) — Pensioners Margaret Leonard and Estelle Herner recently passed away.

Emily Dean presently is visiting in Chicago.

—ELIZABETH HAWKINS

LOOP (Agents) — A card recently was received from Retired Agent Lila Hodges, who was visiting with her aunt in Warsaw, Indiana.

—EDITH EDBROOKE

NORTH SECTION — Pensioner Dick Bartels recently sent us a letter saying he left Florida, where he went to live after he retired in 1952, and has been traveling all over the country. He and his wife have traveled to Washington, D.C.; Philadelphia, Pennsylvania; New London and Groton Connecticut, and then to Kingston, Pennsylvania, to visit with their son, Ralph, a former elevated employe. From there they took a streamliner to Las Vegas, Nevada, where they spent five months. Finally, the Bartels moved back to Kingston, where they are now living.

—ANGELO BIANCHINI

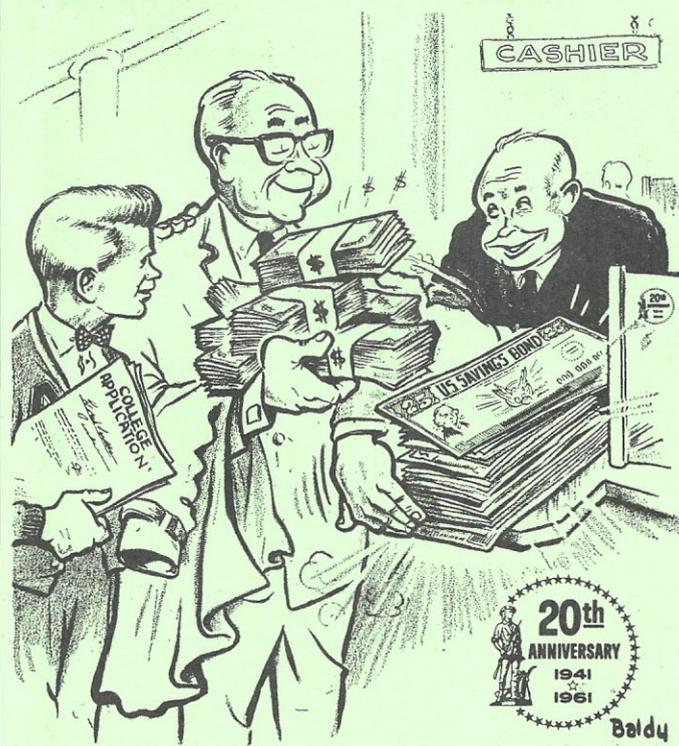
69TH — Pensioner Edward Sheridan passed away on April 5.

—THOMAS S. ELPHICK

WEST SECTION (Agents) — March 19 was a happy occasion for Retired Agent Molly Shields. Her recent grandchild was baptized at Our Lady Help of Christians church, and the baby's oldest brother and sister were the god-parents.

—GORDON KELLY

Wellll...What Did I Tell You Twenty Years Ago?



Agent Closes Career After 26 Years

WEST SECTION (Agents) — Agent Dorothy Piper joined the retirement list on April 1, after 26 years of service.

On the sick list, at this time, are Agents Steve Gibbons, Peggy Dolton, Mary Ryan and Eleanore Hasbrouck.

Porter Dominic Casalino injured his back in a recent fall, but we're happy to report that he is back on the job.

Agent Ed Durkin's sister-in-law, Marie Crowley, recently passed

away. Both Ed and his wife, Elizabeth, were much saddened by her death.

—GORDON KELLY

STEWARDESS



ALTHOUGH HER father, Conductor Frank Peabody, North Section, chose the rapid transit system as his career, Joan Peabody, who recently became a stewardess for the Lake Central Airlines, Indianapolis, Indiana, prefers a career in airline transportation.

Reported by Angelo Bianchini

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, June 6, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above time and address.

THE DIVISION 308 Pensioners Club of Chicago will hold its next regular meeting at 2:00 p.m. Thursday, June 15, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings which are held the third Thursday of each month at the above time and address.

NEWLYWEDS



FOLLOWING THEIR recent wedding ceremony at St. Killian church, *Porter Sylvester Stuber*, West Section, and his bride, the former *Leona Brinkman*, joined friends at *Kielty's* restaurant, where they held a reception.

Reported by *Gordon Kelly*

Repairman Retires After 36 Years

TERMINAL INSPECTION SHOPS — (*Wilson*)—*Repairman Frank Little*, who completed 36 years of service on April 20, retired on pension May 1. During his younger years, Frank was known for his baseball ability, playing semi-pro ball around Chicago, and also in the old Rapid Transit baseball league. A party was held for Frank, at which he was presented with a cash purse from his co-workers.

Cleaner William Parsons and *Repairman Anthony Citro*, who recently underwent operations, now are convalescing at home.

Repairman John Hennelly, who was on the sick list, returned to work.

Repairman Gus Speros passed out cigars when he and his wife announced the birth of a baby boy.

(*West-Northwest*) — *Repairman Bill Echols*, who had been off because of an injured hand, has returned to work.

Also, *Cleaner Charles Haslam*, who was on the sick list, has returned to work.

After living in the Brighton Park area for 59 years, your reporter has moved to the Uptown District to get away from spending three hours each day getting to and from work.

—**JOE FEINENDEGEN**

Loses A Daughter To Gain A Son

WEST SECTION—*Clerk Ray Gerke* and his wife, *Edith*, recently announced the engagement of their daughter, *Ellen Ann*, to *Phillip Casio*. The couple set their wedding date for June 3 at Bethany Methodist church.

Now that the spring weather is finally holding its own, it has been reported that *Co-ordinator Jim Roach*, *Superintendent M. J. Veltri* and *Instructor John Flynn* are polishing up their golf clubs.

(*Logan Square*)—*Motorman Harold Pederson* celebrated his 47th anniversary with CTA on March 17.

(*Desplaines*) — *Porter Pete Naughton's* brother, *Tom Naughton*, who is a former motorman, announced the recent arrival of a baby daughter, *Maureen*.

Clerk Edward M. Adams formerly worked as a conductor on the West Section.

—**JOHN M. HANNING**

TRANSITADS

IF THERE is something you want to sell or exchange, why not place an ad in the TRANSIT NEWS. Transitads are free of charge to all active and retired CTA employees only. Submit all ads to your respective "Inside News" reporters, or mail them to Editor, CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

Chauffeur Announces A Double-Double

WAY AND STRUCTURES—*Chauffeur Edward Jenski* proudly announced that his wife, *Loretta*, gave birth to a second set of twins on April 17 at St. Mary of Nazareth hospital. The new arrivals promptly were named *Donald* and *Deborah*. Awaiting them at home were the 11-year-old twins, *Robert* and *Barbara*, and five-year-old, *Susan*.

Paul Anderson, road clerk, rapid transit division, and his wife, *Marie*, celebrated their 25th wedding anniversary with a party at *Mangam's Chateau* on May 16.

Roberta Liss, daughter of *Plumber Robert Liss*, rapid transit division, was graduated from *Patricia Stevens* Secretarial school. She was second in her class.

Nicholas Meyer, watchman, and *George Bitunjak*, truck repairman, Track division, retired on pension May 1, after combining a total of 74 years of service.

—**MARLENE NEHER**

NEW PENSIONER



WHEN ELECTRICIAN Alexander Patrick (right), *Skokie Shops*, retired on pension April 1, after 15 years of service, he was presented with a cash gift and wallet by *L. G. Anderson*, superintendent of *Shops and Terminals*, on behalf of co-workers and the *Electrical Union Local 713*.

Reported by *Dave Gurwich* and *Everett E. England*

Are Contact Lenses For You?

MILLIONS OF people wear contact lenses and wouldn't think of going back to regular glasses—but are contact lenses for you?

Here are some facts to help you decide: You have to build up your tolerance to contacts gradually—first, three hours a day, then four, five, and so on. During the adaptation period, your eyes will water, blur, and feel some irritation. This usually subsides in a few days, but in some cases does not. Don't try to increase wearing time too rapidly.

An ill-fitting lens, or one of poor quality, can irritate your eyes and expose them to infection.

You should be safe if you follow these precautions: Get your eyes tested by an established optometrist or by an ophthalmologist. Buy contact lenses according to his prescription, and only from a reputable optician. Follow all instructions explicitly for using the contact lenses.

For a few people with certain severe visual defects, contacts give clearest possible vision. Most people see as well with glasses as with contacts. But, because there are no frames to obstruct peripheral vision, however, the contact wearer usually can see more.

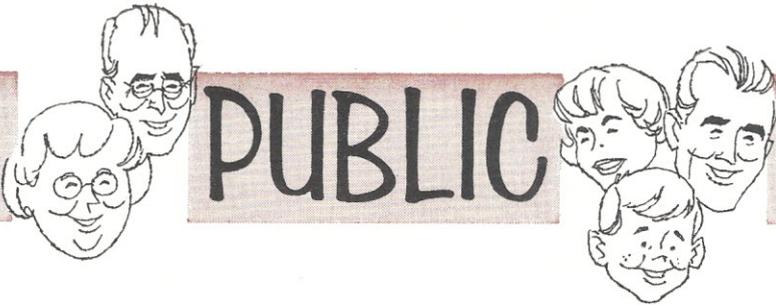
Time and skill involved in fitting make the initial cost high. Additional expenses arise with subsequent lens and eye examinations—which are worthwhile and essential, and when contacts are lost or damaged, develop scratches, or wear out from handling.

Contact insurance usually is available at a nominal cost against loss, theft, and damage.

Focus changes do occur more often than with ordinary glasses, though the rate is lower. Refitting may be necessary because of variation in the structure of your eye, or to take advantage of lens improvements.

Yours is the choice, but be certain you consult an optometrist before venturing into the world of rimless viewing.

OUR PUBLIC SPEAKS



GOOD CUSTOMER relations are essential if a company is to increase public approval of its operational standards. In the transportation business, the attitude of the operating personnel towards those who patronize our service is a major factor in winning better public acceptance for that service. Because it is a job that requires direct contact with our riders, the element of personal salesmanship involved takes on added importance.

Many employees know the value of courteous personal service in their contacts with the public. Their "on-the-job" attitude and efficiency creates a good impression on our riders whose coins in the farebox are the source of our livelihood.

Printed here are a few expressions, pro and con, recently received, which illustrate rider-reaction to the personal side of our operations:

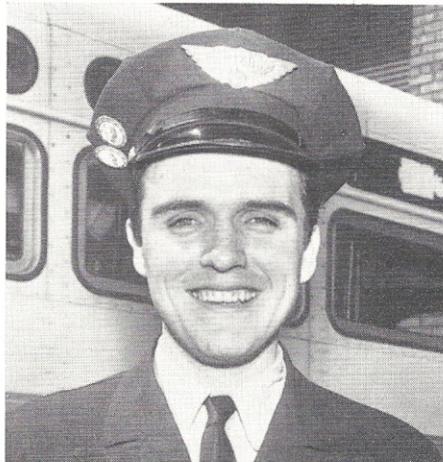


Nancy McInerney

"I wish to call your attention to the most courteous and gracious manner in which *Assignment Agent Nancy McInerney* treated my telephone request recently, when I called that office to report the loss of my identification wallet.

"Although the article was not located on CTA premises, Mrs. McInerney went out of her way to try to find the object where I thought I had lost it. And she

was extremely pleasant and thoughtful about calling me later to report the results of her search. I think she, and other employees, oftentimes go unnoticed when it comes to commendable letters."



Operator Ronald Kapp

"I am writing to relate a wonderful incident I recently witnessed while riding aboard a bus driven by Operator Number 3148 (*Ronald Kapp, Archer*), It seems that this was the operator's last trip and he noticed there was a retarded boy sitting in the rear of the bus. The operator walked back to the boy and read the slip of paper that was attached to his coat pocket. It was his parents' phone number, so the operator called the number and told the boy's parents to pick their son up at his home, so they'd be sure to know he would be all right. I thought the consideration and thoughtfulness of this operator went beyond the expectations of his job."

ALSO, HERE are a couple of letters that depict unfavorable situations that patrons have called to our attention:

"Recently, I boarded a bus and paid my fare. Another man got on with me and paid his fare. When the operator held out a transfer, I asked if it was for me. He literally shouted and said I

should take it if I wanted it because he liked holding transfers out. Throughout the entire trip, he deliberately embarrassed me and actually inferred that I was illiterate because I told him I was going to report him and he asked if I knew how to write."

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

"Recently, two buses were at the corner, waiting for the traffic signal to change. The first bus was full, so several other passengers and myself ran back to the second vehicle. The operator would not open the doors and motioned us back to the bus stop at the corner. When the light changed, the first bus moved out and the second followed right behind without stopping to pick us up. Actually, I believe this pass-up is worse than the usual because the operator actually misled us to believe he was going to stop."

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

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

	Apr. 1961	Mar. 1961	Apr. 1960
Complaints	926	919	785
Commendations	92	122	74

New "See Chicago" Guide Available

THE 1961 edition of "See Chicago by CTA" which lists the major places of interest in and around Chicago and how they can be reached by CTA is available now for free distribution to the public.

The new, green-colored "See Chicago" folder describes places of interest and recreation in the Chicagoland area and gives travel directions on how to reach them. Some of the general classifica-

tions included in the folder are: airports, athletic fields, bathing beaches, public buildings, colleges and universities, libraries, museums, observation towers, railroad and bus stations, stadia and zoos.

The other side of the folder carries a complete listing and description of all CTA surface and rapid transit routes.

"See Chicago by CTA" can be obtained without charge by writing *Bill Saver*, P. O. Box 3555, Chicago 54, Illinois, or by phoning MOhawk 4-7200, extension 805.

Rest of Humboldt "L" Structure to be Razed

WORK WILL begin soon on the removal of the remaining section of the discontinued Humboldt Park branch of the rapid transit system, extending from just west of Damen Avenue to Western Avenue.

The National Wrecking Company will pay CTA \$7,100 for performing the work and retaining the salvaged steel.

Service on the Humboldt Park branch, which paralleled North Avenue only 150 feet to the south, was discontinued May 3, 1953, and a limited-stop, week-day rush hour bus service, supplementing the regular trolley bus service, was established May 5, 1953.

Negotiations also were started for the sale of 109,687 square feet of property at 3902-3930 W. Washington Boulevard and 3903-3931 West End Avenue, site of CTA's discontinued West Shops, to the Chicago Housing Authority. This area is included in the area chosen by the CHA as the site for a federally-aided housing project for the aged.

Sale of CTA's former Rosemont garage, at 6301-6311 Broadway and 1124-1130 Rosemont Avenue, for \$110,000 also was authorized by Chicago Transit Board.

SPECIAL "L" STOPS FOR BASEBALL FANS

SPECIAL STOPS are being made at Addison street and 35th street for all major league games played at Wrigley Field or Comiskey Park throughout the season.

Pre-game stops at 35th or Addison stations are made between about 11:45 a.m. and 1:45 p.m., Mondays through Saturdays, for afternoon games.

Special stops also will be made for "twilight" games at Comiskey Park between about 4:15 p.m. and 6:30 p.m. For night games at Comiskey Park, stops will be made between 6:15 p.m. and 8:15 p.m. After-the-game stops and service at both stations will be regulated by CTA supervisors to meet riding demands.

On Sundays and holidays, all CTA North-South trains regularly stop at Addison street and at 35th street.

CHICAGO TRANSIT AUTHORITY

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

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

	Month of March		Three Months Ended March 31,		Twelve Months Ended Mar. 31, 1961
	1961	1960	1961	1960	
Revenues	\$11,211,476	\$11,846,264	\$31,601,508	\$33,478,020	\$130,216,404
Operation and Maintenance Expenses	10,120,888	10,250,848	29,020,618	29,095,720	113,475,112
Available for Debt Service	<u>1,090,588</u>	<u>1,595,416</u>	<u>2,580,890</u>	<u>4,382,300</u>	<u>\$16,741,292</u>
Debt Service Requirements:					
Interest Charges	351,561	363,484	1,056,350	1,096,579	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	500,000	500,000	
Deposits to Sinking Funds -					
Series of 1947 (2)	125,060	115,006	375,180	345,020	
Series of 1952 (2)	29,583	28,750	88,750	86,250	
Series of 1953 (3)	—	—	—	8,750	
	<u>672,871</u>	<u>673,907</u>	<u>2,020,280</u>	<u>2,036,599</u>	
Balance Available for Depreciation	417,717	921,509	560,610	2,345,701	
Provision for Depreciation	<u>896,918</u>	<u>947,701</u>	<u>2,528,121</u>	<u>2,678,242</u>	
Deficit in Depreciation Provision (4)	479,201 ^r	26,192 ^r	1,967,511 ^r	332,541 ^r	
Accumulated Deficit:					
To End of Previous Period	<u>1,741,864</u> ^r	<u>306,349</u> ^r	<u>253,554</u> ^r	—	
At Close of Period	<u>\$2,221,065</u> ^r	<u>\$332,541</u> ^r	<u>\$2,221,065</u> ^r	<u>\$332,541</u> ^r	

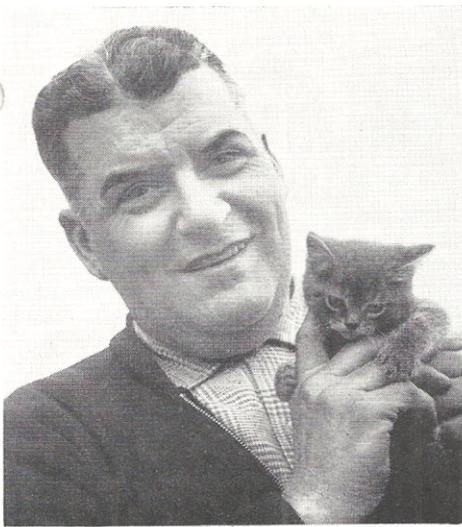
r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	45,885,656	48,729,007	128,955,054	137,158,937	526,552,753
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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 March 31, 1961 there is a deficiency of \$44,512 in this fund as earnings to make these deposits were not available for the months of November 1960 through March 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.



FAVORITE OF all the kittens of the several litters which have been born there, at least with *Michael Heil*, yard foreman, is this little tawny counterpart of "Tiger." The reason: The kitten has the letter "M" marking on its head which the foreman says stands for Mike.

"TIGER," A southside tomcat with roaming spirit and a roving eye, has found a happy home at last in the Howard terminal yards of CTA's north-south "L"-subway route.

Tiger transferred to Chicago's far north side by CTA. He had climbed atop a gear box under a car—and when the car left the southside yards he went along for the ride.

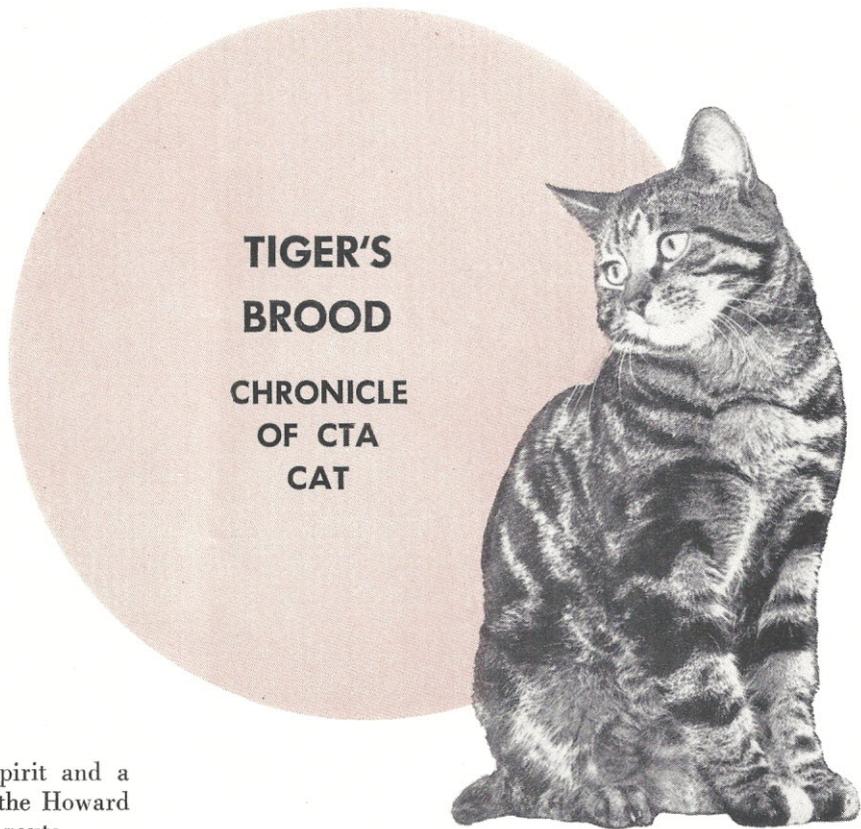
Enroute to Howard street the crew heard strange noises coming from the underside of the car. Arriving at the station, the crew shunted the car into the yards for inspection.

The mechanics soon discovered the source of the noise. It was Tiger, crouching on the gear housing box and yowling with fright. When they tried to remove him he broke away and ran under a building, where he stayed for two days before emerging from his hiding place.

It wasn't long before Tiger, who picked up his name because of his tawny coloring, began to feel right at home in the new environment. Employees took him in, fed him and generally pampered him. Apparently Tiger felt he'd never had it so good and decided to stay.

Moreover, Tiger had taken a fancy to two female felines who had previously moved in on the premises, and made up his mind to settle down and become a family man. To date he has fathered 14 kittens by his two paramours and has housed his brood—the whole kit and kaboodle, you might say—in a comfortable bin in a storeroom in the terminal yards. Tiger, it seems, is not one to object to having a large family.

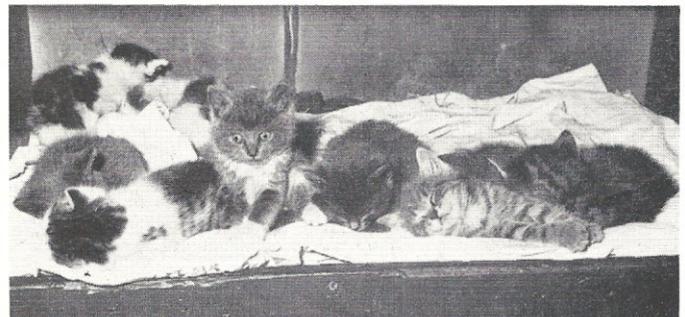
Six of Tiger's offspring have already been adopted by CTA employes, but at this writing there still are eight others, several of which, when they attain the frisky age, are assured of becoming house pets of CTA families.



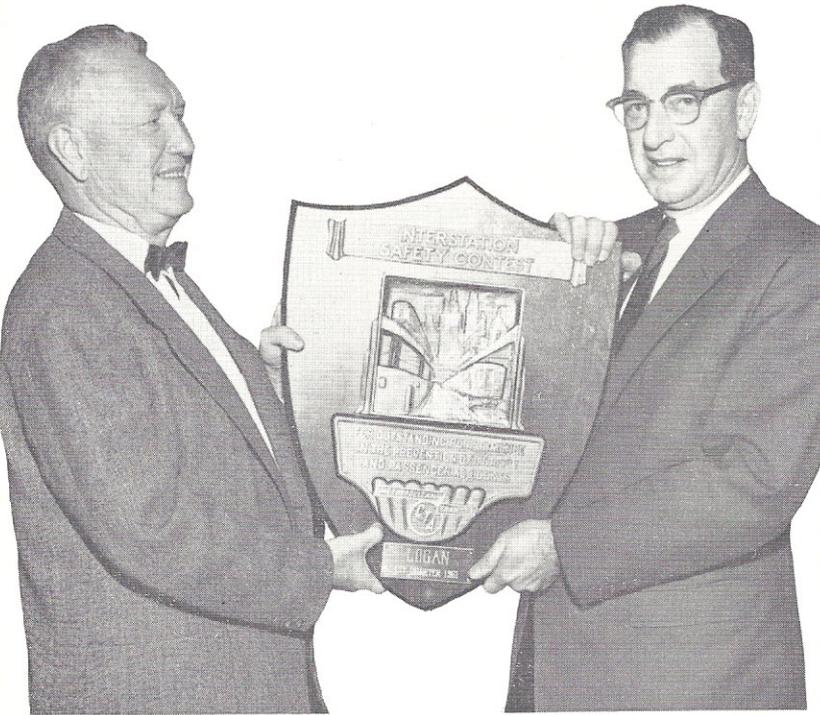
LOOKING VERY much the master of all he surveys is "Tiger," whose domain is the Howard street terminal yards of the North-South "L"-subway route. Things have not been the same since he arrived and took over.

At the present, their board and keep is being underwritten by the working force at the terminal yards who have become resigned to Tiger's propensity for producing progeny. Visiting CTA officials on inspection trips of the yard often ante up and feed the kitty by contributing to the milk fund.

Michael Heil, yard foreman at Howard terminal, takes it all philosophically. Says he: "Since Tiger moved in we're never short of a new generation of cats. But I don't mind, because we haven't mice around any more."



"EIGHT LITTLE kittens without any mittens" is the obvious caption for this picture. All except the one in the center, possibly a victim of insomnia, were enjoying an afternoon cat nap when the photographer arrived.



THE FIRST awards in the Interstation Safety Contest were made recently when presentations to the winners for the first quarter of the year were made at Logan and Keeler stations. The awards were for outstanding performance in the prevention of traffic and passenger accidents. Winner of the plaque for the rapid transit system was Logan station and in the photo at the left General Manager *Walter J. McCarter* is presenting the award trophy to *Wallace J. Gillies*, station superintendent, West Section. At the right, *Edward C. Loughran*, superintendent, Keeler station, receives the plaque from Mr. McCarter.



Work to Start Soon on New Kostner Station

AN AGREEMENT with the City of Chicago, authorizing CTA to undertake track work and install signals and power distribution facilities in connection with the rapid transit station soon to be constructed by the City of Chicago at Kostner avenue of the Congress rapid transit route at a cost of approximately \$200,000, has been approved by Chicago Transit Board.

The cost of the entire station project, estimated at approximately \$750,000, is being paid by the City of Chicago.

Chairman *V. E. Gunlock* of Chicago Transit Board said that CTA forces are to start work as soon as the agreement with the City of Chicago is signed by both parties, and permits authorizing the track and signal work have been issued.

CTA will first build two temporary by-pass tracks to the south of the area where the new island platform is to be constructed under a contract to be awarded by the city on the basis of competitive bids. These temporary tracks will

be equipped with temporary signal and power distribution facilities. These tracks will be used while the station is under construction.

When the station building and stairs are completed, the permanent tracks, including power distribution and signal facilities will be rearranged and placed in operation by CTA to serve the new station.

In appearance and design, the Kostner station will be similar to the existing stations along the Congress route. The station platform will be 600 feet long, and the station building with its passenger control facilities will be located on the east side of the Kostner avenue overpass bridge.

There are now 13 stations along the rapid transit tracks in the right-of-way of the Congress Expressway. Kostner station, the fourteenth, will be mid-way between Pulaski and Cicero stations.



HOW TO STORE WINTER CLOTHES

WHEN THE weather turns warm, our thoughts turn to swimming, picnics, vacations . . . and flower-light summer clothing. Time to retire the family's winter wardrobe — heavy coats, suits, dresses, hats, boots—the works!

The most important thing to remember is never put anything away dirty. Dirt and food stains are an insect's invitation to dinner. Insects go for food stains on any fabric, including the new synthetics, and to get at it they will damage cloth of almost any type. A smart thing to do is have your family's clothes cleaned before storing and then pressed afterwards.

Close all the fastenings so garments won't hang out of shape. Hang the clothes carefully, or fold them into boxes. Sweaters and any knitted garments should be stored flat (you might stuff them with tissue paper so fold marks won't be obvious). Sprinkle a reliable moth preventive into the containers . . . boxes, chests or closets . . . and seal them shut. Your storage units must be kept cool (if possible), dry, and away from sunlight . . . to discourage the hatching of insects. Don't count on larvae dying in airtight containers . . . they may live up to four years!

Another tip . . . with a coat freshly cleaned, button it up on padded or contoured hangers, shoulders nicely eased into place. If you haven't enough wooden hangers, strengthen wire ones by taping two together and bend them to match the shoulder line of each coat.

Are you one of those people who toss mothballs into an ordinary closet . . . and consider it a "keep out" sign for insects? It just doesn't work that way. Cleaned and moth-protected garments must be sealed from air and moisture, to be completely safe.

How about cedar chests and closets? They are fine. Cedar doesn't kill moths or silverfish, but insects avoid garments surrounded by cedar.

But what about the house or apartment that just doesn't have the storage space? Or what if the lady of the house unintentionally makes a mistake when storing the family's winter garments? Your local drycleaner has come up with a practical solution. It's called "box storage." The fee usually is small and your garments are insured. The garments are then drycleaned and hung in a storage vault. During the cleaner's slack season they are taken from the vault, spots removed, pressed and then placed back into the vault. This storage usually covers a period from two up to six or eight months.



MAKE THE MEAL WITH A COOK-OUT

THINKING ABOUT Memorial Day? Have a cook-out with a dash of flair and a generous helping of fun. You needn't take off for the seashore or campsite. The best place is often your backyard.

Every outdoor chef has his own special way of fire-building. But here are some tips you may want to try. Prepare the wood charcoal briquets for lighting by stacking them in pyramid form in the grill. Aluminum foil may be used to line the grill. Crumbled paper placed at the base of the coal is advisable, with a bit of the paper extending outward for easy lighting. Spray the coals with charcoal lighter fluid; allow sixty seconds for the fluid to soak in before lighting with a match. You know the coals have caught when a fine white ash begins to form on one or more of the coals. Allow twenty-five minutes from time of lighting for the white ash to spread over all the coals; cooking temperature has then been reached.

Coals can be rearranged before cooking begins. For intense heat, mass coals together. Usually a single layer is sufficient in a shallow grill. For slower broiling, separate the lighted wood charcoal briquets; allow an inch or more between lighted coals. This method when used for broiling chicken allows plenty of time for munching appetizers. It's also good for keeping foil-wrapped French breads or rolls warm on the cooking rack.

For spit cooking, arrange coals in a wide circle below the food, with aluminum foil acting as a "dripping pan" in the hollow of the circle. The circle of coals should be wider than the cooking food, but may extend a little inward for more intense heat. A circle three or four briquets deep is generally sufficient for spit cooking.

The amount of charcoal used and cooking time required depend on many factors, such as depth of the grill, type of equipment used, distance of cooking racks from coals, adjustability of rack. But learning this is part of the fun and sport of outdoor cooking.

COOK-OUTS really can be fun. And, we have special recipes for Charcoal Butter Grilled Chicken, Butter Baked Corn and Beans, Patio Summer Salad, Savory Fish sandwiches and Fishermen's Delight. Write to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free recipe booklet.



Medically Speaking

By Dr. George H. Irwin
CTA Medical Director

TETANUS (Lockjaw) The Scratch That Kills

IN A recent article published in "Today's Health," the magazine published by the American Medical Association, there was a discussion of Tetanus, originally and frequently referred to as "Lockjaw." For the purpose of this presentation it should be pointed out that both names apply to one and the same disease.

This article, from which we have abstracted much of the material used in "Medically Speaking" in this issue, tells of the ancient origin of this disease, the symptoms of which have been recognized for many centuries. Medical history discloses that Hippocrates described it more than 300 years before the birth of Christ, but no cause had been discovered or medical name given to the disease until 1884, when it was found that tetanus, as it came to be known, could be produced by injecting animals with garden soil.

According to reliable statistics about 500 Americans will develop lockjaw this year and more than one-half of this number will die. The loss from this disease does not seem too significant when compared to the large death toll from other diseases and accidents. Nevertheless, it is a very tragic situation when one stops to realize that every death from this cause could have been prevented by the simple and inexpensive immunization before these "so-called minor injuries" occur.

The specific cause of lockjaw or tetanus is a germ called *Clostridium tetani* which was discovered and isolated by Dr. Kitasato in 1889. This germ is a normal and important inhabitant in the intestinal tracts of horses and cattle. Its spores become mixed with the soil and subsequently may be found anywhere. That was one reason why lockjaw was once known as a "barnyard disease."

The symptoms or clinical course of tetanus in a typical case is as follows: The disease usually begins with muscular stiffness and soreness about five to 15 days after a wound is contaminated. For some unexplained reason male children

are more often the victims. In a short time the afflicted person has difficulty in walking. Headache and restlessness appear and are soon followed by convulsions. The muscles of the neck and jaw become so stiff and rigid that it is almost impossible to move the neck or open the jaw. Hence, the name "lockjaw."

Tetanus is not very often seen in major accidents such as gunshot wounds, open fractures and severe industrial injuries. The reason for this is because the serious cases are attended to immediately by a doctor who promptly immunizes the patient against lockjaw. It is the minor injuries such as rose thorn pricks, nail puncture wounds, power tool wounds and wooden splinters that cause most cases of tetanus. Incidentally, puncture wounds are ideal media for the tetanus germ because they grow and multiply where there is a lack of oxygen. In spite of the severe nature of this disease half of the cases recover if treated early and effectively.

Treatment is 100 percent effective if immunization is started early in life and this immunity is kept up to date. Protection against lockjaw can be obtained by one of two methods, namely active or passive immunization. The first is toxoid which stimulates the body to form its own defense and is valuable if taken before the injury occurs. Passive immunization (tetanus antitoxin) is transient in comparison to toxoid because its effects disappear in six to eight weeks. This approach is used immediately after the injury has occurred to a person not previously immunized with toxoid. Toxoid is usually administered in a series of three injections. The first two are given a month apart and the third one a year later. To keep the immunization up to date a booster shot should be obtained about every five years. If more than five years have elapsed the entire series should be repeated.

The article is timely because the number of cases of "lockjaw" always increases in the summer time. This is because children and adults are out of doors more. Going barefooted and sustaining injuries from the soil predispose to this terrible disease.

Lockjaw can be absolutely prevented if you visit your family doctor for immunization. It is so easy and inexpensive and it may save your life.

New Surface System Appointments

ANNOUNCEMENT WAS made recently of the following appointments and transfer of surface system station superintendents and senior station instructors:

G. E. Evans, station superintendent, 77th; *M. F. Harrington*, station superintendent, Archer; *T. F. Screen*, station superintendent, Beverly; *O. C. Bruebach*, assistant station superintendent; *Kedzie*; *G. D. Peyton*, relief station superintendent, South Side; *J. H. Walsh*, senior station instructor, 69th, and *W. H. Chamberlain*, senior station instructor, Lawndale.

The announcement was made by *Charles E. Keiser*, superintendent of transportation; *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and was approved by *W. J. McCarter*, general manager.



14-YEAR OLD "MATH" WHIZ

A 14-YEAR old high school student, *Terry Lyons*, son of *Thomas P. Lyons*, secretary suggestion committee, is proving himself to be a mathematical whiz in his sophomore year at Oak Park—River Forest high school.

In a recent test sponsored by the Mathematics Association of America, which is usually open for competition to junior and senior high school students only, Terry came out on top with a score of $87\frac{3}{4}$. School authorities believe this to be the highest score ever recorded at the suburban school. It also was ninth highest in the state-wide competition.

A score of 80 or more automatically places the student on the state honor roll. Last year only 24 students of 710 in the state who took the test achieved the honor roll.

Mathematics has always been Terry's favorite subject, and he has acquired his extensive knowledge by doing extra studying. Last year, as a freshman, he completed the year course of advanced algebra. This year he is taking accelerated geometry.

As a result of his school outstanding record he was awarded a scholarship to attend a summer institute in mathematics at Oregon State College sponsored by the National Science Foundation. At the completion of his high school course, Terry hopes to continue the study of mathematics, specializing in computer research.

Plan Safety into Your Vacation

THIS IS the month when many begin to plan their annual vacations. In the summer months ahead, CTA families will be on their way to all parts of the country for a change of scenery and a pleasant interlude in their working routine.

How safely they'll vacation depends on whether they take along a little common sense with the suntan lotion and the insect repellent, according to the National Safety Council.

If vacationers play safely, they'll probably send scads of "wish-you-were-here" cards home. If they don't they'll probably do their writing propped up in a hospital bed.

Traveling, fishing, swimming, boating, cooking outdoors or working around a house—all can be hazardous.

Vacationers can make merry during their time off—or they can make mishaps. Have a good time, but plan safety into your vacation by following these rules:

1. Check your car's brakes, lights and other mechanical features, and start your vacation on the right foot—which is a light foot on the gas pedal.
2. Slow down in bad weather, on bad roads, in heavy traffic or if visibility is poor.
3. Don't swim alone, too far, or after dark. Know the water's depth.
4. Rest after eating. Take sun bathing a little at a time—better pale than parboiled.
5. Watch out for fish hooks.
6. Select boats carefully. Observe standard boat safety rules—no standing, overloading or horseplay. Stay with your boat if it overturns.

Some items vacationers often forget include:

1. Clothing. Select it properly.
2. Water. If its purity's in doubt, boil it.
3. Fires. Keep them small and guarded.

Vacations can be fun—or glum, depending on you.

In connection with driving, the Travelers Insurance Company has recently issued its 1961 book of street and highway accident data which reveals some thought-provoking statistics.

These follow:

There were 38,000 traffic deaths in 1960, 400 more than in 1959.

Injuries totaled 3,078,000, 208,000 more than the previous year.

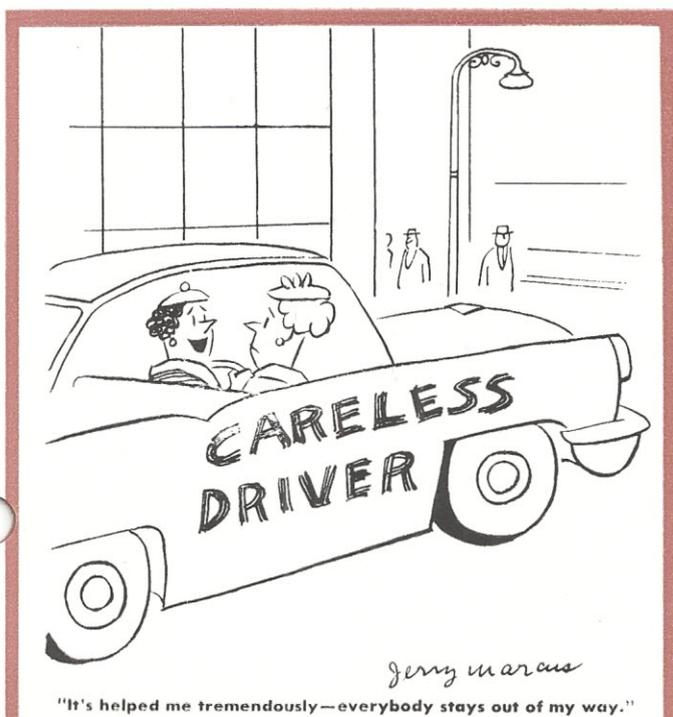
Pedestrian casualties numbered 263,100, five per cent more than in 1959.

More than 34 per cent of the drivers involved in fatal accidents were under 25 or over 65 years of age.

Almost 84 per cent of the casualties occurred when the weather was clear.

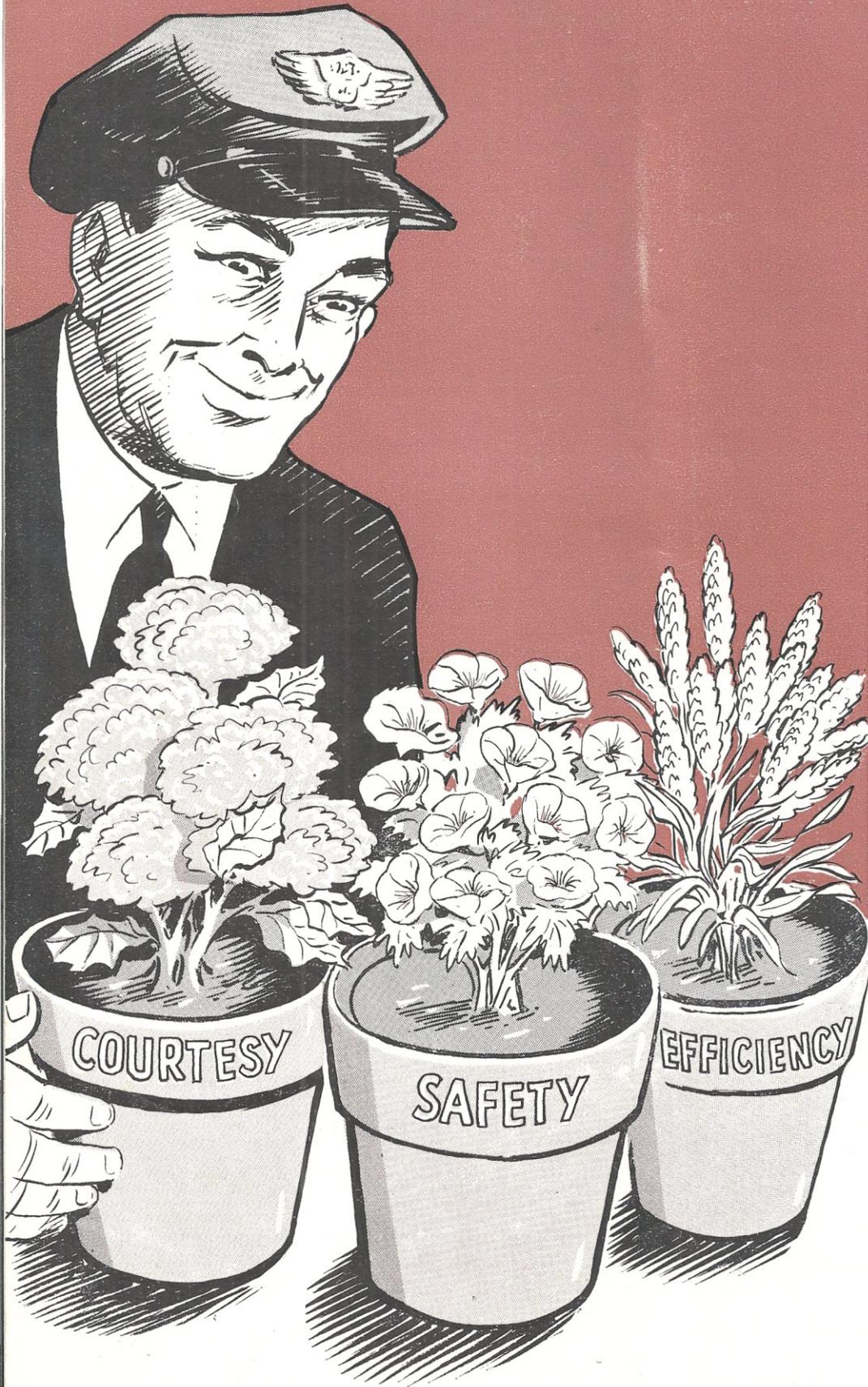
More than 95 per cent of the vehicles involved were in apparently good condition.

Saturday was the most dangerous day of the week.



"It's helped me tremendously—everybody stays out of my way."

Cultivate THESE EVERBLOOMING
VARIETIES THROUGHOUT THE YEAR!



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

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