

Transit News

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois. Phone: MOhawk 4-7200

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

January, 1962

TO OUR READERS:

From time to time, management has considered changing the format of your Transit News to reduce production costs. With this issue we are substituting a News Letter for the magazine. This permits production by the multilith process instead of letter press. Admittedly a magazine produced by letter press is more attractive, but a multilithed news letter should be considerably less costly. The experiment we are undertaking will enable us to determine how much money can be saved. We shall continue our best efforts, however, to present interesting and entertaining news and features. Management fully recognizes the importance of maintaining adequate lines of communication with all active and retired employees.

Chicago Transit Board Adopts 1962 Budget

FOR CTA operations in 1962, Chicago Transit Board, on December 7, adopted a budget of \$136,638,000, which exceeds estimated income of \$134,134,000 by \$2,504,000.

The \$2,504,000 not covered by estimated 1962 revenues represents \$921,000 of the year's required deposits to depreciation reserve and an estimated \$1,583,000 of depreciation reserve deposit obligations that were not met in 1961.

Estimated income for 1962 is based upon a total of 491,299,000 revenue passengers, a decrease of 2.4 per cent compared with 1961.

Operating expenses are budgeted at \$116,078,000; debt service at \$8,246,000; and depreciation reserve requirements at \$12,314,000, including the \$1,583,000 carry-over obligations from 1961.

Budgeted revenue of \$134,134,000 for 1962 exceeds estimated income for 1961 by \$3,723,000 primarily because of the 5¢ transfer charge effective July 23, 1961, and an improvement in general business conditions.

Operating costs of \$116,078,000 budgeted for 1962 exceed estimated operating costs for 1961 by \$2,904,000 principally because of an increase in basic wage costs and an increase in the cost-of-living allowance.

Major items of 1962 operating expense are \$48,480,000 for bus operators' and trainmen's wages; \$34,664,000 for other transit operations such as shops and equipment expenses, construction and maintenance, transportation personnel other than bus operators and trainmen, radio communications and supervision, and snow removal; \$15,455,000 for the functions performed by such non-operating departments as accounting, engineering, schedules, staff engineer, training and accident prevention, medical, insurance and employment, as well as supervisory personnel of the transportation department, consulting services, building and office machines rental, office services and shops clerical and supervisory personnel.

For plant improvements during 1962, a capital budget of \$19,994,000, including \$9,056,000 unspent and carried over from 1961, was also adopted by Chicago Transit Board.

Major items in the capital budget are \$7,033,000 for the purchase of 260 "New Look" buses; \$600,000 for CTA's share of the elevation of Lake rapid transit route, now underway between Laramie Avenue (5200W) and Harlem Avenue (7200W) and engineering for new terminal

facilities west of Harlem Avenue; \$1,238,000 for renewal of track and structures, including expansion of rapid transit car storage facilities and the Howard Street yard; \$3,234,000 for a new shop building now under construction at 77th Street and Vincennes Avenue; \$475,000 for other building improvements at 77th Street and Vincennes Avenue; \$230,000 for installation of additional "King Size" vacuum machines to clean buses.

Other items include \$50,000 to complete construction of the new off-street bus-rapid transit passenger interchange facilities and station modernization at Howard Street and Hermitage Avenue; \$591,000 to complete construction of the rapid transit car inspection shop at the Des Plaines Avenue, Forest Park terminal; \$452,000 for extension of tracks and platform, and expansion of car storage facilities now in progress at the 63rd Street and Loomis Avenue terminal; \$584,000 for new signal interlocking plants at 63rd Street and Stony Island Avenue and at Kimball and Lawrence Avenues, improvements in the rapid transit signal system, and electrical replacements and other improvements; \$104,000 to expand off-street "Park-'N'-Ride" facilities at the Linden Avenue, Wilmette, rapid transit terminal.

Of \$825,000 budgeted for the purchase of real estate, \$800,000 is allocated for the purchase of 41.4 acres at Cumberland Avenue and the Northwest expressway for terminal and "Park-'N'-Ride" facilities of the proposed extension of rail rapid transit in the median of the Northwest Expressway.

State Street Southbound Routing Changed

A CHANGE in the southbound routing of CTA's State (No. 36A) route between 69th and 95th Streets due to the opening of a section of the South expressway went into effect December 10.

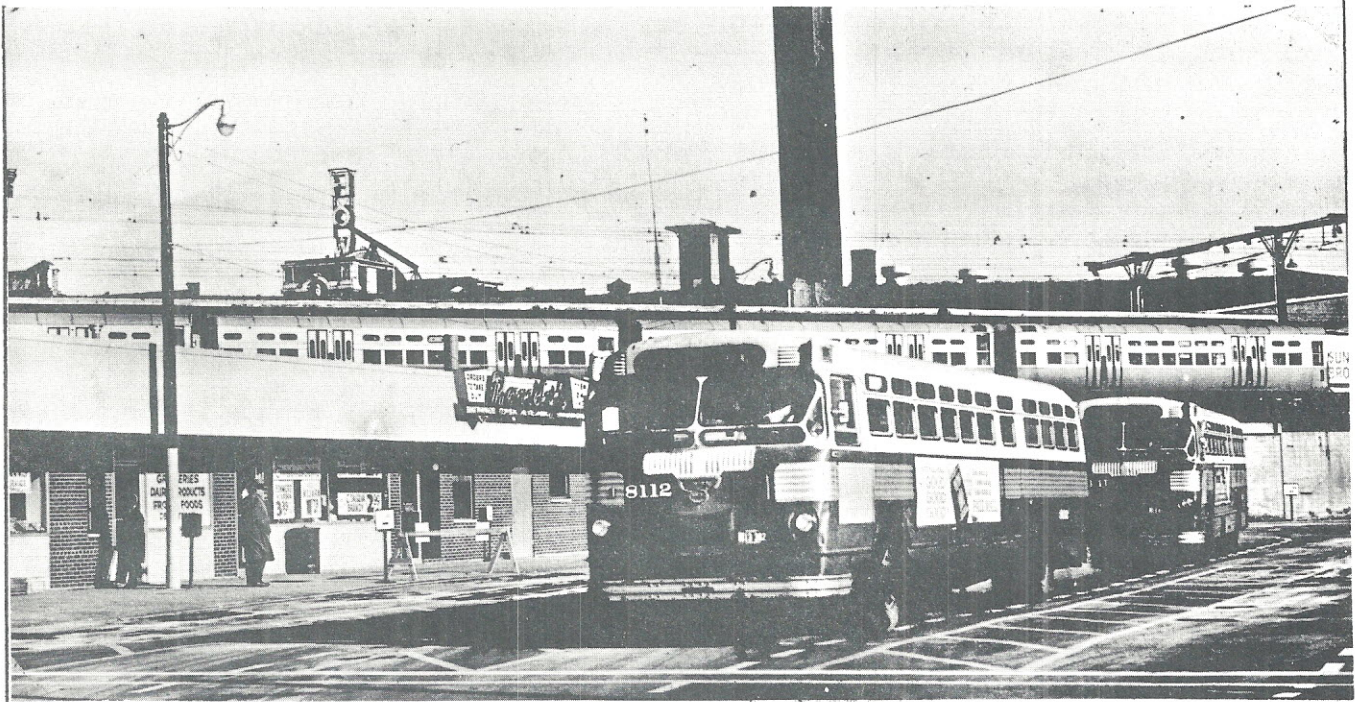
With the opening of the South expressway from 71st to 95th streets, State street became the northbound service road and Lafayette avenue the southbound service road.

Southbound State buses are routed west in 69th from State to Lafayette, south in Lafayette to 87th, east in 87th to State, south in State to 91st, west in 91st to Lafayette, south in Lafayette to 95th and then east in 95th over the regular route.

When construction work is completed in Lafayette from 87th to 91st streets, southbound buses will operate permanently in Lafayette between 69th and 95th streets.

Northbound buses will continue to operate over the present route in State street.

NEW OFF-STREET TERMINAL IN SERVICE AT HOWARD STREET



CTA'S MOST comprehensive and most modern off-the-street bus-rapid transit passenger interchange terminal at Howard street and Hermitage avenue, the north terminal of the North-South "L"-subway route, was placed in service December 3.

On that date, buses of three CTA routes - Clark (No. 22), Lunt-Touhy (No. 96) and Skokie (No. 97) - began operating in and out of the new terminal.

In the near future, suburban buses of one or more other transit companies, now operating to and from the Howard terminal area, are expected to use the new facilities.

Each route has its own specifically marked berthing area in its own lane in the terminal. Skokie buses are assigned to lane No. 1; Lunt-Touhy to lane No. 2, and Clark buses to lanes Nos. 3 and 4.

A direct passageway between the off-street terminal and the rapid transit station eliminates the necessity of passengers going to or crossing the street to make their transit connections. There are to be specific lanes for the suburban buses of other transit companies when arrangements are completed to make the benefits of the new terminal facilities available to their patrons.

Changes in routings of CTA buses that operate to and from the terminal have been made.

Eastbound Skokie buses operate south in Clark street and east in Birchwood avenue into the terminal. Westbound Skokie buses operate north in Hermitage avenue to Howard street and west over the regular route.

Lunt-Touhy and Clark buses operate to and from the new terminal via Rogers and Hermitage avenues. Clark street and Rogers avenue is the transfer point for riders changing between Clark and Lunt-Touhy buses.

Passengers transferring to Skokie buses board Skokie buses in the terminal; those changing to suburban buses of other transit companies board, for the present, the suburban buses at their regular curbside loading points near the terminal. The terminal at Howard and Paulina streets for Sheridan routes, Nos. 151 and 151A, remains unchanged. The former terminal for Clark buses at Clark-Howard is no longer being used.

Construction work at the terminal is still in progress. When the job is completed, passengers at the terminal will alight from buses under a canopy extending over the walkway and covered passageway to the station. Departing passengers will board buses under canopies sheltering all of the bus berths.

Several advantages are provided by the new terminal, among them: relief of traffic congestion on Howard street since much of the street loading and unloading of buses has been removed from the area; difficult right turns by buses from Howard street south in Hermitage have been removed and the hazards of crossing streets by transfer passengers have been removed.

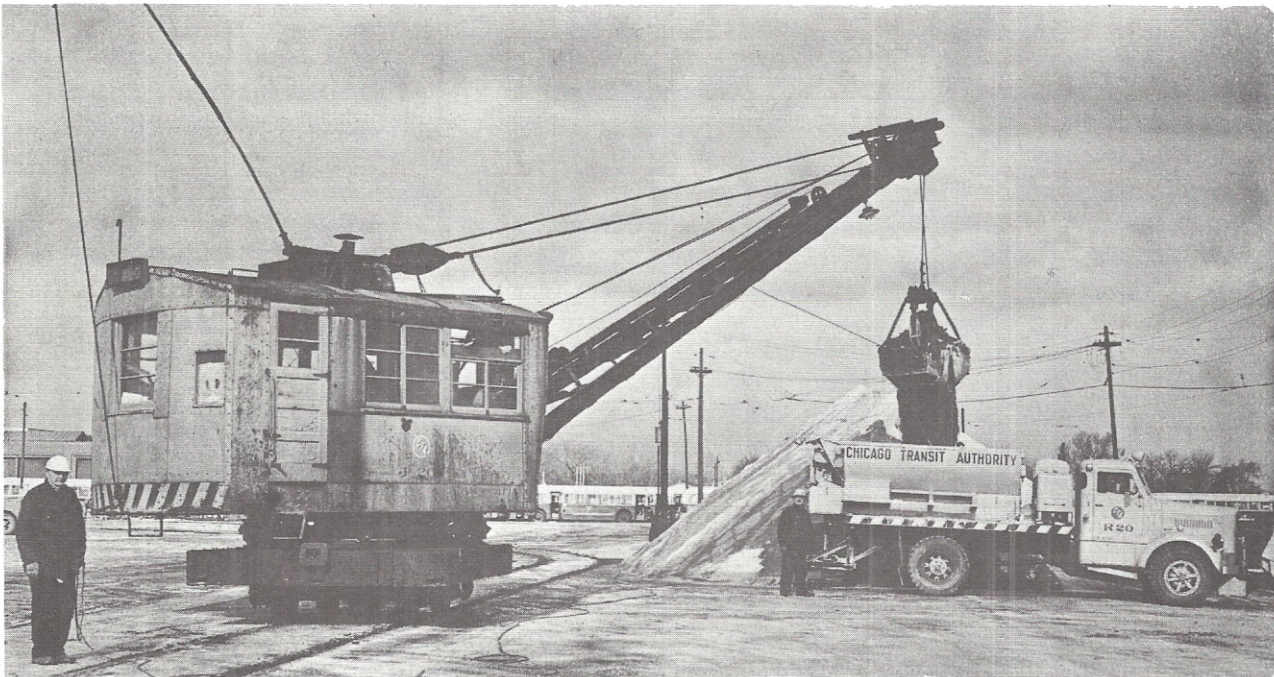
The accompanying photo shows Clark street buses waiting in their designated berthing lane to load passengers for the southbound trip. In the background are stores which occupy space in the new shopping center which has been developed in conjunction with the passenger interchange facility.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Namon Brown, bus operator, Lawndale
Charles E. Collins, bus operator, Kedzie
Claude J. Jones, bus operator, 77th Street
Donald P. Murphy, bus operator, Kedzie
John T. Paschke, bus operator, Limits
Robert E. Pipowski, regular switchman, South Side
Kenneth D. Proctor, bus operator, North Park
B. Smith, bus operator, Forest Glen
Charles E. Spearman, bus operator, Lawndale

RECENTLY RETURNED

Dennis L. Kuhn, stock clerk I, South Division
Clyde J. Wool, general office, Claim



LOADING SALT and sand into trucks for spreading on icy streets is the responsibility of electric crane J202, which was built in 1907 for the Chicago City Railway, a CTA predecessor.

ALTHOUGH THE last green hornet streetcar pulled into the 77th street barn on June 22, 1958, and ended a century of street railway transit in Chicago, a small segment of what was once the world's largest streetcar system still operates.

There are still two electric cranes assigned to Storeroom 50 that have been performing duties in the yard at 78th and Vincennes since 1907.

The larger of the cranes, J202, is assigned to the heaps of salt and sand, and has been in constant use during and after snow storms loading spreader trucks.

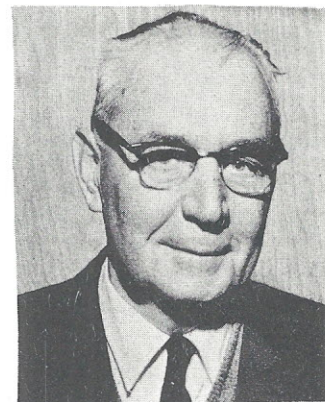
The smaller crane, J203, handles the loading and movement of poles, rails and other materials in the yard. To facilitate the loading of freight cars with ferrous scrap, this crane is equipped with a large electro-magnet.

Although there is about one mile of track remaining in the yard, only half of it still has overhead trolley wire; however, each of the cranes is capable of operating on a 600 volt extension cord to any point in the yard.

Another piece of rail equipment operating in the yard is the gasoline powered trackmobile, MS 15, which can also run on rubber tires. This versatile work horse was acquired in 1959 to replace the electric freight locomotive which had served the CTA and predecessor companies since 1908.

NEW YEAR RETIREMENTS

Edward M. Raftery, superintendent of maintenance for CTA rapid transit routes, who retired January 1 after 44 years of service.



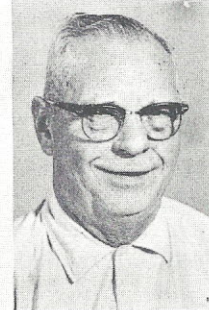
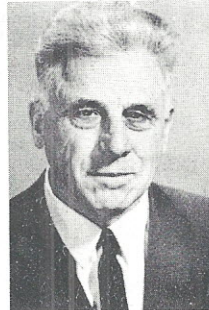
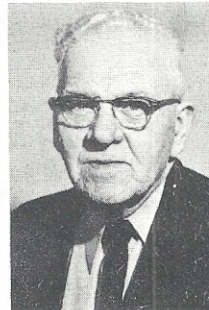
FORTY-SEVEN employees, many of them veterans of 40 or more years of service, joined the ranks of pensioners on January 1. Among them were the seven operating and maintenance workers pictured on this page.

Mr. Raftery, shown above, began his transit career with the old Chicago Rapid Transit Company, starting as a road clerk with the Lake Street Division of the rapid transit company on June 25, 1917.

Hired for the job fresh out of St. Phillips high school, from which he was graduated with the class of 1917, Raftery worked at a variety of jobs as he rose through the ranks to the position he held at the time of his retirement.

He became a surface labor foreman in 1920; a work train foreman in 1921; a tie foreman in 1923; assistant superintendent of maintenance for the west side, which included the Metropolitan, Lake and Loop divisions of the elevated, in 1932; was promoted to superintendent of these lines in 1941, and became superintendent of maintenance for the entire rapid transit division of CTA on June 1, 1951.

AMONG THE employees with more than 40 years of service who retired on January 1 are the following: Left to right - Charles J. Sass, motorman, West Section, Employed 3-17-15; Roy W. Wisemiller, conductor, West Section. Employed 8-6-18; Frank P. Wagner, motorman, North Section. Employed 10-16-18; Thomas F. Dolan, operator, Lawndale. Employed 12-4-20. W. C. Waters, Foreman, Electrical Department. Employed 5-21-20. George J. Butler, operator, North Avenue. Employed 1-27-20.



OUR PUBLIC SPEAKS

PERSONAL, COURTEOUS service on the part of our operating personnel is just as important to CTA operations as is modern, up-to-date equipment and facilities.

In the transportation business, good customer relations are essential if we are to build up patronage by attracting more riders. Because it is a job that requires direct contact with those whom we serve, the element of personal salesmanship involved takes on added importance. For this reason, too much emphasis cannot be placed on the role our employes play in maintaining good public relations.

A letter applauding an employe for his help and consideration is printed below.

L. A. Brubach

"Early this morning I boarded a southbound Clark street bus at Deming street. At Oak street four little youngsters about six years old got on the bus and three got off. About three blocks further south one little girl standing near me realized she had passed Oak street, where she had wanted to get off, and I told her to tell the operator (Operator L. A. Brubach, Number 6212, North Park). He stopped the bus, took the child across the street and placed her on a waiting northbound bus and told the operator to let her off at Oak street. Quite a few of the passengers remarked what a fine man he was to do such a thing. He said he did what he thought was right because he was afraid if the child crossed the street by herself she might get hurt. You showed good judgement in employing such a fine person."

Another letter related an incident that created unfavorable comment:

"I have been a bus rider for many years, but last week an incident happened that I feel I must report. I boarded a westbound bus on 39th street and had only a \$5.00 bill with which to pay my fare and explained I didn't have time to change it. The operator became very nasty and refused to accept it. A friend of mine got on at the next stop and paid my fare so I could get to work on time. The next day I got on the same bus with the same operator. I handed him a \$1.00 bill and he said to me, 'You are just giving me bills to annoy me. Why don't you ever have even change?' I felt this man should be reported for his attitude."

COMMENT: Our operating employes are expected to be courteous to our patrons at all times and to be of every possible assistance. They are to make change for bills of any denomination up to and including five dollar bills. To facilitate fare collection especially during the rush hours, however, we urge passengers to have exact fare whenever possible.

Begin Track Resurfacing

on West Side Subway

A PROGRAM of automatic ballast tamping of the roadbed in the West Side Subway to provide a smoother ride for CTA passengers got under way recently and continued until the ground froze.

The work was started at Halsted street and proceeded westward as far as Laramie avenue. The balance of the work will be completed in the spring.

A mechanical tamper, which is five to ten times speedier than manual tamping, is being rented by CTA from the Matisa Equipment Corporation of Chicago Heights at a cost of \$3,850 per month. The tamper is capable of surfacing about 568 feet of track per hour.

The power ballaster compacts the crushed stone (ballast) under the railroad ties to maintain track at uniform grades. The one-man operated machine does a much more uniform job than manual tamping.

This mechanical process for ballasting tracks first was used by CTA when the tracks for the West Side Subway were installed in 1958 for the section from Clinton street to Laramie avenue and again in 1960 when the project was completed from Laramie avenue to Desplaines avenue, Forest Park.

While the work is being done during non-rush hours, CTA trains are single-tracked and slight service delays occur.

Future plans call for the tamping of ballast on the North-South route from Leland to Howard, on the Evanston route from Howard to Linden avenue, Wilmette, and on the ground-level sections of the Douglas and Ravenswood routes.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for December, 1961, November, 1961, and December, 1960.

	<u>Dec.</u> <u>1961</u>	<u>Nov.</u> <u>1961</u>	<u>Dec.</u> <u>1960</u>
Complaints	1023	1237	1029
Commendations	96	128	104

MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Director

STRESS OR TENSION IN EVERY DAY LIFE

Stress and tension can be interpreted as having the same meaning. Stress, from a medical standpoint, can be defined as the body's reaction to wear and tear. Every single activity, every emotion, no matter what it may be, sets up a certain kind of stress. Sometimes this reaction has a good effect, but on the other hand, it may have a bad effect on our well being. Though the proper type and amount of stress is vital and necessary for good health and longevity, prolonged stress of the wrong kind may result in severe disease and illness.

In my opinion, the terms of stress, tension and pressure, are used much too loosely these days. One reason for this article is to bring out, or emphasize, the relationship between stress and the modern increased tempo of present day living. These terms cover a multitude of sins. For example: if one drinks, smokes or eats excessively, or if an individual is inadequate and unable to handle the daily problems at work or at home, stress or tension become common excuses for failure not to do a job properly.

To better understand this complex problem we will discuss a few causes and contributing factors which influence stress and tension. In general, these may be grouped as chemical, hormones, hereditary, environmental, psychological, physical and emotional factors.

For example, when the pituitary gland in the brain is activated, a chain of processes or reactions occur which result in a certain type of stress. Alcohol is a good example of the chemical group. Any agent which triggers the process producing stress is called the stressor. The common mechanism is as follows: the stressor or specific agent acts on the pituitary gland which in turn acts on the adrenals. The adrenals secrete certain hormones into the circulation which determines the stress level, good or bad, of our body. The pituitary secretions may directly affect the function of other organs, such as the stomach, as well as the adrenals. This condition is commonly known as nervous indigestion.

There is a very definite and important relationship between emotions and stress. We must remember that both the mind and body work together as one. The mind reacts on the body and the body reacts on the mind. In summing up this chain reaction, stress is the end result, or the measurement of the wear and tear effect on the body, caused by these various trigger agents.

According to some medical authorities, about 90 per cent of all human behavior can be traced to what might be called a mixture of deep underlying human emotions. Briefly these emotions control, to a great extent, the degree of stress and tension. Our emotions supply the energy which makes the mind work. In general, they are classified in two groups. The positive group is composed of those emotions which stimulate good constructive thinking, such as, hope, joy, love, desire, confidence, importance, pleasure, enthusiasm, comfort, etc. The negative group cause destructive thinking and include emotions such as anxiety, worry, fear, revenge, jealousy, anger, hate, hostility and greed.

In our daily lives there is a constant interaction of these various stressor agents, including our emotions. When we are feeling tip-top it means the positive group is in control. When we are depressed or "down in the dumps" it means the negative group is in control. Fear is the strongest emotion of man, but that does not mean it should always be in control.

Methods of combating undue stress are many and varied. One of the most recent remedies are the so-called tranquilizers. Sometimes they have bad side effects as well as good results. It is not enough to say, "stop worrying." A substitute emotion or something to stimulate constructive thinking is necessary. Too many people lean on tranquilizers, narcotics, alcohol or cigarettes when stress or tension gets out of control.

A few suggestions for the proper balance of stress are:

(1) Good hygiene which includes good food, proper rest, fresh air and exercise.

(2) Control or eliminate excessive habits.

(3) Accentuate good and constructive thinking.

(4) Eliminate the negative or destructive thoughts.

(5) Hard work is one of the best antidotes of worry and fear.

(6) A big dose of religion, some one has correctly said, is one of the best remedies known. In other words, "do unto others as you would have them do unto you."

(7) In short, learn how to relax.

The secret of good health lies in the successful adjustment to various and changing stresses. The correct balance between work and relaxation is one of very necessary essentials for peace of mind and we all want this. In conclusion, let me emphasize that you, and no one else, has the key to happy healthful living.

SOCIAL SECURITY NOTE

PAYROLL DEDUCTIONS for social security went up January 1. The increase was from three per cent to three and one-eighth per cent on earnings up to \$4,800 per year. CTA's contribution to social security also went up, since CTA pays to the government an amount equal to the employee's amount. This means that the maximum payment increased for CTA from \$140 to \$150 per year.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF NOVEMBER 1961 AND 1960, ELEVEN MONTHS ENDED NOVEMBER 30, 1961 AND 1960 AND TWELVE MONTHS ENDED NOVEMBER 30, 1961

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

	Month of November		Eleven Months Ended November 30,		Twelve Months Ended Nov. 30, 1961
	1961	1960	1961	1960	
Revenues	\$11,484,786	\$10,843,084	\$119,162,284	\$120,946,103	\$130,309,096
Operation and Maintenance Expenses	<u>9,477,654</u>	<u>9,481,123</u>	<u>102,816,699</u>	<u>103,759,521</u>	<u>112,607,392</u>
Available for Debt Service	<u>2,007,132</u>	<u>1,361,961</u>	<u>16,345,585</u>	<u>17,186,582</u>	<u>\$17,701,704</u>
Debt Service Requirements:					
Interest Charges	341,166	353,912	3,820,060	3,961,577	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,666(1)	166,666	1,833,333	1,833,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	135,547	125,060	1,428,093	1,315,340	
Series of 1952 (2)	29,583	28,750	325,417	316,250	
Series of 1953 (3)	<u>9,004</u>	<u>-</u>	<u>45,019</u>	<u>87,500</u>	
	<u>681,966</u>	<u>674,388</u>	<u>7,451,922</u>	<u>7,514,000</u>	
Balance Available for Depreciation	1,325,166	687,573	8,893,663	9,672,582	
Provision for Depreciation	<u>918,783</u>	<u>867,446</u>	<u>9,532,983</u>	<u>9,675,688</u>	
Balance Available for Other Charges or Deficit in Depreciation Provision (4)	406,383	179,873 r	639,320 r	3,106 r	
Accumulated Deficit in Depreciation Provision to End of Previous Period or Balance Available for Other Charges (*Less \$41,148 Previously Appropriated to and Disbursed from Revenue Bond Amortization Fund)	1,299,257 r	135,619*	253,554 r	-	
Appropriated for Revenue Bond Amortization Fund	-	-	-	<u>41,148 r</u>	
Deficit in Depreciation Provision	<u>\$892,874 r</u>	<u>\$44,254 r</u>	<u>\$892,874 r</u>	<u>\$44,254 r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>42,056,773</u>	<u>43,571,537</u>	<u>463,362,849</u>	<u>489,501,277</u>	<u>508,618,208</u>
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NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1962.
- (2) Equal monthly installments to currently retire Series of 1947 and 1952 Revenue Bonds by purchase in the open market or after invitation for tenders.
- (3) Equal monthly installments to currently retire Series of 1953 Revenue Bonds by purchase in the open market or after invitation for tenders. Deposits to Series of 1953 Sinking Fund prior to July 1, 1961 shall be deferrable, if and so long as during said period prior to July 1, 1961 a deficiency exists, or as a result of making any of said prescribed payments would exist in the amount available to meet the required deposit in the Depreciation Reserve Fund. Such payments into said Series of 1953 Sinking Fund so deferred shall be cumulative, and shall thereafter be made at the earliest date or dates when the prescribed payments into the Depreciation Reserve Fund are current. As of Nov. 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.
- (4) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

INSIDE NEWS

ACCOUNTING (Revenue) - Sophia Danielson, the "Perle Mesta" of the Accounting Department, was hostess at a Christmas party held in her department. She was assisted by Mary Nedin, Lois Jahnke, June Noren, Sara McDonnell, LaVerne Masek, Dolores Halpin and Phyllis White. Many former Revenue Accounting and retired employees attended, including Doris Stall, Agnes Samek, Irene Wenke, H. E. Tannhauser and C. F. Holtz...Lillian Lamont is the new file clerk in Revenue.

(Voucher) - Bea Franke had a pleasant Christmas surprise. Her son, Russell, came home from Baltimore on a 30-day furlough during the holidays. When he returns, he will be stationed near Detroit, Michigan....John Geary proudly announced the arrival of his first grandson, Michael James Morris, who John claims looks just like him.

(Payroll) - Mabel Magnuson, payroll supervisor, retired at the end of the year. She was honored at a dinner at Lewis Towers by her many friends and co-workers. (Real Estate) - William Roser, recovered from his recent operation, is back at work. (Property Accounting) - John Cushing lost his father on December 12.

- Marie E. Havlik and Eileen Neurater

BEVERLY - Operator John Mathey's son, John J., received a commendation from the Navy reading: "On 22 August, 1961, while acting as a fire guard for engine start of a HSS-1 type helicopter at the heliport, NAS Quonset Point, R. I., you prevented a serious fire in the engine accessory section of the aircraft. The indications of an electrical short circuit which caused and preceded the fire were correctly interpreted by you and your initiative in the application of the fire extinguisher enabled you to extinguish the fire before damage occurred."

REFURBISHED WITH a new coat of paint and equipped with a new set of rubber tires, this relic of the horse-car days is stored at 77th street and is ready for use in parades and other civic events. Shops Department personnel did all the work on the old car, which has taken on all the aspects of a museum piece.





TWO WOMEN employees in CTA's general offices were among those who retired on pension on January 1. They were guests of honor at dinners given by their co-workers and friends prior to their leaving. Pictured at the left is Miss Mabel Magnuson, payroll supervisor, Accounting Department, who completed 44 years of service. Presenting her with a gift is P. J. Meinardi (left), comptroller, and A. J. Fitzsimons, general accountant. The picture at the right shows Anne M. Schleiter, stenographer V, Staff Engineering, who retired after 18 years of service. With her is Mary Isbrandt, an office co-worker.

Operator Ed Maloney was recently presented with a farewell cake from the girls at Mercy high school after he had driven a charter bus for them in November...Operator Ted Dexter and his wife, Bess, spent their Thanksgiving with their daughter, Harriet. Operator Charles Posch's son, Charles, Jr., was home for the Christmas holidays. Charles is stationed at Fort Dix...Clerk Neal Kinnish took Clerk Raymond Carson's place while Ray was under the weather with a virus...Operator Roy Horton's son, Roy, Jr., was married to Nancy Dower last month...Operator Russell Lull plans to vacation in Arizona and visit with his son, a former CTA operator.

Motorman Lee Mack, brother of former Operator Roy Mack of 77th and Beverly, recently passed away...Maureen Trost, daughter of Operator Ed Trost, has become a Delta Airlines stewardess and is based at Miami, Florida...Operator Don Keyon's son, Denny, did a solo concert at the Chicago Heights Auditorium. Denny also was drummer for the Northwestern band at a Big Ten football half-time show...Operator Richard MacNeal vacationed in Wellington, New York, and visited with his brothers, Arnold and Wendell...Operator Tom Boland spent Thanksgiving with his son, Tom, Jr., and his family.

Operator Clarence Cowan's son, Sabu, was home on furlough. Sabu was stationed in Okinawa...Retired Motorman Carl Ganzert of Burnside recently suffered the loss of his wife...Operator Richard and Audrey Morrison announced the arrival of Roberta Jean on December 9...Operator Joe Gertzen played Santa Claus to 75 youngsters at St. Mary's in Riverdale. Among them was one of Operator Castro Dahmer's children...Owen Fox, repair, announced the arrival of a daughter, Susan Gale. Gene Sowinski, also of repair, was the godfather...Wedding anniversaries were celebrated this month by Operator Clyde and Eva Eaton - 37 years on January 5; Operator Ray and Pearl Goodwin - 37 years on January 15; Operator Edward and Lillian Ricker - 31 years on January 28, and Operator Mike and Regina Brown - 27 years on January 28.

- Walter C. Stone

CLAIM-John Casey, vault clerk, received a cash award, and John DuPere, court assistant, a billfold from the Suggestion Award Committee recently...Jack Chunowitz, auto examiner, recently suffered the loss of his mother, and Marion Klauer, secretary, the death of her sister...D.A.I. Credit Union's annual business meeting and party will be held January 20 at the Como Inn. Contact Dan Perk for reservations...The welcome mat is out for Bud Wool, vault clerk, who came back from the Army...Roy Swanson, outside adjuster, was promoted to legal adjuster...Richard Mecker was promoted to adjuster...Leon Berry, locator, was passing out cigars for the birth of his first child, a baby girl.

- Frank Sepanski

CONSTRUCTION & MAINTENANCE - Carmello Gargano, formerly of the Accounting Department, now clerk-stenographer, has replaced John Simon, receptionist, who retired December 1 after 45 years of service...Douglas Dartt, road clerk II, Track and Structures Division, also retired December 1 with 45 years of service and is now living in Wisconsin...Louis Savaglio, laborer, Track and Structures Division, retired January 1...Mrs. Isabelle Gallo, wife of Ralph Gallo, carpenter, Building Division, died December 4...George P. Sullivan, instrument man, was recently injured in an automobile accident and at this time is on the road to recovery...Tom Popeck, rodman, and his wife, Dolores, became proud parents for the third time when Michael Joseph was born on November 12...Your reporter received a beautiful engagement ring from Jim Kozlowski.

- Marianne Walsh

ELECTRICAL - Arthur Pickard, operator at Homer substation, retired on December 1 after completing 48 years of faithful service. A large group of fellow employees gathered at the station to wish him well. He was presented a U. S. Savings Bond by Richard Dorgan, supervisor of personnel, on behalf of his fellow workers.

John M. Michnick, superintendent of power distribution, passed out cigars and candy on November 21 when he became a grandpa for the sixth time. The granddaughter, Mary Catherine, arrived November 20.

Edward Brechel, custodian at Blue Island, retired on December 1 after 48 years of service. On November 30 at noon, some 65 of his friends and fellow workers attended a dinner in his honor. Carl Wolf, electrical engineer, presented him with a cash gift on behalf of his friends. The dinner, cooked and prepared by Mrs. John Michnick, consisted of 14 entrees.

Charles Park, operator, 44th substation, presently is confined to the Chicago Osteopathic Hospital...Frank Dorsch, chief operator at Illinois substation, is back at work after a long illness...Charles Kucera, substation operator, transferred to the Merchandise Mart as a power supervisor apprentice...Frank Castre is back on the job following his operation.

- Gilbert Andrews

RECENT DEATHS AMONG EMPLOYEES

C. G. Anast, 71, Cottage Grove. Emp. 11-6-23. Died 11-1-61.
A. F. Anderson, 89, West Shops. Emp. 5-18-20. Died 11-26-61.
Paul Bahry, 67, West Shops. Emp. 5-17-20. Died 11-10-61.
J. N. Byrne, 76, North Side. Emp. 9-10-37. Died 11-17-61.
J. R. Cee, 71, South Side. Emp. 10-19-17. Died 11-17-61.
E. H. Clapp, 66, Devon. Emp. 9-20-26. Died 11-8-61.
Eugene Devine, 82, 77th Street. Emp. 2-13-05. Died 11-16-61.
P. J. Finan, 78, Devon. Emp. 9-18-19. Died 12-9-61.
T. J. Flood, 79, 69th Street. Emp. 9-21-12. Died 11-22-61.
F. J. Fremer, 82, Kedzie. Emp. 10-26-08. Died 11-15-61.
D. D. Gotsis, 72, North Trolley. Emp. 4-12-29. Died 11-13-61.
M. E. Grant, 70, North Side. Emp. 5-18-39. Died 12-5-61.
C. J. Gustafson, 95, North Side. Emp. 6-11-00. Died 11-13-61.
Kenneth Hall, 75, North Side. Emp. 11-17-38. Died 11-18-61.
F. G. Heineman, 79, North. Emp. 4-20-11. Died 11-14-61.
L. L. Kelly, 59, West Side. Emp. 1-11-45. Died 12-2-61.
A. J. Lacki, 74, West Side. Emp. 7-18-29. Died 11-30-61.
Samuel Luckman, 65, Electrical Department. Emp. 7-14-31.
Died 11-27-61.
John McBrearty, 74, North Division. Emp. 8-1-34. Died 11-5-61.
Stephen Melek, 73, Cottage Grove. Emp. 5-28-23. Died 12-6-61.
M. P. Murray, 82, South Side. Emp. 11-18-02. Died 11-16-61.
Andrew Olsen, 67, North Avenue. Emp. 11-5-24. Died 12-4-61.
Alois Pankovitz, 79, South Side. Emp. 4-12-20. Died 11-21-61.
J. C. Perry, 65, Armitage. Emp. 8-13-45. Died 11-16-61.
G. A. Powers, 74, 77th Street. Emp. 10-27-08. Died 11-9-61.
M. J. Racanelli, 75, Electrical Department. Emp. 4-10-19.
Died 12-6-61.
W. P. Smith, 67, North Side. Employed 12-27-15. Died 12-10-61.
J. C. Snackel, 77, Lincoln. Emp. 8-28-07. Died 11-11-61.

FOREST GLEN - Wedding bells rang out December 3 for Operator Ed Schurz and June Dahms. Operator Jim Roeber served as usher...Supervisor LeRoy Arrasmith became a grandfather for the first time. His grandson was born November 12...Debra Lee Minton was born December 3 to Operator and Mrs. Ronald Minton. She is their first child...Operator and Mrs. Edward Schwamb welcomed their first child, Douglas, November 14...Operator George Zold retired January 1 after 35 years of service...Operator Tom Buongiorno suffered the loss of his mother December 14.

- Earl W. McLaughlin

GENERAL OFFICE - (Transportation) Station superintendents, instructors, clerks, and main office personnel attended almost 100 per cent when a top office in his Masonic Lodge was bestowed upon Robert Quetschke, assistant to the superintendent of operating stations. Fran Knautz, superintendent of job classification, officiated as installing chaplain, and Russell E. Gunderson, clerk, North Avenue, officiated as installing marshall. Bob delivered an excellent address and thanked all his friends for support. Following the colorful ceremonies, refreshments were served.

Radio Dispatcher Larry Stephens is a grandfather again. His daughter, Lavergne Newton, who resides in California, gave birth to her ninth child. Now she has eight girls and one boy. One more girl, and Lavergne can organize a girls' softball team...M. R. Johnson, CTA police, recently lost his son, Durwood, aged 27 years...Mr. and Mrs. Thomas F. Moore recently returned from a vacation in Miami where they reported perfect weather everyday...A Christmas party was held at London House by a group of general office girls. Those attending were Bernadette Kizior, Laura Schrecke, Margaret Rosich, Kay Batine, Denise Benshish and Jean Schweda.

(Insurance) Pat Fiorita and her fiance, George Riley, have purchased a Chevrolet Corvair Monza, a red hardtop. They will be married next summer...Ralph Umstot recently visited Urbana where he took in Father's Day festivities at the University of Illinois at the invitation of his daughter, Marcia, a student there. The week-end consisted of watching the Illinois-Michigan football game, followed by a feast arranged in the dining room...Girls from the Insurance Department recently held their Christmas party at Diamond Jim's restaurant. Present were Pat Fiorita, Carol Schmidt, Mary Flanagan, Adrianne Traskus, Marge Kearns, Lela Lyons, Noreen Byrne and Pat Schulget.

(Stenographic) Girls from this department had their Christmas party at the Quid restaurant, 5400 N. Milwaukee avenue. Participating were: Joan Fitzgerald, Dorothy Wilhelm, Marge Schintz, JoAnn Schultz, Adele Monson, Dorothy Jester, Elaine Ziebarth, Employment, and Noreen Byrne, Insurance.

- Julie Prinderville

GENERAL OFFICE - (Staff Engineering) Anne Schleiter, secretary to L. M. Traiser, staff engineer, was the guest of honor at a luncheon at the M & M Club in the Merchandise Mart on December 27. The retirement luncheon was an opportunity for Anne's friends and co-workers to wish her many years of health and happiness. Her two daughters, Gerry Zelibor and Dorothy Korajczyk, also former CTA employes, were present at the luncheon. Anne now will be able to spend more time with her 12 grandchildren and do a little traveling.

Frank Misek's son, Bert, was recently nominated for membership in the Northwestern Chapter of Phi Eta Sigma, men's freshman scholastic honor fraternity. Election to this fraternity is the highest scholastic achievement which can be attained during the freshman year.

(Training and Accident Department) - Patricia Steinbeiss and her brothers honored their father, Supervisor Walter J., of Limits Station, and their mother on the occasion of their 25th wedding anniversary with a surprise party on November 18. About 100 relatives and friends attended.

(Traffic Engineering) - Vince Donahue and his wife, Irene, announced the birth of their fifth child, Philip Paul, on December 4 at St. Anne's hospital. Three brothers, David, Michael, and Robert, and sister, Carol, welcomed his arrival.

- Mary E. Clarke

LIMITS - Operator Roy Meyer and his wife became grandparents for the second time recently when a son was born to Mr. and Mrs. Roy Meyer, Jr., of Bloomington, Illinois...Mary Sullivan, our only female employe at Limits, is an 18-year veteran of service...Superintendent Herman Erickson's son, Bill, recently joined the Chicago police force and is now assigned to Town Hall station...Mechanic Hank Gerali and his two children are ardent water skiers. Hank has a 17-foot boat and it is powered by an 85-horsepower motor...Operator and Mrs. Carl Crawford announced the birth of their first child, a baby girl...Operator Stanley Shelton is studying for a degree in speech and English at Columbia college...Operator Pat Cronin and our shop foreman, Tim Riordan, grew up together in County Kerry, Ireland.

- George D. Clark

LOOP - (Agents) Margaret Donagher, with 18 years and seven months of service, is retiring. She is planning on visiting Florida in February...Margaret Wenstrom is spending her vacation around Chicago as her father-in-law is very ill...Kathleen McKenny's brother, Edward, passed away November 23...Eileen Shea enjoyed short trips around Chicago on her recent vacation...Mary Ohnesorge, assignment agent, Nancy McInery, Lydia Ruck and Marie Blanchfield all took vacations at an opportune time as there were so many tasks to do during the holidays.

- Edith Edbrooke

NORTH AVENUE - The first hunting news of the new year came from Bill Miedema, Ernie Bock and Barney Callahan. Bill and Ernie told of over-heated shotguns and plenty of game after they hunted around Effingham, Illinois. Barney's wife is real proud of her new hat, which she trimmed with feathers from a pheasant he bagged at Iron River, Michigan...Harry Swietlik has moved into his new home. It was really a Merry Christmas for Harry and his family...James Johnson is singing lullabies these days. Johnson joined the cigar-passing brigade last month when he was presented with a baby boy on December 10.

Mike Joyce of the repair department, who was a patient at St. Ann's hospital, is doing nicely and is now recuperating at home...Good luck and best wishes to John Sullivan, who retired on December 1. Rudy Anderson is a patient at Hines hospital, Hines, Illinois, in Room C-306. Victor Colson also is a patient at Hines in Room A-440. A card or visit to these old-timers would be cheering...William G. Echols' new address is Park Hotel, Hot Springs, Arkansas. He has found a new place and highly recommends it...Wedding anniversaries celebrated this month were: Henry Malclewski, January 4, 21 years; Jerry and Florence Blake, January 12, 37 years; Fred Hanson, January 23, 43 years, and Carl Russo, January 23, 23 years.

- Joseph Hiebel

NORTH PARK - Operator James Neil, a proud father, reports his wife gave birth to a boy on December 14...Operator Howard Schermerhorn is the proud grandfather of a girl born on December 12...Operator Bill Negele became a grandfather for the fifth time, this time a grandson...Clerk Wally Ringhoff drove to Washington, D. C., and enjoyed the sights...Howard Andler's father passed away on November 15...Clerk Sam DeSalvo lost his mother on November 26...Operator James Meister's father passed away on December 6 and Operator Dan Maloney's brother passed away on December 12.

- Elmer Riedel

NORTH SIDE (Agents) - Harold Siebert gave a farewell party for his son, Harold, Jr., who left for the service on his 23rd birthday, November 17...Rose Higgins' sister, Lucille Keiley, passed away after a long illness...Francis Binnie's grandfather passed away in Olney, Illinois...On November 29, Wayne Frederick Hanlon, Jr., made his appearance. His weight was 11 pounds, two ounces. Wayne, senior, was very busy entertaining his daughter, Laura, while mama was in the hospital...Georgia Myers was taken back to Lutheran General hospital after being home for a couple of weeks...Patricia Trant fell and broke her ankle, necessitating a stay in St. Joseph's hospital...Austria Pudzis was still on the sick list when this was written...Good luck to R. E. Zurcher who left in December to join the pensioners.

- Elizabeth Hawkins

SCHEDULE - TRAFFIC - LeRoy C. Dutton, superintendent of schedule and traffic, underwent surgery at Englewood hospital recently...George Bryan, schedule maker, and Mrs. Bryan spent the Christmas holidays with their three daughters and families by traveling to Phoenix, Arizona, and Ocean Beach, California...Sam DeSalvo, schedule maker, whose mother passed away November 26, flew to Florida to join Mrs. DeSalvo, who was visiting her mother who is seriously ill...Clark Johnson's daughter, Judith, was married to James DuMont on November 25. After a reception at the Bismarck hotel, the newlyweds drove to Florida for a honeymoon. The DuMonts will make their home in Davenport, Iowa...The following took some vacation time to prepare for Christmas: Edward Reilly, schedule maker; Dave Jacobs, schedule clerk; Jake Sumner, schedule clerk; Frank Corbett, traffic clerk; Joe Sabol, traffic clerk, and also the following traffic checkers: James Brennan, Frank Groll, George Kahlfeldt, and Walter Schweinfurth...George Spray, traffic checker, spent Christmas in West Memphis, Arkansas, with Mrs. Spray...Pete Mills called and told us he is now at home and getting along fine...Laura Schrecke received a beautiful wallet for a suggestion she submitted to the employee's plan.

- Gertrude F. Anderson

69TH STREET - Collector Richard Huizenga recently collected a quick five dollars by stopping and identifying a mystery man called Jay Walker...Operator Jim Corbidge became the proud father on November 26 when his wife presented him with a baby son. This is the Corbidge's second child...Larry Becker, son of Clerk Barney Becker, is attending Northern Illinois University, where he is studying law...Operator Charles Urbiki's mother is now home after undergoing surgery...Operator Ed Hallinan retired January 1 after completing 38 years of service...Operator John F. Tiffy's wife underwent surgery recently and is now on the road to recovery...Operator Wally Dolph was recently a patient at Evangelical hospital, but is now convalescing at home...Patricia Ann, daughter of Operator Bill Donahue, was united in marriage to John T. Weaver on November 20 at St. Kilian's church. A reception for 250 guests was held at the Martinique restaurant. It was a double celebration for the Donahues as it also was their 24th wedding anniversary...All the men at 69th station wish to thank Superintendent Thomas Screen, Night Superintendent Carl Gibes and Chief Clerk Art Lipphardt for making Christmas more enjoyable by placing a tree in the trainroom.

- Thomas S. Elphick

SOUTH SECTION - Conductor Earl Winter happily announced that he became a papa for the first time when a baby girl, Bernadette Troy, was born on December 1. The grandfather is Operator John Springer, 77th ...Also passing out cigars was Conductor John Loster, who proudly announced the birth of his third child, a baby boy. Glenn Allen was born on November 29.

Porter Harvey Milligan had a winter vacation down in Jamaica, where he enjoyed the warm weather. He said that scenery, flowers and trees were beautiful...Congratulations to Motorman Lauren Gunn on his appointment to transportation clerk, West Section...Agent Juanita Byars recently went home to Boston, Massachusetts, to visit her family.

It is nice to see Motorman John Loughlin, Conductor Harry Jacob and District Superintendent Terry McGovern back working after being on the sick list...Motorman Fred Gronemeyer is proud of his daughter, Patricia, who is a senior at Knox college. Recently she was one of 36 honored by the faculty. She is majoring in mathematics and was one of four nominated as a candidate for a fellowship to be granted by the Woodrow Wilson National Fellowship Foundation for graduate study in 1962-1963...Clerk Joe and Agent Ann O'Connor motored to St. Petersburg, Florida, recently and basked in the warm sunshine...Porter James Strong recently vacationed in St. Louis, Missouri, visiting relations...Shop Clerk Jim Daley is wearing a smile since he purchased his new '62 Chrysler...Celebrating wedding anniversaries recently were Supervisor Vern Burgess and his wife, 33 years, and Clerk Bob Schorn and his wife, 19 years.

Instructor Don Murphy and his family have moved into a new home in Calumet City...Switchman Bob Pipowski recently was inducted into the Army...Assignment Agent Gerry Vinzens, who is on the sick list, is recuperating at home after being in the hospital...Motorman Arthur Smith took a whirl at Las Vegas while on vacation and had a good time...Conductor Lawrence Belin received a commendation from a passenger for finding a lost article...We welcome the following who transferred to the South Section: John D'Agostino, David Moore, Winfred Watson and Bernard Williams...Agent Leo Dillon, who is on the sick list, wishes to thank everyone who sent him cards and visited him when he was in the hospital. He is at home now...Motorman and Mrs. John Burns are traveling around in a new 1961 Chevrolet...At this writing Station Superintendent Lester J. Hickey is on the sick list.

- Verna Hartney

WEST SECTION (Agents) - Agent Ann E. Hodan and Bus Operator James C. Talent were united in holy matrimony December 10 at St. Michael's church...Many happy returns to Agents Ed Durkin and Steve Gibbons who celebrated their natal anniversaries in December...Agent Beulah Fields is enjoying a South American vacation. She flew to Panama, via Miami, where she embarked on a cruise...Agent Catherine Smith is on vacation at this writing, not going anywhere in particular, just enjoying the sights in and around town.

Agents Louie Beck and George Pechous are eagerly at work attempting to perfect a new version of the popular dance step, the Twist. According to Porter Dave Johnson, who is acting as their caller and promoter, they are doing a new step resembling a double twist. It will be known as the pretzel.

- Gordon Kelly

For And About Our Pensioners

BEVERLY - Rudy Nebelsick, former barn foreman and his wife are now living on a farm in West Bend, Wisconsin...George McPheeters is now mayor of Hartman, a small town in the northwest section of Arkansas...Emil Beck and his brother-in-law, Curtiss Best, are back amidst the Hoosiers...Gene O'Rourke and Nick Schuberth are busy taking care of the banking interests in the stock yards...Big Ed Waughers and Billy May play pinochle at 72nd and Richmond in their spare time...Simon Hirsh, who reached his 91st year, now resides in Hollywood, California. Bob Keefer is his neighbor...Bill Armstrong has moved to South Normal avenue...Harry Gross plays golf out at Dundee, Illinois...Pat Dignon and Thurman Rodey are contemplating a trip to the Rockies...George Ferguson now resides in Roseland.

- Walter C. Stone

GENERAL OFFICE - Sadie M. Keenan, who worked as secretary for the vice-president and general manager of the Rapid Transit Lines for some 35 years before leaving on pension in 1945, passed away a short time ago. She had been living with her sister, Mrs. Jennie K. Fisher...Hank Ehrich, Surface Transportation Department, now on company pension, paid a Christmas visit to his friends at the General Office. Hank looks fine after six months pension, and is residing in Kirksville, Missouri.

- Julie Prinderville

LOOP (Agents) - Lillian Scott is now living with her daughter at 12152 Corvette street, Garden Grove, California. She would like to hear from her friends...Your reporter saw Mary Dye and Katherine Odill on her trip to St. Petersburg, Florida, and they extended Christmas and New Year greetings to all their friends.

- Edith Edbrooke

SOUTH SECTION - Going on pension December 1 were Agents Mae Murgatroyd and Otto Magrini...Met retired Agent Hazel Dunn recently and she said she is enjoying her retirement...Retired Porter Ted Murphy stopped in at 61st street and visited with us...Retired Clerk Charles Sasso and his wife traveled to San Francisco to visit their son and his family who recently moved out there...Retired Motorman Jerry Cee passed away recently...Retired Motorman Joe Hill and his wife are living down in Boynton Beach, Florida, and recently had a visit from retired Conductor James Kaltsas...Retired Agent Margaret McFarland is convalescing at home after being in the hospital, and would like to hear from the girls. Her address is 8109 S. Peoria street.

- Verna Hartney

NEW PENSIONERS

Adam Bednarz, carpenter "A", South Shops. Employed 7-22-29.
W. W. Birker, operator, Limits. Employed 3-11-26.
C. W. Buehring, operator, Lawndale. Employed 4-30-24.
G. J. Butler, operator, North Avenue. Employed 1-27-20.
Patrick Carney, machinist, South Shops. Employed 8-25-42.
T. F. Dolan, operator, Lawndale. Employed 12-4-20.
S. J. Domek, bus repairer "A", Forest Glen. Employed 6-1-35.
M. W. Donagher, ticket agent, West Side. Employed 5-17-43.
J. A. Eck, conductor, North Side. Employed 4-17-18.
William Filson, bus repairer, Kedzie. Employed 10-30-23.
H. R. Geisler, car cleaner, Kimball. Employed 2-7-40.
E. N. Hallinan, operator, 69th Street. Employed 12-14-23.
Hugh Hamill, motorman, West Side. Employed 10-2-26.
H. B. Hasman, operator, North Park. Employed 9-20-43.
W. M. Hill, supervisor, South Side. Employed 4-20-22.
Gilbert Keller, operator, Archer. Employed 12-13-43.
F. F. Knapp, operator, North Avenue. Employed 2-25-29.
M. B. Knox, service engineer, Executive-General Office.
Employed 8-1-52.
G. M. LeBel, agent, West Side. Employed 5-17-43.
M. M. Magnuson, payroll supervisor, Accounting.
Employed 11-26-17.
A. N. McNulty, operator, Limits. Employed 4-17-24.
E. J. Mulvaney, chief collector, North Side. Employed 2-17-42.
John Murray, gateman, Lake. Employed 11-20-42.
W. F. Nelson, operator, Forest Glen. Employed 10-1-28.
F. G. O'Connor, instructor, North Park. Employed 2-26-26.
Thomas O'Shea, conductor, West Side. Employed 12-11-26.
A. L. Peterson, operator, Kedzie. Employed 12-5-47.
E. M. Raftery, superintendent of maintenance, Construction and
Maintenance. Employed 6-25-17.
John Rakoczy, plant guard, Police Department. Employed 10-10-29.
W. B. Reddick, ticket agent, North Side. Employed 4-7-43.
G. C. Rohrhuber, collector, North Avenue. Employed 1-18-29.
C. J. Sass, motorman, West Side. Employed 3-17-15.
Louis Savaglio, laborer, Track. Employed 7-11-41.
H. T. Sawyer, plant guard, Police Department. Employed 1-11-27.
A. M. Schleiter, stenographer V, Staff Engineering.
Employed 10-25-43.
Leon Seneke, motorman, West Side. Employed 5-7-17.
R. S. Smith, porter, North Side. Employed 2-14-27.
J. F. Strand, bus cleaner, North Section. Employed 1-24-22.
S. F. Suchecki, ticket agent, West Side. Employed 7-21-27.
G. R. Toms, laborer, West Shops. Employed 8-25-49.
F. P. Wagner, motorman, North Side. Employed 10-16-18.
K. K. Warndorf, porter, North Side. Employed 9-26-27.
W. C. Waters, foreman, Electrical Department. Employed 5-21-20.
T. J. Whiteford, operator, 77th Street. Employed 2-6-23.
R. W. Wisemiller, conductor, Douglas. Employed 8-6-18.
Nick Xanos, bus cleaner, 77th Street. Employed 3-8-44.
G. R. Zold, operator, Forest Glen. Employed 12-27-26.

CHICAGO TRANSIT AUTHORITY

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

WALTER J. McCARTER
GENERAL MANAGER



TO ALL OPERATING EMPLOYEES:

You have made 1961 the safest year in CTA history. 1961 was the seventh consecutive year that you set an all-time low for public accidents. The consistent record should be a source of great satisfaction and personal pride to you.

Each new safety record is more difficult to set than the previous one. I offer you my personal thanks and congratulations for the extra efforts you put forth to continue this outstanding improvement.

In 1962, you again face the challenge of keeping the public safe. As you well know, there is no easy way to achieve safety. You must continue to assume a personal responsibility for your passenger's safety and exercise all of your driving skill, every time you drive.

I am confident that you will meet this challenge and make 1962 another safest year for CTA.

Sincerely,

General Manager