

NOVEMBER, 1961

# TRANSIT NEWS

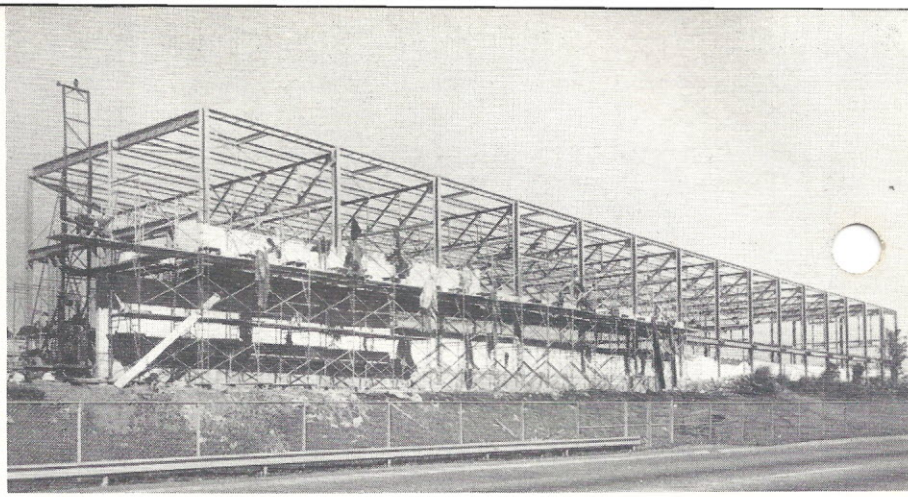


METROPOLITAN

TRANSIT



CTA's NEW service and inspection shops for the maintenance of rapid transit cars at Desplaines terminal in Forest Park is beginning to take shape with the erection of the steel structure and the start of masonry work. The building, being constructed at a cost of \$969,900, covers an area of about 26,000 square feet and is located on the southwest corner of Desplaines avenue on property facing the Congress street expressway. The new shop will be large enough to accommodate 12 rapid transit cars at a time. Other facilities will include storage areas for repair parts and shops, including an upholstery shop. The picture is a view looking north from across the Congress expressway.



## NEW TRANSIT MAP AVAILABLE

A NEW, revised edition of CTA's map and street directory with all the latest changes incorporated in it is now available for free distribution to employees and the general public.

The map, which folds easily to pocket-size, is attractively printed in green and white and contains pertinent service information on all CTA lines, including routes of all bus and "L"-subway lines and the connections with suburban lines.

The folder lists CTA bus, "L" and subway routes by numbers as well as the description of streets over which they operate. It contains a condensed directory of streets

and their locations in relation to the basic east-west dividing line of State street and the north-south line of Madison street.

Key points of interest served by local transit lines are spotted on the map for the guidance of visitors or other riders who are unfamiliar with the locations of various centers of attraction in and around the city. Information on lines operating "owl" service and headways maintained during late-night and early morning schedules also is contained in the folder.

Copies of the map folder may be obtained by directing requests to CTA's Public Information Department, Room 742, Merchandise Mart.

## Beverly, Desplaines Win ISC Plaques

IN A close competition between two stations, Beverly nosed out North Avenue to win the third quarter award in the Interstation Safety Contest between surface system operating stations.

Beverly's point score was 74.64 and was due largely to a good record for passenger safety throughout the three-month period.

In the rapid transit system contest, Desplaines terminal station of the Congress branch, repeated its second quarter

performance to win the third quarter award with a point score of 49.12.

The Interstation Safety Contest, which replaced the Station Achievement Awards program earlier this year, gives stations which are consistently good a better chance to win the award than under the former plan. The new plan corrects inequities which existed under the former system of rating safety performance and provides a greater incentive for all stations.

## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Leo W. Armstrong*, bus operator, Limits.  
*Willie L. Clark*, bus operator, Kedzie.  
*George Dillon*, bus operator, North Avenue.

*Frank M. English*, motorman, West Section.  
*John A. Gassaway*, bus operator, Kedzie.  
*John H. Grayer*, bus operator, 69th Street.

*Brandan P. Gregg*, bus operator, 52nd Street.

*Andrew Johnson*, bus operator, 77th Street.

*John W. Mason*, bus operator, Kedzie.

*Eustace McKissack*, bus operator, 69th Street.

*J. P. McMahan*, laborer, Way and Structures.

*James B. Roche*, token delivery clerk, Accounting.

VOLUME XIV

CTA TRANSIT NEWS

NUMBER 11

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

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

## RECENTLY RETURNED

*Charles W. Burns, Jr.*, bus operator, 77th Street.

*Henry F. Kedrowski*, bus operator, North Avenue.



**ADDING** A new feature to the annual commemoration of Fire Prevention Week, CTA painted one of its diesel-type buses a blazing red and flashing white, decorated it with striking illustrations and timely slogans, and will use it throughout the city to help publicize fire prevention measures recommended by fire department officials. The bus made its first public appearance in the State street parade officially opening Chicago's Fire Prevention Week on October 9, and now is in regular service on CTA city routes.

At a preview staged at Chicago Fire Academy, *Fire Commissioner Robert J. Quinn*, right, in the above picture, is shown placing a fire marshal's hat on *Chairman V. E. Gunlock*, chairman, Chicago Transit Board, following an inspection of the bus. The picture at the left shows the decorated bus as it appears in service on the streets. The special bus will be rotated among CTA stations so that it will appear in practically all parts of Chicago.

### Eight Receive Suggestion Awards

EIGHT CTA'ERS recently received cash and incentive awards for ideas submitted through the Employees' Suggestion Plan which affords an opportunity for participation and profit by all employees.

The list of winners and the amount awarded to each included: *Lela Lyons*, typist, Insurance Department, \$5.00; *Ed Kuklewicz*, repairman, Skokie Shops, \$5.00; *John Coleman*, gateman, Lake street, \$10.00; *Wilbur Martz*, motorman, Douglas Park, \$5.00; *Gerald Kalkanian*, operator, North Avenue, \$10.00; *Rebecca Cousin*, stenographer I, Specifications Department, \$5.00; *Roy Johnson*, clerk, Way and Structures, \$5.00, and *Elmer Schieble*, inside adjuster, Claim Department, \$5.00.

In addition to the cash prizes, each received an incentive award which is provided for all employees who submit a suggestion that merits consideration for a cash award.

To date, the incentive awards have totaled 1,275 Paper Mate and Parker ballpoint pens, 184 ladies' and men's wallets and 62 retractable pocket rules. A choice of any of these items is given to all who qualify.

### Two Appointed to Engineering Posts

TWO APPOINTMENTS affecting personnel in the office of superintendent of construction and maintenance were announced recently.

Effective October 11, *Robert E. Mosher* was named structural engineer, and *Arthur R. Sandberg* was appointed to the post of planning and development engineer.

Mr. Mosher comes to CTA after 13 years of experience as an engineer in the construction field. A graduate of the University of Illinois School of Engineering, he received both a B.S. in civil engineering and a M.S. in structural engineering at that university. In 1948 he joined the staff of *Hazlett and Erdal*, Chicago construction engineering concern, and in 1952 went to Caracas, Venezuela, as engineer with the Creole Petroleum Corporation. He returned to Chicago earlier this year.

Mr. Sandberg, who studied engineering at Lewis Institute and the Illinois Institute of Technology, started in transit work as an electrolysis clerk in the Electrical Department of the former Chicago Surface Lines in April, 1936. He advanced through various engineering assignments, and in April, 1945, was named engineer of test and design. In February, 1950, he was appointed design engineer in CTA's Building and Structures Department, and in May, 1957, was named assistant engineer, the position he held at the time of his latest appointment.

Mr. Mosher, in his new capacity, will be responsible for all structural, architectural and civil engineering design work in the Construction and Maintenance Department.

Mr. Sandberg will be responsible for electrical and mechanical engineering design and for the development of craftsman training programs and planning of maintenance programs assigned to the department.

The bulletin announcing the new appointments was signed by *Harold S. Anthon*, superintendent of construction and maintenance, and approved by *Charles E. Keiser*, general superintendent of engineering.

**GOOD HOUSEKEEPING** at its best is evident in this overall view of Central Record Storage at the old Division-Western carbarn. The neat and orderly rows of file cabinets and floor-to-ceiling shelves contain valuable records of CTA operations which were consolidated in one location for greater convenience and availability. At the file cabinets are shown *Richard C. Warning*, (left) record storage clerk, and *Anton Stroberg*, (right) custodian of records, the two-man staff assigned to the facility.



**THIS ROW** of cabinets comprises the voucher files. Seven feet high, they extend some 35 feet along the wall of the storage area. Cabinet equipment installed at the center includes a total of 2,500 legal-size files and over 800 letter-size files, with the contents of each drawer plainly marked on label cards for easy reference. The cleanliness of the floors is indicative of the well-kept appearance of the entire premises.



## OLD CARHOUSE



**COMPLETE PAYROLL** records of Transportation and Shops and Equipment Departments from the time CTA took over local transit properties in 1947 are filed by payroll periods in these binders. This is one of a number of special sections maintained at the record center. Other CTA departments, among them Law, Claims, Accounting, Personnel, Purchasing and Medical, have similar arrangements.

**LOOKING OVER** correspondence in the office at Central Record Storage are *Anton Stroberg* (left) and *Ray Hynes*, supervisor of office services, two men who are chiefly responsible for setting up and organizing the storage area.





**SHOP RECORDS**, such as inspection and maintenance data sheets, are wrapped in paper bundles and stored in wall shelves reaching almost to the ceiling. Before the center was established in 1955, records were kept at various locations widely scattered over the CTA system. The process of assembling, consolidating and classifying the large volume of items took many months to complete.

of CTA's central record storage facility. For certainly the neat arrangement of the accumulation of boxes, bundles, filing cabinets and heavy ledger books which fill the storage area gives the impression that everything is where it should be. It emphasizes also that paper work plays a large part in CTA operations.

Until 1955, when the storage center was established, records were stored at various locations over the system. The result was a sort of hodge-podge arrangement which left much to be desired so far as filing procedures were concerned.

The biggest job in establishing the storage center was collecting and consolidating all these records at the present location. By so doing the time involved in locating specific

## PROVIDES AREA FOR CENTRAL RECORD STORAGE

AN OLD Chicago Surface Lines streetcar barn now serves a new purpose as a CTA facility for the storage and safe-keeping of important departmental records.

Housed in Bay "B" in the old Division-Western carhouse, the storeroom occupies a large, well-lighted area formerly used as a carpenter and welding shop, but which has since been moved to Keeler station. The section was repainted and renovated and given a thorough clean-up job before central record storage took occupancy early in 1955.

Today, it contains an array of floor-to-ceiling storage shelves and row on row of neat file cabinets and looks the part of the bright, well-kept installation that it is.

Before being stored, all records are identified and classified and then are transferred to the proper files where they are readily available at any time for reference or other purposes. Some of the larger items, such as office forms and loose-leaf binders, are of considerable bulk, but there's always room for them and they can be produced on demand.

Many records stored at the center date back to 1947, the year CTA took over and consolidated transit operations. Each year adds substantially to the material consigned to the center.

The general offices account for most of the records in storage. However, all departments are represented in the multiplicity of items being held at the former carhouse.

"A place for everything and everything in its place" is an old axiom. It would seem to fit well in the description

files when reference work is required has been greatly reduced. It also has resulted in a more economical operation since it released for other duties personnel assigned to the storage rooms at the scattered locations.

In charge of organizing and maintaining the central storage area from the beginning has been *Ray Hynes*, supervisor of office services. He is assisted by a two-man staff, consisting of a custodian of records and a clerk, who are assigned to the storage center.

There are a number of special sections which have been set up. One is reserved for X-ray pictures taken by CTA Medical Department technicians in connection with claim cases from the year 1947 to 1960. Law, general accounting, payroll, personnel, insurance, shops and equipment and transportation are among other departments represented in this category.

CTA's method of centralizing record storage is believed to be the first of its kind in the transit industry. It evolved from a decision to simplify the storage problem by concentrating all archives in one location. *P. J. Meinardi*, comptroller, whose office has jurisdiction over the storage center, was instrumental in its establishment.

Storage areas are not always characterized by orderliness. But neatness and cleanliness can be attained as proved by the accompanying picture sequence of the Division-Western installation.

# Safer Operation Through

# PROPER

# of Buses

THESE FOUR pictures in sequence show the proper procedures for curbing a bus as described in the accompanying article. Over 6,000 bus operators have received training in the new standards which are designed to minimize exposure to traffic accidents and reduce boarding and alighting accidents.



HAVING ATTENDED one of the sixty 30-minute classes given at North Park station, these bus operators have completed their training on curbing standards and are prepared to give our patrons more convenient, uniform stops.



APPROACH THE stop, maintaining a three-foot clearance from parked cars.

TURN WHEN the rear wheels are in line with the front bumper of the last parked car.



# CURBING

ONE, TWO, three, four—curb!

In essence, this is the standard recently developed by Chicago Transit Authority for proper curb-side berthing of buses at stops.

One is to make a proper approach; two is to make a turn toward the curb at the right moment; three is to aim for the mid-point of the berthing space, and four is to bring the bus to a stop smoothly near the curb.

Over 6,000 bus operators were instructed in the new standards at a total of 560 classes given throughout the surface system between October 4 and November 10.

Instructors spent from three to eight days at each of 12 stations, giving ten classes daily. At eight stations the training was done in one of the two training buses, while classes at Keeler, Limits, 52nd street and 77th street stations used available rooms.

The objectives of the training program are to provide greater convenience for our passengers, to reduce boarding and alighting accidents and to minimize exposure to traffic accidents by having the bus close to the curb. Adherence to the curbing procedures also eliminates complaints from city authorities

on traffic tie-ups and poor use of available loading zones.

The proper procedure for curbing the bus starts out in the street where a three-foot clearance must be maintained from parked cars. This allows a safety margin for avoiding unexpected incidents.

When approaching the bus stop, the operator determines the space available and as the rear wheels of the bus are in line with the front bumper of the last parked car he turns in and aims for the mid-point of the space. As the corner of the bus nears the curb, the operator begins to straighten-out and continues forward to the stop, with the wheels about one foot from the curb. If there is 100 feet or more space available the bus can be brought to a stop parallel to the curb. If an average loading zone of 85 feet is available, the bus can be brought to a stop with the front door near the curb and the rear door out just a short distance.

When approaching a loading zone in which autos are parked, the operator turns in and stops as close to the curb as possible, short of the crosswalk. Operators are instructed to angle in front of parked cars whenever possible;

however, when an auto is parked too close to the bus stop they are not expected to pull in.

Although operators must adhere strongly to these standards, discretion must be used so that the best stop will be made under unusual circumstances, such as when there are poles, broken or high curbs or when weather conditions prohibit making the proper stop.

In addition to the proper curbing of buses, it was stressed to operators that doors should be opened and closed only while the bus is standing, and to keep the brakes applied while the doors are open.

Prior to the training of bus drivers, supervisors were given thorough instruction on the new curbing standards and over 11,000 special curbing checks were made throughout the system. The results of the checks indicated that 3.81 per cent of the bus stops observed did not meet the new standards, and 4.21 per cent were violations.

The training of bus operators having been completed, plans are now underway for taking another curbing check. Now that a single set of standards has been established, operators and supervisors will each be aware of what constitutes a proper stop, and any curbing violations reported to station superintendents will be for non-compliance with the standards.

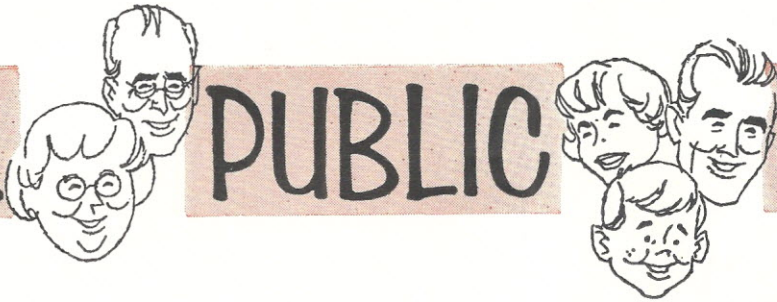


AIM FOR the mid-point of the space and straighten-out when the corner of the bus nears the curb, then continue forward with wheels about one foot from the curb.



STOP WITH the bus parallel to the curb, short of the cross walk.

# OUR PUBLIC SPEAKS



COURTEOUS, PLEASANT people usually help to brighten the day for everyone with whom they come in contact. CTA employes, especially those in the Transportation department, meet thousands of people during their work days and have as many opportunities to win friends for CTA.

Because of their cheerful dispositions and courteous mannerisms, many employes are often looked upon as friends, and patrons rely upon them for information related to traveling to all points in the city and look to them for safe, dependable service.

Here are a couple of letters of commendation which recently were received in the Service Section of the Public Information department:



**Anthony Carr**

The following memo was addressed to D. M. Flynn, superintendent of Trans-

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

	Oct. 1961	Sept. 1961	Oct. 1960
Complaints .....	1,323	1,861	951
Commendations....	96	82	89

portation, from *General Manager Walter J. McCarter*:

"Yesterday afternoon, Mrs. Van der Vries, one of our Board Members, was on the Evanston Express train that left Randolph and Wabash at 3:50 P.M. and she reports that the conductor was very friendly and courteous to all passengers. He announced all stations clearly and apparently knew many of his passengers (who no doubt ride with him daily).

"Mrs. Van der Vries thought he was an excellent example of what CTA employes should be, and would like him to know of her commendation."

(Editor's Note: The conductor is Anthony Carr, Badge Number 23473, North Section.)



**Joseph Gilio**

"This is a word of praise for Bus Operator Number 11692 (Joe Gilio, Kedzie). I have been riding the CTA buses and former Motor Coach lines for several years, and he is the most courteous driver I have ever met. He is always smiling and is most helpful and polite when asked directions by riders. If he sees anyone running to get the bus, he will wait a second or two so as not to leave them standing. I know my sentiments about this operator are shared by all the other people who ride with him."

ALSO, LETTERS like these get into our mailbag:

"Today, I was standing at my regular bus stop, which also is located at a traffic light. When the bus came along, the driver stopped several feet from the zone. Since traffic was fairly heavy, I walked down toward the bus, but as I was just about there, the operator closed the door and drove off. There was another bus a few feet behind the first and it was filled to capacity. But, the operator of this bus did stop to allow me to board."

**COMMENT:** CTA vehicles are operated to provide convenient local transit service for the accommodation of its patrons. The inconsiderate action of the first operator is inexcusable. He not only performed a disservice to the patron and CTA, but also placed a heavier burden on a fellow-employee.

"One day recently, I was mid-block on Dearborn street between Monroe and Madison when I saw a Broadway bus coming. I wanted to buy a newspaper but I decided I would miss the bus if I stopped so I ran to the corner and got there before the bus. When I knocked on the door to be let on, the operator ignored me. A woman who had been standing there waiting for the bus also tapped on the door, but he ignored her.

"He put his vehicle into gear and started across the street because the entire block ahead was bumper to bumper with vehicles. He blocked the westbound traffic on Madison street and did not move until the lights had turned green for the northbound traffic. While he was waiting, I again ran over to the bus and tapped on the door, but again was ignored."

**COMMENT:** CTA is dependent upon the citizens of Chicago for patronage and expects employes to make every effort to make our service as dependable and attractive as possible. Certainly, there is no excuse for the employe concerned to act in the manner attributed to him by this patron.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Sees All Sights on California Trip

ACCOUNTING—(General) — *Mable Potthast* traveled to California by train where she visited friends and relatives. She toured Beverly Hills, Los Angeles, Knott's Berry Farm, Laguna Beach, Long Beach, Santa Ana, and Culver City. On her return trip home by auto, she visited with her mother who lives in downstate, Illinois.

*George Triunfol* is recuperating at home following recent surgery. His co-workers presented him with a lounging robe to brighten his stay at home.

*A. J. Fitzsimons*, general accountant, spent his vacation in and around his home in Elmwood Park.

*John Ruberry*, statistician, spent the balance of his vacation time close to home, enjoying some rest and recreation.

(*Voucher*)—*Anne O'Brien* presently is recuperating in the hospital after undergoing surgery.

*Clara Lawrence* spent her vacation "on the move." Clara moved to a new apartment and enjoyed her holiday by putting things in order. Also, her friends surprised her with a household shower.

*Antoinette O'Brien's* sister, *Marguerite*, recently passed away after a long illness.

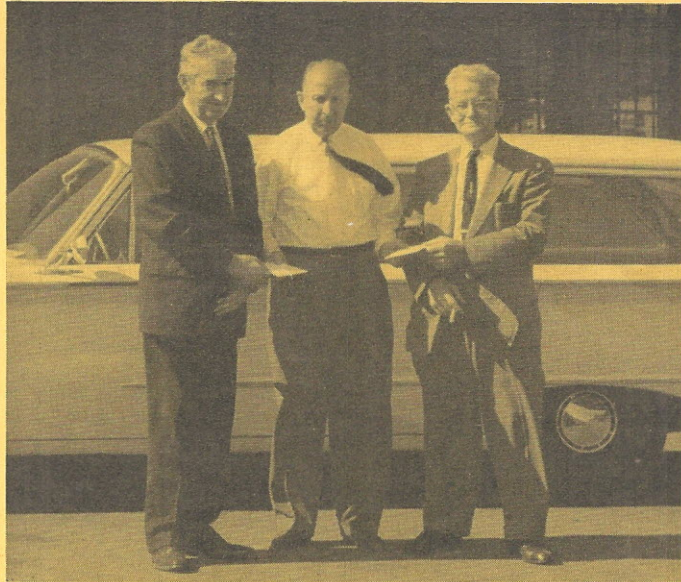
## Visits National Parks

(*Revenue*)—*Lois Jahnke* reports that during her western vacation she visited some of the national parks and monuments . . . Rocky Mountain National Park and the surrounding territory was beautiful with its blanket of snow. Especially interesting was her ride on the last Narrow Gauge railroad, which operates between Durango and Silverton, Colorado, and also a jeep pack-trip into the Needles area of Utah.

*Ronald Kramer*, Claims, replaced *Ronald Mancal*, who transferred to Treasury.

*Mark J. Pizza*, clerk, replaced *Charles Vrba*, who was promoted to a mileage clerk.

*Bing Apitz*, his wife, *Toni*, their baby, *Marjorie*, and German Shepherd dog, *Venus*, spent a weekend



## PENSIONERS COMBINE 86 YEARS

A COMBINED total of 86 years of transit service came to a close on October 1 when (right) *Chauffeur John Smith*, Way and Structures, and (left) *Laborer John E. Gurney*, Stores department, retired on pension. Mr. Smith began his career on June 29, 1918, and Mr. Gurney started his career on July 24, 1918. Presenting the new pensioners with a gift from their co-workers is *Divisional Storekeeper Ray C. Cavert*, South Division.

Reported by *D. Jane Bell*

bow and arrow hunting in Water-smeet, Michigan.

*Dolores Weber* was married to *Robert Theil* at Visitation church on October 14. She received lovely gifts from friends and co-workers.

(*IBM*)—*Emil Rusinak* and his family moved to a new home on the southwest side.

(*Payroll*)—*Marge Organ* enjoyed sightseeing in Chicago and the suburbs during her vacation.

—MARIE E. HAVLIK and  
EILEEN NEURAUTER

## No Superstitions In This Family

ELECTRICAL—*Harold Coyne*, superintendent, substation maintenance, became a grandpa on Friday, October 13. A little girl, *Elizabeth Ann*, was born to Mr. and Mrs. *John Lock*.

*Richard N. Griseto*, operator apprentice, suffered the loss of his father on October 12.

*Arthur Franks*, chauffeur, vacationed at Bright Sun Colony, Florida. He also enjoyed a trip to Nassau.

*Joseph Herman*, chief operator, 20th substation, enjoyed a fishing trip at Lake Wisconsin.

*Chief Operator Arthur Hansel*, Sedgwick substation, vacationed at Bull Shoals in the Ozarks.

*Frank Dorsch*, chief operator, Illinois substation, presently is hospitalized and may undergo surgery.

*Ernest A. Anderson*, assistant carpenter foreman, returned to his duties after recovering from a serious illness.

*Amos Smith*, "B" electrician, presently is confined to West Suburban hospital where he underwent surgery on October 12.

—GILBERT E. ANDREWS

## Becomes Grandpappy For Sixth Time

BEVERLY — *Operator Leroy Lilly* and his wife, *Josivin*, became grandparents for the sixth time. Leroy's son-in-law is a bus operator in Cleveland, Ohio.

*Operator Clovis Bailey*, who was off sick for three weeks with a virus, now is in excellent health.

*Operator Terry Culkin* and his wife, *Pat*, announced the recent arrival of *Catherine Sue*.

*Operator Louis and Eleanor Furlan* announced the recent arrival of a daughter, *Lorraine*, who was born at South Shore hospital. The Furlans also have a son, *Mike*.

Here is an oddity! When *Operator Joseph Koch's* granddaughter was christened, four generations from each side of her family were present at the Gethsemane Lutheran church.

*Operator Clifford Howard's* daughter, *Mary Ann*, was christened at St. Peter and Paul church on September 23.

*Operator Arcedus Jones* was recently married. He and his wife, *Valerie*, honeymooned at Maseville, Kentucky, where they visited with the bride's mother. They also did some hunting and fishing.

*Operator Bernie Zesch* and his wife, *Frances*, took first place at Beverly as the best fishermen of 1961. Bernie and Frances caught over 1,000 fish at Lake Alice in Tomahawk, Wisconsin.

*Operator Frank Black* and his wife, *Ruth*, motored 2,310 miles through the New England states. Frank says he used 197 gallons of gas for this trip.

*Operator Carl Bensen's* son recently was graduated from Great Lakes Naval station. Carl was present for the impressive ceremony.

*Operator Art and Cecelia Schwap-pach* took the honors for the biggest fish caught for 1961. It weighed 18 pounds. They also caught two other muskies which weighed 16 and 17 pounds, respectively.

*Operator Fred Gibbs* was voted the checker champion at Beverly for 1961. Fred says anyone wishing to challenge him in a best of five games contest may do so.

**GUESS WHO!**



**RECOGNIZE THE fellow at the right, wearing the fancy boots and overcoat? He's Anthony (Tony) Calvert, clerk III, Executive department, when he was working as a conductor for the Chicago Motor Coach company in 1924. In those days, the buses were equipped with solid-rubber tires.**

Operator Morris O'Connor's father-in-law, William H. Cary, recently passed away.

Operator George and Genevieve Schletz motored west to the tune of 3,520 miles and 196 gallons of gas.

Operator Leo Simmons and his wife, Sara, will again vacation at Atlantic City and Augusta, Georgia, and Key West, Florida. Leo, who is a minister, will preach to several congregations enroute.

Operator William Anderson and his wife, Gladys, have three children attending college. Ronald is at Wilson; Patricia is at Provident, and Karen is at the University of Illinois at Navy Pier.

Operator Lee Pitman and his wife, Shirley, announced the arrival of Janet Irene. She was welcomed by Andrew Steven, who is 20 months old.

Operators Ray Goodwin, Joe Gertzen and George Johnson traveled to Antioch for some fishing.

Operator Ed and Mabel Sebek traveled to Hayworth, Wisconsin, for a little fishing and loafing.

Clerk and Receiver Andrew Birney passed away . . . Operator Robert Blair's mother, Mrs. Agnes Blair, recently passed away.

Clerk Tom McQuire and his wife, Betty, announced the arrival of a daughter, Eileen Marie, who was born on September 20.

Anniversaries being celebrated this month are: the Joseph Griffins, their 22nd on November 8; Operator Tom and Eleanor Daniels, their 26th on November 10; Operator Charles and Virginia Berryhill, their 33rd on November 10; Operator Leroy and Josivin Lilly, their 31st on November 10; Operator Frank and Edna Pierson, their 28th on November 11; Operator Rudy and Lillian Koprowitz, their 32nd on November 17; Operator Charles and Margaret Sullivan, their 17th on November 18; Operator Ray and Marie Cole, their 16th on November 21; Operator Clyde and Ida Hathaway, their 15th on November 23; Operator Henry and Madge Gottsch, their 25th on November 26; Night Clerk John and Mildred Cook, their 23rd on November 26, and Operator John and Marge Ponseigo, their 31st on November 29.

—WALTER C. STONE

**Going-Away Dinner For Lady-in-Waiting**

**CLAIMS** — Mary Ann Josephson, typist, resigned from service to await the stork. The girls in the office surprised her with a going-away dinner and a gift.

Doris Sullivan, who transferred from Personnel, assumed Mary Ann's duties.

Our new file clerks are: Jerry Mroz, John Casey, Jerry Nelson, and Richard Gavert.

John C. Williams was busily putting his new house in order. It is located in Northbrook.

Henry Praiter, office manager, spent the last week of his vacation with his third fishing trip of the summer. Henry caught a lot of fish up in Minnesota.

Claude Worland is back at work after recuperating from an accident at home.

Oscar and Jeanne Ludmann spent a glorious vacation in France, visiting with Oscar's five brothers and their families, who wine and dined them most elegantly. While in Paris they had luncheon on the Eiffel Tower and, of course, en-

joyed an evening at the Follies Bergiere. They also made the traditional stop for French onion soup. Oscar renewed acquaintances with friends of the French Metro, while Jeanne toured the many fine shops.

They flew, via Caravelle, to Rome and visited Vatican City, crossed Italy, by train, to the Adriatic Rivers, the Republic of San Marino, and then drove back to France, stopping in Venice, through the Dolomites to Innsbruck, Austria, to Munich, Germany, and the famous Hofbrauhaus, and then Switzerland.

After a stay with relatives in France, they drove through Luxembourg and Belgium, and then back to Paris for the Air France Jet flight back home . . . Ooo-la-la!!

—FRANK SEPANSKI

**Three Retirees Total 120 Years of Service**

**FOREST GLEN**—Three of our operators who retired on pension November 1 are: Ed Lawrence, after 41 years of service; Al Seghers, after 39 years of service, and Frank Allen, after 40 years of service.

Operator Peter O'Sullivan visited Ft. Lauderdale, Florida, during his October vacation.

Operators John Martorano, Fred Lohse and Ed Weiss have been on the sick list for quite some time.

Operator George Ross recently suffered the loss of his father.

Operator Ed "Shoes" Gertz, transferred to the South Shops.

—EARL W. McLAUGHLIN

**FIFTIETH YEAR**



**ENJOYING A surprise golden wedding anniversary party on October 18 at Nielsen's restaurant are Pensioner Edward Sharkey, trolley tender, Utility department, and his wife, Ethel. When Ed retired he had more than 39 years of service.**

**LAST OF SEASON**



**GETTING IN those last few days of angling was rewarding for Stock Clerk Ray Tieri, south division, Stores department, when he recently went fishing at Grass Lake, Antioch, Illinois, and caught some 30-odd crappies and perch.**

Reported by D. Jane Bell

**Aloha To Our Fiftieth State**

**GENERAL OFFICE**—(Public Information)—Karen Nullmeyer, Service Section, and a girl friend recently vacationed in the Hawaiian Islands. They spent eight days touring the outer islands of Kauai, Maui and Hawaii, and six more days on the main island of Oahu, where they enjoyed the warmth of the ocean and sun on Waikiki. They took a jet to Los Angeles, where they toured Disneyland and Knott's Berry Farm. From there they boarded the Santa Fe's El Capitan luxury train headed for Chicago.

(Job Classification) — Barbara Mettler was married to Francis Kotz on October 21 at St. Tarcissus church. Following the ceremony, a reception was held at Gladstone Park Post No. 777. The newlyweds planned a trip through the New England states.

(Training and Accident Prevention)—Ed Henry returned to work after recuperating from an illness that baffled his doctors. It finally was diagnosed as a severe case of scarletina.

(Staff Engineering) — Herman Anders now is convalescing at home after undergoing a kidney operation.

—MARY E. CLARKE

**MIXED EMOTIONS**



AMONG THE persons recently stranded in Ireland when their chartered President Air Lines plane failed to pick them up for the return trip to Chicago were (left) **Michael J. Hunt**, **Forest Glen**, and **James Kinahan**, North Avenue. They spent seven days at Shannon airport waiting for the plane, and the return flight from Ireland to Chicago took 22 and one-half hours. Kinahan said the worst thing that happened to him was receiving a phony telegram saying, "No Plane, No Job!" signed the Boss. Hunt said the worst news he received was the announcement that the plane was overweight and all the bottles of Irish whiskey had to be left behind.

**Life On The Farm With The Rooneys**

GENERAL OFFICE—(Transportation) —**Mary** and **Bill Rooney** and their two offspring, **Brian** and **Mary Janet**, vacationed at Sunnybrook Farm in Saugatuck, Michigan. While there, they shared company with **Bernie Kosteci**, assistant manager of the Merchandise and Manufacturers club, who also was vacationing with his family.

**Jim Roche**, operations control, and his wife, **Genevieve**, former Lake street ticket agent, flew to New York. They visited with relatives in White Plains, then went on to Broadway, where they enjoyed seeing the play, "Bye Bye Birdie." Also they visited the United Nations building, where they heard **President Kennedy's** speech through loud speakers out-

side and then saw the President as he left the building. While in Manhattan they rode the Staten Island ferry.

**Travel Information Operator Andrew Stoltman** recently celebrated a quarter of a century with the company.

**Radio Dispatcher Larry Stephens**, who had been off due to illness, is back on the job.

**Bernadette Kizior's** sister, **Eugenia**, who formerly worked in Steno, now is teaching English courses at Gage Park high school. The girls' father is **Frank Kizior**, Lawndale.

(Stenographic)—**Elaine Ziebarth** received a diamond engagement ring from a fellow office employe, **Ernest Gehrke**, multilith operator. No definite plans for a wedding have been set, at this writing.

**John Gritti's** daughter, **Judith**, recently entered the Carmelite Order of Nuns and is stationed in New York city. Judith worked in the business world following her graduation from Visitation high school, for a year before she made the decision to become a nun.

(Insurance) — **Judy Heideman**, who transferred from Purchasing, replaced **Pat Farnham**, who left the city.

**Carol Schmidt** is busily engaged in practicing for a Christmas concert, sponsored by the Musichorale group, which will be held early in December at the Prudential Plaza. Another member of the group is **Ray Jurgenson**, of Staff Engineering.

—JULIE PRINDERVILLE

**Credit Union Members Enjoy Gala Affair**

KEDZIE—On October 15, the West Side Chapter Credit Union held its annual meeting and dinner at the Northwest Hall, North and Western avenues. An interesting talk was given by the guest speaker, **Judge Daniel J. McNamara, Jr.** After the meeting and dinner, dancing was enjoyed to the tune of **Bob Nadera, Jr's** orchestra.

**Operator James Nolan** took a bus ride to Daytona Beach, Florida, during his vacation. Jim says he would like a run that goes to the sunny south.

**Collector Michael Ranahan** retired on pension November 1.

Also retiring on pension on November 1 was **Operator John McGrail**, who topped the seniority list at Kedzie.

—C. P. STARR

**Visits Parents On Tennessee Vacation**

LIMITS—**Operator and Mrs. Charles Freeland** spent a week of their vacation visiting with Charlie's parents in Memphis, Tennessee. The senior Freelands are both 89 years old.

**Operator Fred Crockett's** son, who is a physician and surgeon, is practicing in Danville, Illinois.

**Operator Sabo's** son, **Peter**, was married to **Allie Lynn** on November 11 at St. Alphonsus church.

**Chief Clerk Roger Ward** and his wife spent three weeks in Miami Beach, Florida, during October.

**Supervisor Bruno Karp**, former operator at Limits, now is an instructor at Archer. Incidentally, Bruno is president of Limits Credit Union.

**Operator Jim Lalley's** son, **James, Jr.**, is studying to become a Vincentian priest in Perryville, Missouri.

**Operator Lou Daniele** and his wife recently motored to Las Vegas, Nevada, where they enjoyed five fun-filled days, and then went on to Los Angeles, California, where they visited with relatives and took in the sights.

Our foreman at Limits shops is **Tim Riordan**, a 30-year veteran. Tim is responsible for the good job being done in keeping our buses in tip-top shape.

**Earl Rodgers**, repairman in Bay No. 1, is our tune-up man. Earl is a 15-year veteran on diesel motors.

—GEORGE DOYLE CLARK

**Speaking of Apples, Adam Had Them, Too!**

LOOP (Agents)—An apple a day they say, so **Supervisor Clarence Overman** picked his supply during his vacation. He also remodeled his kitchen.

**Dorothy Richter** enjoyed her vacation at her home at Round Lake.

**Porter Rufus McMillan** and his family toured the south, visiting relatives in Jackson, Mississippi, Mobile and Salina, Alabama, and Pensacola, Florida.

At this writing, **Supervisor John Gilhooley** is on the sick list, and **Platformman Wilbur Holmes** is confined to Little Company of Mary hospital.

**Katherine Leahy** enjoyed her vacation in Chicago, visiting with friends and relatives. She also entertained her youngest granddaughter.

**Patricia** and **Annie Walsh**, of Crossmaline, County Mayo, Ireland, are making their home in America with their aunt and uncle, **Agent Mary** and **Northside Supervisor Fred Ohnesorge**.

**Porter Joseph Robinson**, whose wife, **Angela**, recently passed away, was most grateful for the sympathy and kindness expressed by his many friends.

**Josephine Giblin** vacationed at Portage and Prairie du Chine, Wisconsin.

—EDITH EDBROOKE

**Couple Marks 35th Wedding Anniversary**

NORTH PARK—**James Rasmussen** and his wife celebrated their 35th wedding anniversary on October 1.

**Operator Paul Ko'sch** and his wife became the proud parents of a baby boy who was born on September 30.

**Receiver Ron Miller** and his wife became proud parents for the first time when a baby boy was born on September 20.

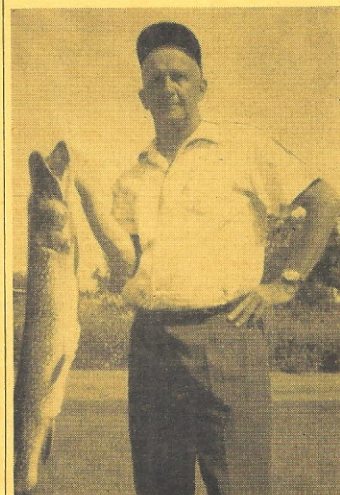
**James Dowey's** father passed away recently.

**George Torson's** mother passed away on September 20.

**Jens Jensen's** mother recently died.

—ELMER RIEDEL

**A WHOPPER!**



JUDGING FROM the size of this northern pike (16 pounds, 10 ounces), **Operator Garrett Foy**, North Park, really had his hands full when he hooked into this fish at Way Dam, Crystal, Michigan, during his recent vacation.

Reported by *Elmer Riedel*

**New Pensioners**

**F. P. Allen**, operator, Forest Glen. Employed 6-15-21.  
**F. J. Cashman**, cashier, Treasury department. Employed 5-1-23.  
**J. T. Chlevenko**, operator, 77th Street. Employed 7-5-44.  
**E. H. Dagen**, operator, 77th Street. Employed 10-25-27.  
**J. J. DeLong**, superintendent of agents and porters, West Section. Employed 6-1-14.  
**William Farrell**, operator, Beverly. Employed 1-6-20.  
**H. D. Foley**, investigator, CTA Department of Police. Employed 5-16-23.  
**E. C. Gorss**, stock clerk 1, Stores department. Employed 6-23-26.  
**H. H. Hayes**, operator, Lawndale. Employed 12-16-19.  
**H. L. Houston**, conductor, North Section. Employed 11-25-25.  
**L. J. Hoy**, operator, North Section. Employed 11-1-33.  
**E. C. Jacobson**, porter, North Section. Employed 1-14-24.

**41 YEARS**



**COMPLETING MORE** than 41 years of service, **Edward Lawrence**, operator and board member of Division 241, Forest Glen, retired on pension November 1. Mr. Lawrence began his transit career as a conductor at the old Armitage station and became an operator in 1950. He was elected as a union board member at North Park in 1950, and continued in this capacity when he transferred to Forest Glen in December, 1955.

**W. H. Jacobson**, electrical worker "A," Skokie Shops. Employed 11-27-22.  
**G. W. Jensen**, investigator, CTA Department of Police. Employed 10-5-23.  
**Lee Johnson**, bus repairman, Shops and Equipment. Employed 1-4-38.  
**Stanley Kasten**, press assistant, South Shops. Employed 1-30-45.  
**C. S. Kastler**, conductor, Lake Street. Employed 7-16-45.  
**V. A. Kreuzsch**, ticket agent, North Section. Employed 4-12-37.  
**W. H. Kruppa**, bus repairman, Shops and Equipment. Employed 2-22-26.  
**Victor Kunz**, carpenter A, West Shops. Employed 8-18-41.  
**Edward Lawrence**, operator, Forest Glen. Employed 7-14-20.  
**F. J. Leary**, conductor, North Section. Employed 8-18-43.  
**R. B. Lemke**, yard foreman, North Section. Employed 7-19-18.  
**John McGrail**, operator, Kedzie. Employed 10-9-17.  
**E. J. McIntosh**, conductor, Logan Square. Employed 10-2-15.  
**Frank Miculinic**, car cleaner, Shops and Equipment. Employed 6-23-27.  
**Michael O'Malley**, motorman, North Section. Employed 2-26-23.  
**John O'Toole**, operator, North Park. Employed 3-2-27.  
**W. A. Parson**, car cleaner, Shops and Equipment. Employed 1-20-45.  
**F. J. Pionke**, foreman, Electrical department. Employed 10-1-15.  
**C. R. Potter**, superintendent, Way and Structures. Employed 2-12-30.  
**M. D. Ranahan**, collector, Kedzie. Employed 7-13-21.  
**P. J. Roback**, foreman, Shops and Equipment. Employed 4-22-27.  
**E. I. Rush**, motorman, North Section. Employed 12-22-20.  
**O. H. Schultz**, motorman, West Section. Employed 1-9-19.  
**A. V. Seghers**, operator, Forest Glen. Employed 8-19-22.  
**L. F. Smentek**, towerman, Kimball. Employed 1-4-22.  
**L. H. Vogt**, agent, South Section. Employed 12-26-25.  
**Edward Wilson**, power supervisor, Electrical department. Employed 10-19-17.  
**Vincent Zimmer**, operator, Limits. Employed 11-9-25.

**Anniversaries Abound In November**

**NORTH AVENUE**—Wedding anniversaries being celebrated this month are: *Operator Ralph M. Hartsell* and his wife, their 36th on November 3; the *Ed Menths*, their 28th on November 8; the *Arthur Weinreichs*, their 30th on November 10; the *Douglas Hallbergs*, their 32nd on November 11; the *Joe Dillons*, their 31st on November 16; *Operator Phil and Mary Smith*, their 34th on November 19; *Supervisor Owen Calt* and his wife, their 24th on Thanksgiving Day; the *John Bednarzes*, their 25th on November 25; the *Joe Hebdas*, their 22nd on November 26, and the *John "Jake" Jacobys*, their 34th on November 27.

The *Jeff Mulveys* will celebrate their 27th wedding anniversary on December 1.

Your reporter recently was on the sick list, so there wasn't too much circulating around for news. Please give all news items to me, or leave them with the receiver for my attention.

—JOE HIEBEL

**State Fair Highlights Western Vacation**

**NORTH SECTION (Agents)** — *Mary Cassels* and your scribe enjoyed a Pacific-Northwest vacation. Places of interest were: Seattle, Washington; Vancouver, Victoria, B.C.; Portland, Oregon and San Francisco. The highlight was the rodeo at the Washington State Fair at Puyallup, Washington.

Mary had a little mishap in San Francisco, where she sprained an ankle. After a trip to the hospital, where the ankle was taped, she kept right on going.

*Phillip A. Hagstrom* presently is in Swedish Covenant hospital.

*Larney Miller* recently was called home to St. Louis, Missouri, due to the sudden death of her father.

*Harry Clinkunbroomer*, one-time relief assignment agent, passed away suddenly.

*Thomas Quinan's* wife passed away on October 9.

*Austra Pudzis* presently is confined to her home due to illness.

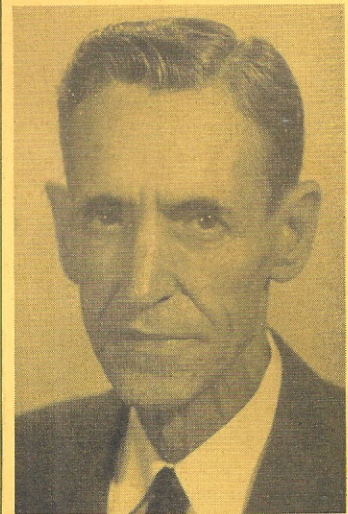
*Bernard Mathen's* sister recently died.

*Henry Bretz's* mother-in-law passed away after a long illness.

*Rose Higgins* presently is in Illinois Masonic hospital.

—ELIZABETH HAWKINS

**47 YEARS**



**MORE THAN 47** years of transit service came to a close when **Joseph J. DeLong**, superintendent of agents and porters, "L" Loop and Assignment Office, retired on pension November 1. Mr. DeLong began his career as an extra guard on June 1, 1914. In May, 1918, he was promoted to a train clerk, and after working in various clerical positions, he was named superintendent in 1947.

**Enjoy Autumnal Views In New England**

**SCHEDULE-TRAFFIC**—*Mr. and Mrs. Clark Johnson* drove through New England states, where they enjoyed the fall coloring.

*Margaret Rosich*, typist, drove to Biloxi, Mississippi, and then to New Orleans, Louisiana, to try some creole cooking.

*Glen Crump*, supervisor of traffic checkers, and his wife drove to Rhinelander, Wisconsin.

*Laura Schrecke*, posting clerk, vacationed in and around Chicago.

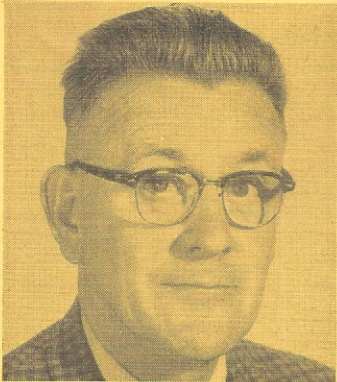
*Mike Dore*, traffic clerk, is the owner of a new red Impala.

*George Spray*, traffic checker, and *Geneva Carlton*, of West Memphis, Arkansas, became Mr. and Mrs. on September 30.

*Jim McBride*, traffic checker, surprised his wife with a new Dodge Lancer for their 16th wedding anniversary on October 13.

—GERTRUDE F. ANDERSON

12 RETIREES TOTAL 508 YEARS SERVICE



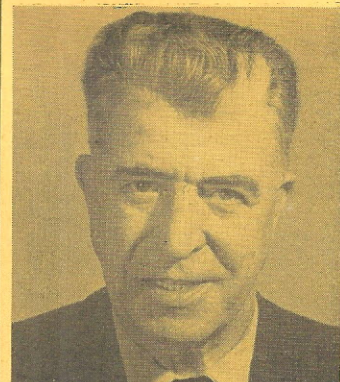
**EDWIN J. McINTOSH**, conductor, Logan Square, retired on pension after 46 years of service. He started his career as an extra guard with the Metropolitan West Side Elevated on October 2, 1915, and became a conductor in 1923.



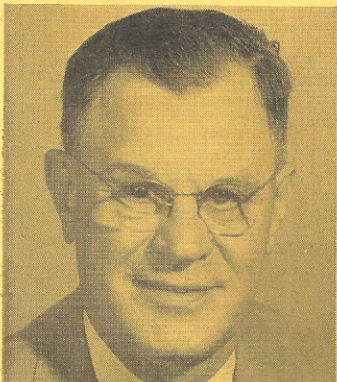
**FRANK PIONKE**, foreman, Electrical department, retired on pension after 46 years of service. He started as a watchman on October 1, 1915, with the South Side Elevated company.



**RICHARD B. LEMKE**, yard foreman, Wilson, North Section, retired on pension after 43 years of service. He began his career as an extra guard at Kimball avenue on July 19, 1918.



**JOHN McGRAIL**, operator, Kedzie, retired on pension after 44 years of service. John, who worked at Kedzie for 43 years, started his career on October 9, 1917, as a conductor.



**OTTO SCHULTZ**, motorman, Douglas Park, retired on pension after more than 42 years of service. He started his transit career as an extra guard on January 9, 1919, and later was promoted to a motorman.



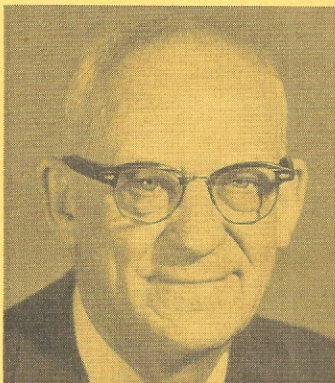
**FRANK B. ALLEN**, operator, Forest Glen, retired on pension after 40 years of service. He began his transit career as a conductor on June 15, 1921.



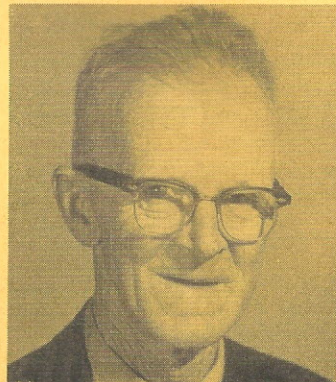
**MICHAEL D. RANAHAN**, collector, Kedzie, retired on pension after 40 years of service. He started his career as a motorman at the Lawndale station on July 13, 1921.



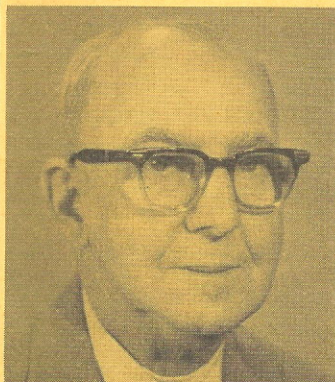
**WILLIAM FARRELL**, operator, Beverly, who began his transit career on January 6, 1920, as a conductor at Archer, retired on pension after 41 years of service.



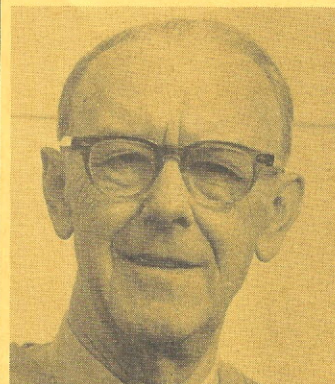
**EDWARD WILSON**, power supervisor, rapid transit division, Electrical department, retired on pension after 44 years of service. He started his career as a train clerk on October 19, 1917.



**HARRY H. HAYES**, operator, Lawndale, retired on pension after more than 41 years of service. He began his transit career as a conductor on December 16, 1919.



**ROBERT AIREY**, janitor, 77th Street, retired on disability pension after more than 41 years of service. He began his transit career as a conductor on February 21, 1920.



**EDMUND I. RUSH**, motorman, Kimball Terminal, North Section, retired on pension after more than 40 years of service. Starting his career as an extra guard on December 22, 1920, Mr. Rush was promoted to a motorman in 1934.

**GOLDEN WEDDING**



**CELEBRATING THEIR** golden wedding anniversary on October 18 were **Retired Carpenter Angelo Bagnole**, Wilson Shops, and his wife, **Josephine**. Among the 200 guests who gathered at the Bagnole home for the celebration was Mrs. Bagnole's brother, **Robert Parilla**, president of Division 308.

Mr. Bagnole retired on pension January 1, 1954, after 46 years of service.

**Personnel Changes Noted by Reporter**

**PURCHASING AND STORES** — (*Purchasing*) — *Typist Judy Heidemann* recently transferred to Insurance.

(*Stores—General Office*)—*Mary N. Lindberg*, clerk-typist, and *Marlin E. Cunningham*, file clerk, are our new employees.

*Ed Winters*, file clerk, currently is on the sick list.

*Ronald Gancarczyk*, addressograph operator, recently transferred to the Training and Accident Prevention department as an accident record clerk.

*James J. Lynch*, student engineer, transferred from Engineering and now is in our department.

(*North Division—Storeroom 42*) *Divisional Storekeeper A. A. Biever* is spending his vacation digging—by hand—a fall-out shelter under his house.

*Stock Clerk Lennie Skrine* spent his vacation in Denver, Colorado.

The new file clerk in Storeroom 42 is *George Rausch*.

*Stock Clerk Ed Olsberg* presently is in the hospital, recuperating from surgery.

(*South Division*)—*Stock Clerk Art Thineman* presently is on the sick list.

*Stock Clerk Mike Griffin* recently died.

—D. JANE BELL

**Furthers Studies In Swedish University**

**SKOKIE SHOPS**—*Irwin Wiesmeyer*, painter, is a very proud father these days . . . his son, *Herbert Wiesmeyer*, whose title is Doctor of Biological Chemistry, now is doing further studies as a Doctor at the Uppsala university in Uppsala, Sweden. He will be there for one year and then return to the states in 1962, for a permanent position as an associate professor at Nashville, Tennessee. Uppsala is the same university town where *Dag Hammar skjold* lay in state.

*Peter Domb ski's* son, *Frederick*, recently portrayed the part of an American Indian in a patriotic ceremony.

*Electrical Worker Stanley Koszka* passed away on October 16.

*Fred Feinendegen*, electrical foreman, presently is confined to Lutheran General hospital.

*Lester H. Reichard*, superintendent, landed three northern pike at Lake Geneva, Wisconsin. Their combined weight was more than he could carry, so the fish were hauled to the house in a wheelbarrow.

*Catherine Ann Harnett*, typist, is busy bowling this season for her uncle, who has the *Jack O'Donnell's* tavern.

*Louis Kariolich*, electrician, has a wonderful new hobby these days. He has gone into the field of making ceramics and is doing very well at it.

Newcomers to Skokie Shops are: *Adrian Lucas*, material clerk; *Donald Rouse*, shopman, and *Electrical Apprentices Joseph Bedard, Vincent Gasparaitis, Carl Gustafson, Robert Vanden Oever and James Hicks, Jr.*

Newest additions to our shops are four kittens who recently were born to the cat in the truck shop.

—EVERETT E. ENGLAND

**RECENT DEATHS AMONG EMPLOYES**

**P. P. ADAMOVICZ**, 75, retired bus cleaner, 77th Street. Died 9-17-61. Employed 11-2-18.

**ANDREW J. BIRNEY**, 62, assistant receiver, 77th Street. Died 10-6-61. Employed 8-15-35.

**THOMAS CAVANAUGH**, 59, investigator, CTA Department of Police. Died 9-29-61. Employed 1-15-34.

**C. S. CHAMBERLIN**, 70, retired motorman, North Avenue. Died 9-30-61. Employed 7-18-14.

**HARRY CLINKUNBROOMER**, 58, ticket agent, North Section. Died 9-20-61. Employed 2-23-43.

**P. J. CONLEY**, 75, retired regular guard, North Section. Died 10-1-61. Employed 1-8-20.

**M. A. CUSSEN**, 68, retired conductor, Devon. Died 9-13-61. Employed 2-11-20.

**ADAM DEWALD**, 72, retired motorman, Devon. Died 9-19-61. Employed 5-23-13.

**H. M. FISH**, 80, retired conductor, Cottage Grove. Died 9-22-61. Employed 7-24-17.

**P. J. GRAHAM**, 79, retired conductor, Burnside. Died 9-24-61. Employed 6-6-5.

**MICHAEL GRIFFIN**, 48, clerk, Stores department. Died 9-26-61. Employed 10-19-36.

**B. H. GRIFFITHS**, 74, retired agent, West Section. Died 10-1-61. Employed 11-25-42.

**BERNARD HANLEY**, 89, retired conductor, Lawndale. Died 9-17-61. Employed 9-1-99.

**WILLIAM M. HOWLETT**, 49, supervisor of publications, Public Information. Died 9-27-61. Employed 6-1-43.

**JOHN JENNINGS**, 77, retired car cleaner, Lawndale. Died 9-19-61. Employed 10-12-20.

**W. R. KNORST**, 76, retired motorman, Devon. Died 9-18-61. Employed 11-12-23.

**J. A. KUODIS**, 70, retired painter "A," South Shops. Died 9-9-61. Employed 2-26-24.

**SIGMUND LAKOMIAK**, 49, cleaner, Shops and Equipment. Died 9-25-61. Employed 3-20-43.

**S. A. McELWEE**, 62, retired bus cleaner, 77th Street. Died 9-28-61. Employed 1-11-29.

**LEROY MIX**, 71, retired conductor, Kedzie. Died 9-28-61. Employed 9-21-21.

**EDWARD MULCRONE**, 80, retired motorman, 77th Street. Died 9-14-61. Employed 1-28-10.

**WALTER NAUMANN**, 79, retired motorman, Devon. Died 9-15-61. Employed 2-4-20.

**J. O. OLSON**, 70, retired conductor, 77th Street. Died 9-10-61. Employed 3-13-17.

**ANTHONY PENNELLE**, 78, retired utility man, Electrical department. Died 9-15-61. Employed 4-23-43.

**P. J. PORTEN**, 68, retired conductor, Limits. Died 9-28-61. Employed 7-18-16.

**F. C. RESNER**, 70, retired motorman, 77th Street. Died 9-17-61. Employed 10-21-19.

**LEWELLYN RICH**, 92, retired motorman, Lincoln. Died 9-30-61. Employed 9-7-99.

**W. E. SPEARS**, 69, retired conductor, Devon. Died 9-23-61. Employed 4-16-14.

**STANLEY STERNOWSKI**, 46, repairman, Shops and Equipment. Died 10-8-61. Employed 7-7-42.

**E. S. THOMPSON**, 76, retired porter, North Section. Died 9-23-61. Employed 1-12-44.

**JOHN UZZO**, 80, retired laborer, North Section. Died 9-15-61. Employed 9-7-23.

**LUKA VUGDELIYA**, 73, retired foreman, North Section. Died 9-10-61. Employed 6-16-21.

**CARL L. WECK**, 63, investigator, CTA Department of Police. Died 10-1-61. Employed 5-8-29.

**S. J. ZOLO**, 69, retired laborer, Way and Structures. Died 9-21-61. Employed 5-2-21.

**GOLDEN YEAR**



**RECENTLY CELEBRATING** their fiftieth wedding anniversary were **Leo Zimny**, retired car repairman, **Armitage**, and his wife, **Katherine**. After attending Mass at St. Ladislaus church, where they renewed their marriage vows, the **Zimmys** hosted a party for more than 100 guests at **John Krock's** restaurant.

Reported by *Walter Stone*

**69th Scribe Reports Two October Brides**

**69TH**—Operator **Matthew O'Callaghan's** daughter, **Bernadette**, was married to **James Dalton** on October 14 at Sacred Heart church.

**Receiver Charles Derrick's** daughter, **Kathleen**, was married to **Lawrence Schrieber** on October 1 at Little Flower church. Shortly after the wedding, the bridegroom was recalled into service with the 378th Chemical Division and will be stationed at Fort McClellan.

**Bus Cleaner Ziggy Lakomiah** passed away on September 25.

**Janitor George Robinson** and his wife celebrated their 25th wedding anniversary in October.

**Operator Frank Sommers** and his wife had an enjoyable motor trip to Florida.

**Operator Gus Melander** and his wife went to Petoskey, Michigan, during their vacation.

**Operator Harry Minogue's** mother passed away on October 10.

**Operator Thomas O'Shea** recently underwent surgery and now is recuperating at home.

**Operator Sam Dinovo** and his wife traveled via jet, to Tucson, Arizona, during their vacation.

**John Lane**, who was on the sick list for sometime, returned to work as a watchman.

(Repairs) — **Patrick Fitzgerald** and **John Barry** are back on the job, after an enjoyable trip to Ireland.

**Assistant Foreman Neil Scott** and his wife celebrated their 15th wedding anniversary on October 19.

—**THOMAS S. ELPHICK**

**Motorists Enjoy Fall Scenery**

**SOUTH SECTION** — (61st Street) — **Towerman** and **Mrs. Elmer Pipkorn** motored to Asheville, North Carolina, and then drove through the Smoky Mountains. They said the scenery was beautiful, but that mountain driving was rugged.

**Conductor Patrick Daly** happily announced the recent birth of a baby boy, **Kevin Patrick**.

**Motorman** and **Mrs. John Burns** and **Retired Conductor** and **Mrs. Ray Doughty** took a motor trip to Milwaukee and visited the Holy Hill Shrine, north of Milwaukee. They also made a trip to Galena, Illinois, and said the fall scenery was colorful.

Three recently transferred employees to the South Section are: **Agents Elmer Krumbule** and **Willie Pruitt** and **Trainman Marvin Alexander**.

**Conductor Ervin Harmon** announced that he became a papa for the first time when **Kendell Ervin** was born on October 3.

**Shop Foreman Charles Dowling** and his wife vacationed at St. Petersburg, Florida.

**Motorman Thomas Blaney** and his family are hard at work fixing up the new home they recently purchased in Posen, Illinois.

**Towerman** and **Mrs. Patrick Hickey** took a trip up to Toronto, Canada, and then to Niagara Falls. They said the Canadian side of the Falls is more beautiful.

**Motorman Jerry Johnson** proudly announced the birth of his fourth child, a baby boy, **Russell**, who was born on September 24.

Returning to work after being on the sick list are: **Conductor Leonard Sucech** and **Shop Clerk Henry Piotrowski**.

**Motorman Leonard Beatty** recently vacationed at Pine Bluff, Arkansas.

Receiving commendations for their courtesy to our passengers are: **Switchman Johnnie Tolson**, **Agent Ruth Turner** and **Conductor Edward Reidy**.

**Porter Frank DeBerry** is training his new beagle pup, **Pal**, to go hunting with him this winter.

**Agent William Barry** recently took a trip to Pittsburgh, Pennsylvania, to see his grandchildren.

**Motorman Fred Klockling** brought a big cake down to 61st Street so we all could help celebrate his birthday.

**Agent Ella Rexford** was thankful to everyone for the kindness and thoughtfulness they extended to her when she recently was on the sick list.

**Towerman Leonard DeGroot** took his granddaughter and her little friends to Kiddyland for the rides and won a Thunderbird Junior Electro-mobile for his granddaughter.

Happy Thanksgiving to all.

—**VERNA HARTNEY**

**Joe's Friends Now Can Call Him "Grandpop"**

**SOUTH SHOPS** — **General Foreman Joe Reppinger** recently became a grandfather for the first time when an eight-pound, 14-ounce red-headed boy was born to his daughter, **Pat**, and son-in-law, **Larry Cady**.

**Machinist Mike Rubey** spent a four-week vacation in the Chicago area, except for a few days he spent in Indianapolis, Indiana, where Mike and his wife displayed some of their rock wares.

**Joe Siwek**, of the motor stripping area, and his wife celebrated their 23rd wedding anniversary on October 1.

**Electrician Al Moline** spent an enjoyable vacation in sunny Florida.

**Pete Poska**, who was off duty because of a long illness, returned to work in the air unit department.

The brothers **Ziegemeier, Conlon** and **Walsh**, attended the Oklahoma-Notre Dame opening game in South Bend, Indiana.

**Air Force Major Robert Adair**, son of **Maintenance Electrician Bob Adair**, recently received the United States Air Force Commendation medal for his outstanding achievements in our missile program. Major Adair, who is a career officer, holds a bachelor of science degree in mechanical engineering, a Master's degree in

electrical engineering, and is a university graduate of Meteorology. He presently is assigned to the Pentagon in Washington, D.C.

On the sick list at this time are: **George Vinclose** and **John F. Kennedy**, both of the machine shop.

**Clarence Lattin's** mother recently died.

—**RAY WALSH**

**Repairman Takes Office as CTA Post Commander**

**TERMINAL INSPECTION SHOPS** — (West-Northwest) — **Repairman John Cannella** recently was installed as Commander of CTA Post 1216 of the American Legion. John replaced **Repairman Nick Suero**, who was Commander for the past year.

The following cleaners recently retired on pension: **Mario Lena**, with 41 years of service; **Jim Esposito**, with 39 years of service, and **Elmo Greer**, with 17 years of service.

(Wilson)—**Clerk Walter Nowosielski** and his wife recently celebrated their 37th wedding anniversary.

**Repairman Francis Fawcett** and his wife recently celebrated their 18th wedding anniversary.

—**JOE FEINENDEGEN**

**37 YEARS**



**STARTING HIS** transit career on August 30, 1923, **Conductor Martin J. Dungan** (left), North Section, retired on pension October 1, after 37 years of service. Presenting Marty with a retirement gift from his many friends at Kimball is **Supervisor-Instructor Richard Stanton**.

Reported by *Angelo Bianchini*

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

## Agents' Club Holds Annual Dinner Party

**WEST SECTION (Agents)** — The Metropolitan Agents' Club had their annual dinner in the Columbian room of Henrici's restaurant to honor retired agents, especially those who joined the ranks in 1961.

*Porter Redis Moore* is back on the job after visiting with relatives and friends in Port Gibson, Mississippi, during his vacation.

Presently, *Porter Tommy Fay* is wending his way to sunny Florida, where he plans to spend most of his vacation with relatives, who reside near Fort Lauderdale.

*Ralph DeMaria*, superintendent of agents and porters, recently was overjoyed with a surprise visit from his daughter and new granddaughter.

*Porter Bill Rejewski's* daughter, *Rita*, who worked her way through college as a student ticket agent, now is teaching at the Canterbury elementary school in Markham, Illinois.

*Agent Nancy Allison* presently is visiting her sister in Barron, Wisconsin, where she hopes to regain her health. Nancy was most grateful for the many get-well cards she received from her many friends and co-workers.

*Agent Betty Segerson* recently was released from the hospital, where she underwent surgery.

Had the pleasure of talking for a few minutes to *Agent Harold Evans*. Harold says he is feeling well but that his wife has not been in good health.

*Porter L. C. Smith* tells the story of the lady who was seen waiting for a long period of time at one of the Loop stations and after investigating disclosed that someone had told her to take an "L" train but that all she saw passing were "A" and "B" trains.

—GORDON KELLY

## DISABILITY RETIREMENTS

**Robert Airey**, janitor, 77th Street. Employed 2-21-20.

**A. E. Buckendahl**, ticket agent, South Section. Employed 6-23-48.

**T. G. Comer**, signal maintainer, Electrical department. Employed 5-12-24.

**J. L. Griffin**, operator, Beverly. Employed 2-27-45.

**M. V. Winters**, ticket agent, West Section. Employed 4-7-24.

## For And About Our Pensioners

**BEVERLY**—*Jim Cullen's* family attended the silver wedding of his brother, *Tom*, of 77th. *Charles Cullen*, of Burnside, now is living on the northside.

*Jack and Sally McMullan*, of Largo, Florida, are due in Chicago for a visit.

*Tom Grennan*, of Lake Worth, Florida, is here visiting with his daughter, *Mrs. Ed Dunn*. He called on *Mike Ryan*, *Tom Nolan* and *John Trinen*.

*Mike Maloney* and his wife, and *Tom Hughes* and *Charles Burns*, of Division 308, attended the recent convention in Toronto, Canada.

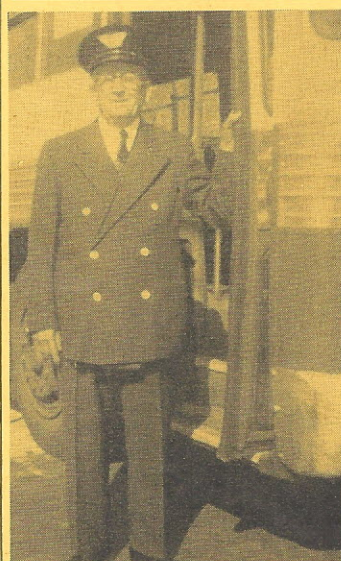
*Bill and Pat Degnan* are both looking hale and hearty.

*Bill Heinz*, of Bass Lake, Knox, Indiana, recently was visited by *Tom and Ann Nolan*.

*Ed Butler*, of Hot Springs, Arkansas, is convalescing at home, after a recent illness.

—WALTER C. STONE

## DESIGNER



**LOOKING FOR** a different way to celebrate his 78th birthday, *Pensioner Martin J. West*, North Avenue, decided to devise a uniform from a blue serge suit. He covered the buttons with silver paper and cut out a CTA badge from cardboard. Incidentally, *Marty* celebrated his birthday on September 21, and his 12th year of retirement on October 1.

Reported by *Joe Hiebel*

**LIMITS**—*Retired Motorman W. J. De La Barre* sent a card to our depot to say he is visiting with his daughter, who lives in Santa Barbara, California.

—GEORGE DOYLE CLARK

**LOOP (Agents)**—*Katherine Odill*, who lives in St. Petersburg, Florida, recently made a visit to Chicago. Kay said she enjoyed visiting with her many friends.

*Bert Griffith*, retired agent, recently died.

—EDITH EDBROOKE

**NORTH AVENUE**—*Pensioner Frank Coleman* recently sent a letter saying that *Al Berndt* paid him a visit at his home in Ormond Beach, Florida. *Florence* and *Joe Blaa* also visited with Frank when they were in Florida.

If anyone would like to write to him, his address is: *Frank J. Coleman*, 47 Margaret Road, Ormond Beach, Florida.

—JOE HIEBEL

**NORTH PARK**—*Pensioner Gus Skow*, Devon, recently made a visit to see some of his old friends. His address is: 106½ 1st Avenue, N.E., Oelwein, Iowa.

—ELMER RIEDEL

**NORTH SECTION (Agents)**—*Gladys Radcliffe* recently attended the Grandmothers' convention in Miami, Florida.

—ELIZABETH HAWKINS

returned from a trip up to Winnipeg, Canada, the International Falls and Duluth, Minnesota.

*Retired Agent Betty Buckley* went to Hawaii to see her granddaughter get married.

*Retired Division 308 Board Member, Charles Burns*, visited us at 61st Street and said he enjoyed his recent trip to Toronto, Canada, and Niagara Falls.

*Retired Agent Edna Heyne* was in town recently from her home in Florida.

Also in town from their home in Florida were *Retired Towerman Paul Zosel* and his wife.

*Retired Motorman Henry Colgan* stopped in to chat with us at 61st Street and said he is feeling fine.

Retiring on pension recently was *Agent Irving Price*.

*Retired Agent Sarah McEvoy* and her brother recently returned home from Ireland and a tour of Europe.

—VERNA HARTNEY

**TERMINAL INSPECTION SHOPS**—During *Scribe Joe Feinendegen's* vacation, he visited with *Retired Foreman Bill Ford*, who presently is at the Bel Aire nursing home in Harvey, Illinois.

Accompanying him on the trip were *Pensioners Art Kalvelage*, foreman; *Bill Burger*, repairman, and *John Forristal*.

*Retired Repairman Frank Little*

## PENSIONERS MEET

**THE CTA Pensioners Club of St. Petersburg, Florida**, will hold its next regular meeting at 2:00 p.m. Tuesday, December 5, at Odd Fellows Hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above time and address.

**THE DIVISION 308 Pensioners Club of Chicago** will hold its next regular meeting at 2:00 p.m. Thursday, December 21, on the 13th floor at 32 W. Randolph street. All retired members of Division 308 are invited to attend these meetings which are held the third Thursday of each month at the above time and address.

**SCHEDULE-TRAFFIC**—*Tony Hess*, who was hospitalized in September, came down to the office for a visit and said he's feeling much better.

—GERTRUDE F. ANDERSON

**SOUTH SECTION**—*Retired Conductor Stanley Kerr* and his wife, who are living in Coloma, Michigan, recently sent word that they just

also sent word that he is feeling fine and sends regards to his many friends.

—JOE FEINENDEGEN

**WEST SECTION (Agents)**—*Retired Agent Rudolph Benes* recently telephoned your reporter to say that he is feeling fine and would like to be remembered to all his friends.

—GORDON KELLY



## Service Changes Placed in Effect

SERVICE CHANGES affecting weekend, holiday and "owl" operations of seven surface routes and the Ravenswood rapid transit route were placed in effect recently.

The changes were as follows:

Discontinued was Sunday and holiday service on the Southport (No. 46), Windsor Park (No. 24) and Laramie (No. 57) bus lines, and Saturday service on the West 31st (No. 31A) surface route.

The Sunday and holiday service on Diversey (No. 76) bus route was shortened to terminate at Diversey and Sheridan Road instead of Adams-Wabash in the Loop. East-West service along Diversey between Harlem and Sheridan was retained.

Saturday service on the Windsor Park (No. 24) route is now operated during the period of 8:00 a.m. and 6:00 p.m. only.

Saturday service on the Washington (No. 131) route now is scheduled at 12-minute intervals during regular operating hours.

On Sundays and holidays, buses on the Kimball (No. 82) route now operate between Kedzie-Devon and the Kimball terminal of the Ravenswood "L," instead of Kedzie-Devon and Logan Square as formerly. Hours of service are 7:33 a.m. to 10:15 p.m.

Another change affected the Ravenswood rapid transit. On Sundays, holidays and during "owl" periods, trains operate between Kimball terminal and Belmont station. Service to Wellington, Diversey and Armitage stations was discontinued. A direct transfer can be made at Belmont station to North-South trains for continuation of trips by rapid transit.

In all cases where service was discontinued or routes shortened, there are paralleling CTA routes retaining regular schedules within easy walking distances.

NOVEMBER, 1961



**CAR CARDS**, calling attention to the switch from Daylight Saving Time to Central Standard Time and cautioning pedestrians that streets are more dangerous during the fall and winter months of early darkness, were placed in all CTA vehicles starting **October 27**. The cards carry the headline "It's That Time Again" and a drawing of a clock with the 12 months of the year indicated. The clock hands point to November and March when early darkness and bad weather reduces drivers' vision and makes streets slippery. The car card is being displayed here by, left to right, **Captain Hamilton Pool**, deputy traffic chief, Traffic Division, Chicago Police Department; **Lloyd M. Johnson**, commissioner of streets and sanitation, and **V. E. Gunlock**, chairman, Chicago Transit Board.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF SEPTEMBER 1961 AND 1960, NINE MONTHS ENDED SEPTEMBER 30, 1961 AND 1960 AND  
TWELVE MONTHS ENDED SEPTEMBER 30, 1961

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

	Month of September		Nine Months Ended September 30,		Twelve Months Ended
	1961	1960	1961	1960	Sept. 30, 1961
Revenues	\$10,884,462	\$10,709,232	\$95,894,554	\$98,999,728	\$128,987,741
Operation and Maintenance Expenses	8,817,193	9,249,050	83,781,063	84,896,232	112,435,045
Available for Debt Service	2,067,269	1,460,182	12,113,491	14,103,496	\$16,552,696
Debt Service Requirements:					
Interest Charges	342,651	355,055	3,137,122	3,253,164	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,500,000	1,500,000	
Deposits to Sinking Funds -					
Series of 1947 (2)	135,547	125,060	1,157,000	1,065,220	
Series of 1952 (2)	29,583	28,750	266,250	258,750	
Series of 1953 (3)	9,004	-	27,011	70,000	
	683,452	675,532	6,087,383	6,147,134	
Balance Available for Depreciation	1,383,817	784,650	6,026,108	7,956,362	
Provision for Depreciation	870,737	856,739	7,671,564	7,919,978	
Balance Available for Other Charges or Deficit in Depreciation Provision (4)	513,060	72,089 <sup>r</sup>	1,645,456 <sup>r</sup>	36,384	
Accumulated Deficit in Depreciation Provision or Balance Available for Other Charges to End of Previous Period	2,412,070 <sup>r</sup>	67,325	253,554 <sup>r</sup>	-	
Appropriated for Revenue Bond Amortization Fund	-	-	-	41,148 <sup>r</sup>	
Deficit in Depreciation Provision	\$1,899,010 <sup>r</sup>	\$4,764 <sup>r</sup>	\$1,899,010 <sup>r</sup>	\$4,764 <sup>r</sup>	

r - denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers	39,509,447	43,268,247	377,812,289	400,646,057	511,922,868
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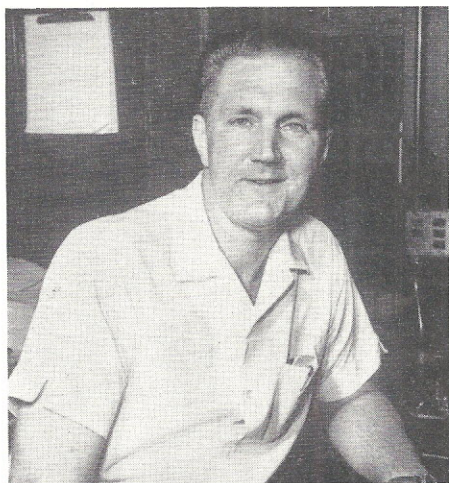
### NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1962.
- 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 Sept. 30, 1961 there is a deficiency of \$71,524 in this fund as earnings to make these deposits were not available for the months of November 1960 through June 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 \$300,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

What was the most unusual Thanksgiving Day you can recall?

INQUIRING REPORTER: Thomas Elphick

LOCATION: 69th Street



**BARNEY BECKER, Clerk:** "The strangest Thanksgiving I think I ever spent was the one when my wife and I were vacationing down in the southern states. It seemed so unusual not being with the rest of the family, to say nothing of the warm weather we were so unaccustomed to at this time of the year."



**EDWARD STEFFAN, Operator:** "My most unusual Thanksgiving Day was in 1942. I was overseas during World War II, and it was the first time I had been away from my family during the holidays. Like all the rest of the fellows, I was feeling pretty blue. Our mess sergeant really went overboard for us. We had roast turkey, stuffing and pumpkin pie—a complete feast. After dinner, our special service division put on a stage show and then it was followed by a good movie."

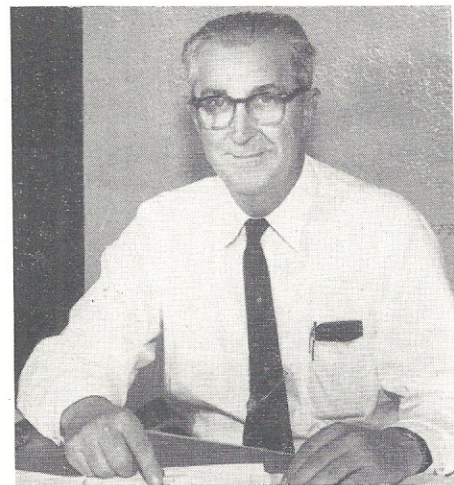


**WILLIAM B. MINTER (left), Operator (with Inquiring Reporter Thomas Elphick):** "My activity on every Thanksgiving Day may seem quite unusual. As a Christian Witness of Jehovah, along

with other Witnesses, I visit the homes of neighbors to bring them a spiritual feast. We try to build-up an appreciation of not only the material benefits we enjoy during this season, but the spiritual blessings, too."



**JIMMIE AHERN, Clerk, Repair Department:** "I think the most unusual Thanksgiving I can remember is the one I enjoyed right after I came to Chicago from Ireland. Not every country sets aside a special day for giving thanks and this was all a new experience for me.



**A. R. LIPPHARDT, Chief Clerk:** "The most unusual thing that happened to me on Thanksgiving Day was getting married. Of course, my wife always celebrates our anniversary on November 27, but I insist on celebrating it on Thanksgiving Day. Therefore, we have two anniversary dates every year."

# HAM WITH KNOW-HOW

FREQUENTLY, WE say hello to fellow CTA employes, but never really get to know too much about them.

For instance, did you know that *Henry Hengels*, towerman at Clark and Roscoe, is known as W9-RTY to "ham friends,"—or to be more specific licensed amateur radio operators?

Hank's wife, *June*, also is a licensed amateur operator, but presently is not as active as her husband.

Hank got the "ham bug" back in 1921, when he and his brother built a crystal receiving set. Since that time, he has acquired all types of radio paraphernalia, which he stores on shelves in his basement.

Through the years, Hank has made several friends of people who live all over the world—from Cuba to Australia! As a matter of fact, he had a regular schedule with a ham operator in Australia. When the Australian's parents made a business and pleasure trip to Chicago, they visited with the Hengels, whom they considered old friends.

Of course it isn't always easy to reach people of far-off lands, and, according to Hank, "most of the fun and challenge is being able to reach far distances with a minimum of power. I average about 75 watts, but I have had good results with as little as 10 watts."

Incidentally, the minimum estimate of operators throughout the U. S. is about 250,000.

Hank served as a sergeant with the Illinois National Guard's 33rd Division for 10 years. Due to his vast interest and knowledge of radio operations, Hank was assigned to the signal corps as an instructor on code and procedure.

**HANK'S EQUIPMENT**, which is situated in his bedroom, includes a receiver, a converter which extends the frequency range of the receiver, a frequency control for the transmitter, a reflector power meter, which indicates the amount of power going out the transmitter, a microphone and a speaker. He also uses a 14 AV vertical antenna that is attached to the roof of the garage in the back of the house.

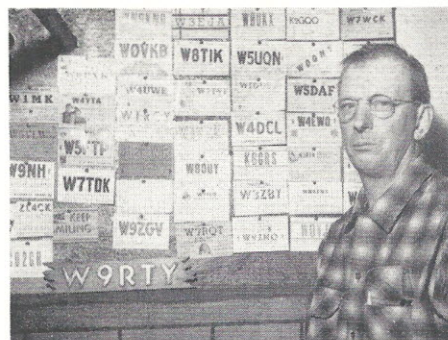
A member of the Chicago Amateur Radio Club, he was elected president two years ago and served in that capacity until November, 1960. The club, whose membership is 40, meets every second and fourth Tuesday of the month at Horner Park field house.

Hank's adeptness is not limited to radio communications, although he does average about two hours on the air every evening. By trade, he is a leaded glass worker. Hank worked his apprenticeship with his father, and was actively in the trade from 1924 to 1932. Among his prize works is a seashore scene which includes the sky, water, a ship and a house in the distance. He rarely works with glass now, but he has made a few scenes for the windows in his home.

After the depression, Hank became a class "B" ticket agent for the former Chicago Rapid Transit company in 1937. Later, he became a North Side "L" collector and conductor, and was promoted to a towerman in 1952.



**AN OPERATOR** in the ninth district, which includes hams from Indiana, Illinois and Wisconsin, Hank's state license plate numbers are the same as his radio call number.



**PROVING THAT** people from all phases of life and environments enjoy being licensed amateur radio operators, *Henry Hengels*, towerman, North Section, displays a few of the "QSL" (acknowledgment of communications) cards. Each card is from a different state and ham operator with whom Hank has talked.



**TO MAINTAIN** a record of the stations he works and the number of meter bands he utilizes to reach these stations, aside from a log, Hank uses a map of the United States and various colored thumbtacks. For instance, a green thumbtack in St. Petersburg, Florida, would mean he used 40 meter-bands to reach it.



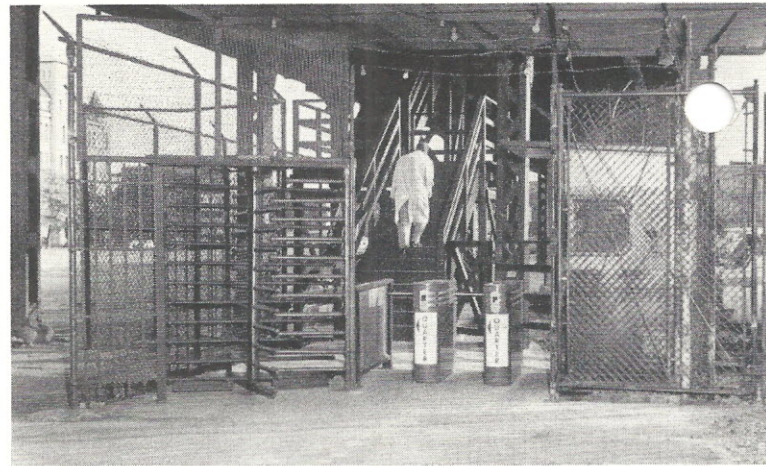
## New Facilities at Tech-35th Station

IMPROVED FACILITIES providing a direct and more convenient entrance to the train platform at Tech-35th station on the North-South rapid transit route were recently placed in service at 34th street.

The new facilities at 34th street replaced those formerly in use at 33rd street by eliminating the round-about, narrow passageway to the station platform. The 34th street station is open as an entrance from 2:30 p.m. to 10 p.m., Mondays through Fridays, and remains open as an exit at all times.

The station entrance is located at 34th street between State street and Wabash avenue. A paved and covered walkway from 34th street leads to the ground-level passenger control facilities which consist of an agent's booth and two turnstiles. A stairway has been erected between the station and train platform.

The new facilities are part of the overall improvement of CTA's Tech-35th station. In June, a new island platform was placed in use and a new stairway was built to connect the center with the mezzanine.



Other improvements at the station consist of a new five-foot wide stairway between the mezzanine and the street on the west side of the "L" structure and modernized passenger controls in the station.

Students at the Illinois Institute of Technology and visitors to Comiskey Park, in addition to regular daily riders, will benefit from the improved facilities.

The accompanying photo shows the fare turnstiles, agents' booth, and stairway leading to the station platform at Tech-35th station.



THIS IS the scene looking west across the Chicago river just south of the Jackson boulevard bridge as wreckers demolish the remaining sections of the elevated structure between Wacker drive and Desplains street. Already one span of the old metropolitan bridge has been removed and workmen are taking up rails on the four-track structure (center) that led to the old Canal street "L" station, which also will be torn-down. Only the ground level station building will remain when the project is completed. The station at one time had a direct passageway connection to the Union Station, seen in the center background.



UNTIL A few weeks ago, the steel structure of the Humboldt Park elevated line extended along this alley just north of North avenue and west of Hoyne avenue on the northwest side. It was the last remaining section of the old metropolitan rapid transit branch on which service was discontinued in 1953. The structure stood on the unpaved half of the alley, at the right in the picture, and its removal cleared the area for the parking of automobiles. The Humboldt Park branch was placed in operation in 1895, and contributed much to the growth and development of the northwest side in the early days.



to the Ladies  
FROM ELLEN

## "PEACHY" WINTER DESSERTS

THIS DUET of desserts combines canned peaches with flaked coconut—two excellent "go-togethers" and two "pantry staples," too! Whether you want something very simple, or something fancy, here it is!

### PEACH BAVARIAN CREAM

- 1 envelope (1 tablespoon) unflavored gelatin
- $\frac{1}{4}$  cup cold water
- 1 cup peach syrup
- 4 teaspoons lemon juice
- 2 tablespoons sugar
- $\frac{1}{4}$  teaspoon salt
- 1 large can ( $1\frac{2}{3}$  cups) undiluted evaporated milk, whipped\*
- $1\frac{1}{3}$  cups (about) flaked coconut
- $1\frac{1}{3}$  cups canned sliced cling peaches

\*To whip evaporated milk, pour milk into refrigerator tray and chill in freezing compartment until tiny ice crystals form around edge of tray (15 to 20 minutes). Spoon into chilled bowl and whip until stiff.

Sprinkle gelatin on cold water to soften. Place over hot water and stir until gelatin is dissolved. Add peach syrup, lemon juice, sugar, and salt. Cool; then chill until mixture begins to thicken. Fold in the whipped evaporated milk and 1 cup of the coconut. Pour a little of the gelatin mixture into a  $1\frac{1}{2}$ -quart mold. Arrange a row of peach slices on top; pour in remaining gelatin mixture. Chill until firm. Unmold and garnish with the remaining  $\frac{1}{3}$  cup coconut and a few peach slices.

### Peach Dreams

Fold flaked coconut into sweetened whipped cream which has been flavored with almond extract. Pile into peach halves in serving dishes. Sprinkle additional flaked coconut over top and pour peach juice around the fruit.



DELICIOUSLY DIFFERENT, Peachy Winter desserts will add zest and festivity to all holiday meals and get-togethers.

### PEACHES IN COCONUT SNOW

- 6 canned cling peach halves
- 1 package lemon-flavored gelatin
- 1 cup hot water
- 1 cup peach syrup
- 1 egg white
- $\frac{1}{2}$  cup whipping cream
- $\frac{3}{4}$  cup flaked coconut

Drain peaches, reserving syrup. Dissolve gelatin in hot water. Stir in 1 cup of the peach syrup. Chill until slightly thickened. Beat egg white until stiff and whip cream until thick; then fold into the slightly thickened gelatin. Fold in half of the coconut. Spoon into 6 dessert dishes or a 1-quart casserole. Sprinkle with remaining coconut and press the peach halves into top. Chill until firm. Makes 6 servings.



## CHRISTMAS CAN BE "SEW EASY"

EVERYONE WHO loves to sew can start to make it a merry Christmas a month in advance!

We have prepared a leaflet which provides the "know-how" for making party table settings, hostess aprons and gift sets, which can be sewn in a jiffy. Even the beginner will find that having Christmas presents "all sewn-up" not only adds a personal, warm touch to gift-giving, but also is economical for the family budget.

Write to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free KNOW HOW gift instruction leaflet.



## Medically Speaking

By. Dr. George H. Irwin  
CTA Medical Director

### INFECTIOUS HEPATITIS

INFECTIOUS HEPATITIS is an acute infection of the liver. Hepatitis means an inflammation of the liver. The disease, in a typical case, is characterized by fever, chills, nausea, vomiting, diarrhea, extreme fatigue, loss of appetite, jaundice, itching of the skin, joint and muscle pains. It is becoming more and more prevalent and disabling. Therefore this malady deserves special interest and attention.

Infectious hepatitis has been recognized for centuries. Sometimes it has gone by the name of catarrhal jaundice or infectious jaundice. There is a tendency for it to occur in epidemic form and it frequently accompanies men in war. Since World War II there has been a great increase in the incidence of this disorder.

Possible explanation for the increase is that we know more about the disease, recognize it and thus more cases are reported. To illustrate, statistics show that in the first eight months of 1961 almost 53,000 cases have been reported in the United States. This is about 3,000 more than has ever been reported before for a full year.

It must be remembered that many cases go undiagnosed and thus are not reported. Also some known cases are not reported for various reasons. Therefore, the actual total figure is probably much higher than the statistics show. We should realize that Infectious Hepatitis represents a communicable disease problem of considerable magnitude. It may occur at any time of the year but is more prevalent in the autumn and early winter months. Most of the cases occur in persons under 40 years of age.

The most usual form is of virus origin. There are two commonly known viruses. Sometimes these are designated as Virus A and Virus B. In another classification they are called I.H. Virus and S.H. Virus. The former is most prevalent and is found in most cases of hepatitis due to contaminated air, food, water, milk and body excretions. The latter (SH Virus) is transmitted only through the blood, following blood transfusions, intravenous feedings or through the use of contaminated surgical instruments.

There is another cause which results in the form of toxic hepatitis due to certain chemicals or drugs.

The period of incubation varies from one to five or six months.

The symptoms of Infectious Hepatitis vary according to the virulence of the virus and the resistance of the patient. Some cases are mild while others are very severe. A few persons have the disease without knowing it. Others are ill for many months. The clinical picture, as noted, is one of fever, chills, loss of appetite, nausea, vomiting, jaundice, diarrhea, fatigue, joint and muscle pains. Also, light colored stools and dark urine will sometimes give a general idea as to the degree of jaundice. The death rate is low and is reported at less than .5 of one per cent.

The diagnosis is not difficult in the clear cut cases. The symptoms, plus certain abnormal liver function tests and enlarged liver in most cases, usually pinpoint the nature of the disease. However, all cases do not have the typical symptoms and it is this group which baffles both the patient and the doctors. Any persistent case of fever, with gastrointestinal symptoms, jaundice and fatigue calls for special study.

Treatment of Infectious Hepatitis may be considered first from the standpoint of prevention and then actual medical care. The preventative phase of treatment includes the following precautions:

- (1) Carry out all the principles of good hygiene, such as plenty of sleep, good food and fresh air.
- (2) Do not drink unboiled water or eat uncooked foods particularly in areas where sanitary conditions are poor.
- (3) Wash your hands frequently with soap and water especially before meals.
- (4) Wash all raw fruits and vegetables thoroughly before eating them.
- (5) Avoid contact with hepatitis cases during the active communicational phase.
- (6) Contact your physician, if you suspect you have been exposed, for information relative to gamma globulin, an immunizing agent.

The active treatment includes bed rest, diet high in carbohydrates and proteins but low in fats and alcohol. Your physician must take full charge and will prescribe any special medication you need. Do not be disappointed if your convalescence is prolonged. This is to be expected. Be sure that you and your family do all you can to prevent the spread of the disease. Remember most cases of Infectious Hepatitis make an eventual complete recovery if they are recognized and treated early.

### Use Christmas Seals



Fight TB

Protect  
The Family Circle

CTA TRANSIT NEWS

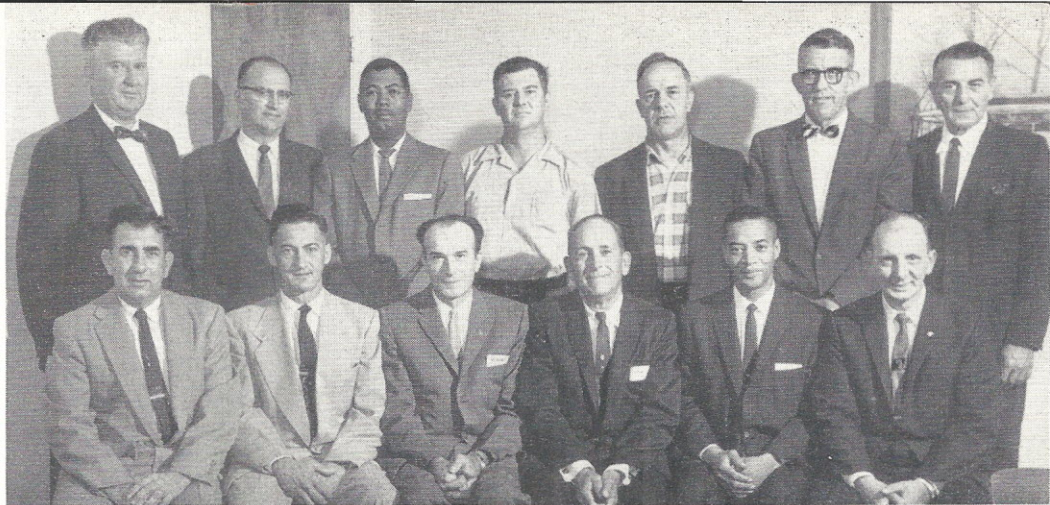
## Doctor Advises on Use of "Flu" Shots

WITH THE onset of winter and raw, blustery weather, medical authorities are predicting a considerable increase in the number of flu cases and common colds, according to *Dr. George H. Irwin*, CTA Medical Director.

Anticipating the seasonal rise in such cases, he said, many employes have been asking about the value or benefits to be derived from flu shots or injections as immunizing agents.

His advice to those who are considering taking such preventative measures, he said, would be to consult their private or family doctor and get his professional opinion on the subject.

Dr. Irwin added that the present shortage of flu vaccine which has been reported from many sources is expected to end very soon and that there should be adequate supplies of the prescribed



**NINE SURFACE** system operators were in a class of Transportation Department employes who completed a supervisors' training course recently and qualified for assignment to supervisory duties as future vacancies occur in this classification. This was the first class to complete the course this year. Shown with Transportation Department officials in the picture, the men are, left to right, front row: *John Horton*, *Walter Raczkowski*, *William Buchner*, *Vincent O'Rourke*, *Lawson Matthews* and *James Fuller*. Rear row: *D. M. Flynn*, superintendent of transportation; *George Krambles*, superintendent of operations and planning; *Elvin White*, *John Erickson*, *Edward Schuth*, *F. W. Krause*, superintendent of instruction, and *J. J. Hemzacek*, superintendent of surface operations.

vaccine available to take care of those who wish to receive flu shots.

The September, 1961, issue of CTA TRANSIT NEWS carried an extensive article by Dr. Irwin on colds and virus

diseases and gave some practical suggestions for the prevention and care of these common ailments. In view of the expected rise in incidence of colds and flu, it would be well to review this timely article.

A JOINT installation of the new officers of CTA Post No. 1216, American Legion and its auxiliary unit was held at St. Jude Hall on October 17. The new officers pictured here are, left to right, Legion: *M. Eugene Farris*, commander 2nd district, installing officer; *John Canella*, commander; *Nick Suero*, retiring commander; *George Eggert*, senior vice commander 2nd district. Rear row: *Peter Sabadoso*, sergeant-at-arms; *Lawrence Vanderhorst*, junior vice-commander; *Sheldon Rita*,

chaplain. Officers of the auxiliary unit are: front row, *Evelyn Tyslan*, past president; *Loretta Lyng*, installing officer, past president Cook County Council; *Marjorie Hasegan*, president; *Clair Westergaard*, 1st vice-president and secretary; *Virginia Fredriksen*, 2nd vice-president. Rear row: *Hattie Walter*, treasurer; *Ruth Schulz*, chaplain; *Louise Morrison*, historian; *Rose Cammon*, sergeant-at-arms.



HERE IS WHAT PROPER *Curbing*  
MEANS TO OUR RIDERS...

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**E**asier boarding  
and alighting  
**R**eliable service  
**V**ehicle control  
**I**ntelligent driving  
**C**areful conduct  
**E**fficient performance



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