



Transit News

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APRIL, 1962

FOREST GLEN SCORES IN TIRE MAINTENANCE TESTS

CTA BUS garages set a new high record in tire maintenance during 1961 led by Forest Glen with a 299.39 percentage score out of a possible 300, according to a Goodyear Tire and Rubber Company report of inspections made during the year.

It is notable that all 12 participating bus garages made an exceptionally fine showing for 1961, less than eight percentage points separating first place Forest Glen from 12th place Kedzie. Limits, in second place finished with 299.33 score, only .06 less than Forest Glen's winning 299.39.

The inspections covered three major test points and were conducted after buses had seen considerable street operations. These were: percentage of tires maintaining correct inflation levels; percentage of tires with non-leaking valve cores, and percentage of tires showing proper wheel alignment following extensive mileage in service on CTA routes.

In recognition of its fine record, Forest Glen bus maintenance shop was presented with a certificate of award by a representative of Goodyear at a luncheon held February 28. This was a repeat performance for Forest Glen, which also won a similar award in 1957.

In establishing its record, Forest Glen in 1961 reported an average of 348,808 miles per tire call. A tire call is the terminology used to describe a street call-in from bus operators reporting a service delay because of tire trouble. When this occurs, a truck is immediately dispatched from the station called, the tire is replaced and the bus is soon on its way again.

For all garages combined, the average vehicle miles operated per call in 1961 was

OUR COVER: Three members of the boy soprano section of Chicago's famous Paulist Choristers of old St. Mary's Catholic Church are pictured on our cover as a special feature for the Easter season. They are, left to right: Joseph, 13; John, 11, and Thomas, 10, sons of CTA Attorney and Mrs. J. B. McGarry. The boy soprano section is part of an 85 men-and-boys choir founded in 1904, which has been directed for the past 34 years by the Rev. Eugene O'Malley, who once was a boy chorister himself with the Paulist group.

To be selected for the Paulist Choristers is a distinction sought by many boys but won by few. Try-outs are held twice each year for boy sopranos and the chosen ones must learn to accept the rigid discipline of rehearsals and the regimen of good



FOREMAN DENNIS BARRETT (left) of Forest Glen bus maintenance shop, and John N. Jobaris, superintendent of shops and equipment, proudly display the 1961 award for new high record in tire maintenance won by Forest Glen station.

118,843 miles. This compares with 91,116 miles in 1960, representing an improvement of 30 per cent.

The order of finish of the other garages, and their scores, was: 3rd, Keeler, 297.83; 4th, 52nd, 297.74; 5th, Lawndale, 297.44; 6th, Beverly, 297.13; 7th, 69th, 296.81; 8th, Archer, 295.62; 9th, 77th, 295.32; 10th, North, 294.32; 11th, North Park, 292.60; 12th, Kedzie, 292.42.

The report concludes with the statement that CTA's success with its tire maintenance program has been the envy of the bus industry for several years and credits the results to the better maintenance methods practiced by CTA.

behavior in return for the excellent knowledge of music they gain from their association with the choir.

It is rather rare that one family has three boys in the Paulist choir at the same time. In the case of the McGarry's, Joseph and John have been members for two years, and Thomas for one year. They all attend St. Mary of the Woods school in Edgebrook.

A big event on the current schedule of the choir is a concert to be held in Orchestra Hall on May 12. This will celebrate the 50th anniversary of the winning in 1912 of the Paris Award, when the Paulist Choristers went to France to compete with other choral groups from all over the world and captured the top honors and international acclaim.

Suggestion Winners Share \$200.00 in Awards



TWO MACHINISTS at Skokie Shop split an award of \$150.00 and a Stores Department stock clerk at 78th and Vincennes received \$50.00 for ideas submitted through the Employees Suggestion Plan, the suggestion award committee reported recently.

The two winners at Skokie were Walter Kreutzer and Robert Mueller, and Edward DeStefano was the winner at 78th and Vincennes.

Mueller and Kreutzer collaborated on an idea for a gripping device used for turning wheels on the wheel lathe, suggesting that it be revised to turn rapid transit car wheels at a saving of time and by a safer and easier method than before.

DeStefano developed a new type material and supplies request form which obsoleted and simplified an old form with a resulting saving of time required in filling it out.



Such ideas as these, developed from on-the-job experience, which have proven practical in improving operational techniques or procedures have won cash awards for many employees. Since October 1, 1952, when the present employees suggestion plan was established system-wide, to the end of last year, a total of 1,060 suggestions have been adopted, all of which have meant extra money to employees who submitted them for consideration.

The accompanying pictures show the employees who were the most recent award winners. At the left: Thomas P. Lyons, secretary of the Employees Suggestion Committee, notifies Robert Mueller (center) and Walter Kreutzer of their prize-winning suggestion. At the right is Edward DeStefano, who received \$50.00 for his improvement idea.

CTA'ers Take Active Conference Roles

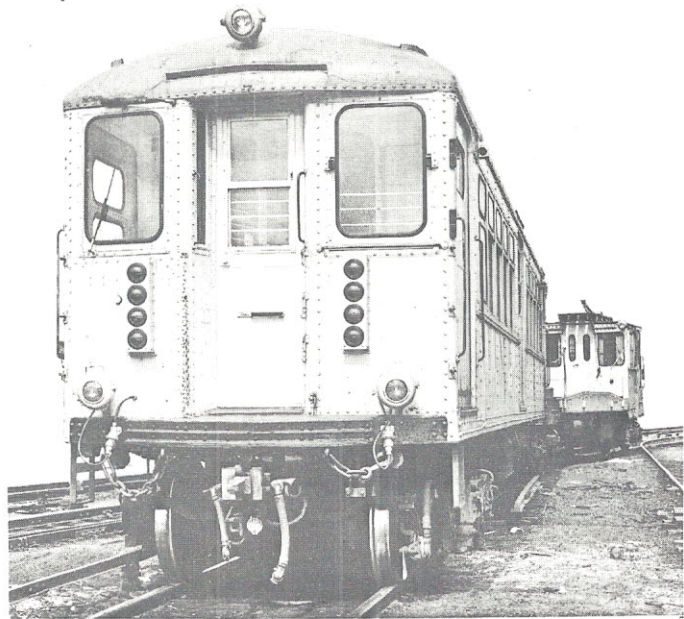
SIX MEMBERS of CTA's general office supervisory personnel took an active part in the program of the American Transit Association regional and divisional conference held at the Hotel Roosevelt in New York on April 3 to 5.

Edward J. Healy, general superintendent of investigation and claims, presided over the Claims Division sessions; Robert L. Manville, superintendent of purchasing, presided over the Purchases and Stores Division sessions; John H. Finch, assistant

comptroller, led a discussion at an Accounting Division session; J. T. Harty, superintendent of stores, was a speaker at a Purchasing and Stores Division session; A. J. Fitzsimons, chief accountant, was a speaker at an Accounting Division meeting, and John Baker, director of training and accident prevention, was a discussion leader at a Personnel session.

The American Transit Association is the trade organization for the industry.

Retired 'L' Cars Now 'Work Horses' For CTA



A LITTLE-KNOWN, but important, auxiliary operation on the rapid transit system is the nighttime delivery service provided by two work trains used in numerous assignments on the "L"-subway routes.

These trains, composed of a derrick car and a "work horse" (a motor car for pulling work trains), deliver or pick up materials from stations or certain locations on the rapid transit system. One of the trains includes work horse S-346, which was recently remodeled from passenger car 4084, and derrick car S-342, which was thoroughly rebuilt from car 1763 in 1959. As the derrick is of a modern gasoline-driven type, this train handles most of the heavy materials, including rails and ties.

The other train is made up of work horse S-335, former passenger car 1810, and derrick car S-201, acquired from the former Chicago Rapid Transit company. This train normally handles the delivery of sand and coal, which it deposits at platform level at each station.

Whenever necessary, one or two additional gondolas or flat cars are placed between the two motor cars in either train.

A typical night's work started when the four man crew reported to the 61st street rapid transit depot about 11:30 p.m. and received their orders. As the train had already been loaded and made up, they were

RECENTLY REBUILT as work horse S-346, all-steel car 4084 operated as a passenger car since 1914. Now it operates with derrick car S-342, which was rebuilt with multiple-unit controls equal to those on steel cars. The train can be driven from either end with the full motive power of both cars, even though loaded flat cars may be placed between the motor cars.

on their way with four Construction and Maintenance Department laborers by midnite. The first stop was in the Milwaukee subway, where some electrical cables were delivered. Then the train stopped at the Clinton and Congress station to pick up a large compressor. Proceeding over the Congress route, sand was loaded into boxes on each of the platforms and lubricating oil was left at the cross-over locations. The train returned to the 63rd street yard and was laid up early that morning, before the rush hour.

Each train operates five days a week, one works Monday through Friday and the other Tuesday through Saturday.

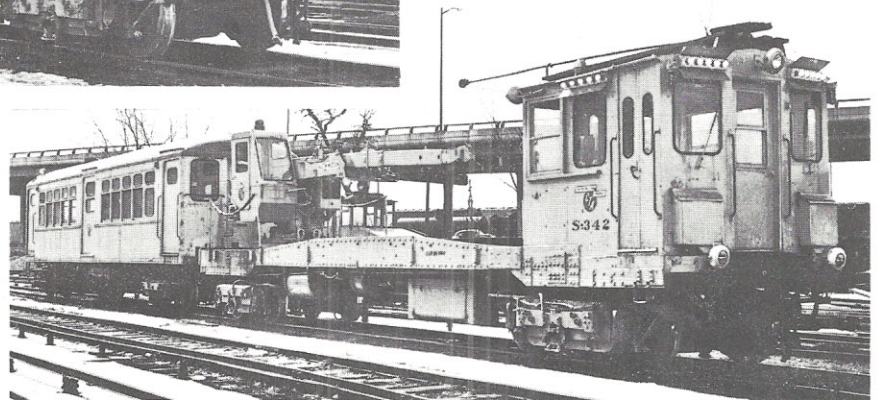
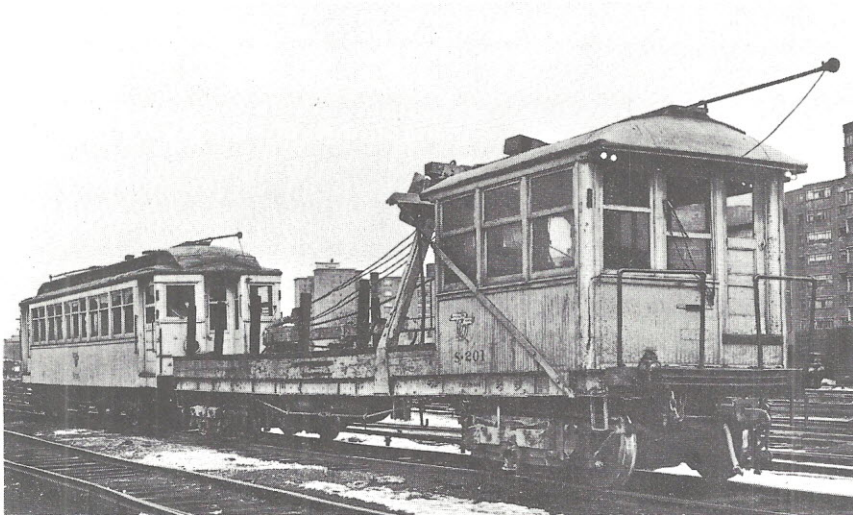
The work trains supplement the Utility Department's system of delivery trucks and have the advantage of getting at out-of-way locations along the rapid transit routes. Although trucks are used whenever possible, to avoid interference with train schedules, the trains handle all heavy materials that would be too cumbersome to load on trucks.

TWO-WAY RADIO and a train telephone are features of the nighttime work trains which enable the crews to remain in contact with the CTA's Operations Control Center in the Merchandise Mart. The work train conductors notify the central office when the train enters the main line, whenever an unusual switch move is made and before and after a train stops to perform a service which will take more than five minutes to complete. The communications system is also used to notify the trains of assignment changes and in maintaining the continuity of passenger service. Instructor Don Murphy demonstrates the radio which operates in conjunction with the CTA radio station KSA-977.

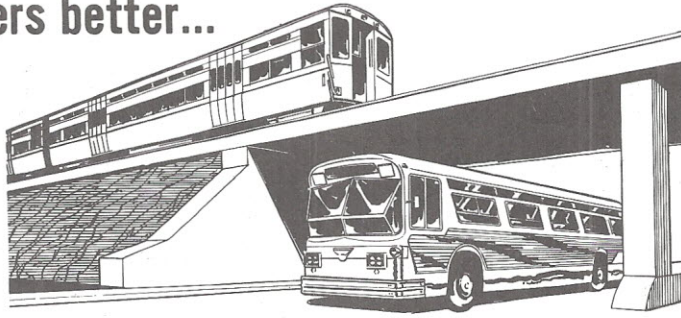


IN CONTRAST with the antiquated derrick S-201, on the left, which has served the CTA and predecessor rapid transit companies for many years, the modern unit S-342, includes a multiplicity of lights which are turned on depending on the work being done and direction of travel. Battery powered lights include the two high-intensity seal-

ed beam red taillights, two red marker lights, a rotating amber light, a headlight and four sealed beam platform work lights. Six banks of five lights each operate on 600 volt d.c. propulsion power. Flashing red marker lights (not shown), which operate on self-contained batteries, are also hung on each end of the train.



to serve our riders better...



KNOW YOUR CTA ROUTES

A TRANSIT route that grew step by step as the population pushed further and further out from the hub of Chicago is the Wallace-Racine (No. 44) route. In all, the route was extended seven times before it reached its present terminal at 87th street--11 and one-half miles from the center of the city.

From the south terminal, buses are routed via Racine, 47th, Halsted, Root, Wallace, 29th, Canal, Archer and State to a loop via Polk, Dearborn, Wacker and State.

Operating through the residential Auburn Gresham and Englewood communities, buses directly serve the continuous row of commercial and small industrial establishments along Racine avenue. The New City area, which is also served, includes many large factories in and around the Stock Yards. Within the residential-industrial Bridgeport section, buses operate down Wallace and Canal streets to the heavy industrial district bordering Archer avenue. Operating down Dearborn and State streets in the Loop, the route serves the heart of Chicago's Central Business District.

On weekdays, Wallace-Racine buses operate every three minutes during the rush hours and every 10 minutes in the mid-day and evening hours. Special buses operate southbound from the 63rd and Racine rapid transit station on the Englewood branch of the North-South route between 5:30 p.m. and 6:30 p.m. "Owl" service, between 1 a.m. and 5:30 a.m., is provided at 30-minute intervals.

On weekends, buses operate from 87th street to Canal and Archer only. Saturday schedules call for buses every 10 minutes throughout the day and on Sundays, buses operate on 12 to 15-minute headways.

The pressing need for better transportation in the Bridgeport area brought about a three-quarter mile branch of the Archer avenue route in 1884, which was only the

SEVERAL PLANTS of the Continental Can company are in the vicinity of 76th and Racine. The stately building in the foreground houses their General Package Research and Development Division.



start of the Wallace-Racine line. Horse-cars on the original line, starting from Wallace street were routed via 29th, Canal and Archer to State street, where they coupled onto cable car trains for the ride downtown.

Extensions further south on Wallace street brought service to 31st street in 1888, 39th street in 1889 and Root street in 1894. In '94 the line was electrified, but trolley cars continued to be pulled downtown by cable trains until 1906.

It was not until the first section of streetcar track was opened on Racine avenue, in 1896, that the Wallace-Racine route began to take its present shape. Street-cars starting from 63rd street were routed via Racine, 47th, Halsted and Root to Wallace and downtown. The cars were extended on Racine again in 1901 to 75th street, in 1914 to 79th street and in 1918 to 87th street.

Other than terminal changes in the Loop, the route has remained the same throughout the years, with one exception. Between 1924 and 1947 streetcars operated via Halsted, Pershing and Wallace, instead of Root street.

In December, 1949, streetcars were discontinued on weekends and motor buses began operating over the route south from a terminal at Archer and Canal. Streetcars were entirely replaced by buses on July 27, 1951, and the present off-street terminal at 87th and Racine was opened in May, 1953.

A BLEAK testimonial to the recent winter is this scene taken on the frozen moat in Sherman Park. The steeples beyond the barren trees are recognizable as those of St. John of God church at 52nd and Elizabeth.



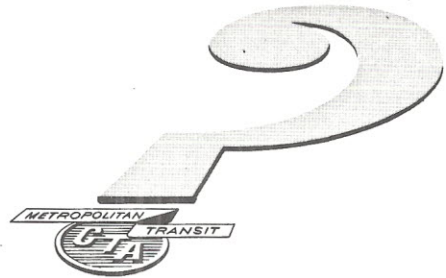
THE STRUCTURE destined to be the tallest building in the city is the Chicago Civic Center. The 31-story, 631½-foot tall edifice will be built in the block bounded by Dearborn, Washington, Clark and Randolph streets. The building will house many of the county and municipal courts and will also include offices of other local agencies. Due to its central location many GTA bus routes, including the Wallace-Racine line, will serve the Civic Center.



INQUIRING REPORTER: Gilbert E. Andrews

LOCATION: Electrical Department

QUESTION: What improvements would you suggest for Chicago to make it a better city?



THEODORE WYNCOTT, "B" electrician: "I suggest that the rubbish-littered back yards and porches paralleling the CTA 'L' routes be cleaned up, this responsibility to rest with each Ward's alderman and a suitable reward of civic pride of achievement could be awarded yearly."



TOM JOHNSON, Chief Operator, 44th-Kedzie substation: (With Inquiring Reporter Gilbert Andrews) "In my opinion Chicago is a wonderful city now, but that doesn't mean that it couldn't be improved by means of a more extensive rapid transit system, elimination of Skid Row, beautifying the Chicago river with embankments as Paris and London have done, and home rule for the Chicago Metropolitan Area."

MARIE SCHEID, stenographer, General Offices: "I would like to see additional rapid transit lines to discourage vehicular traffic and minimize parking in the Loop and surrounding area."



FRANK P. CORRIGAN, Chief Operator, Franklin substation: "The unusually heavy snowstorms of this past winter definitely shows the need to enforce the city's ordinance against illegal parking, especially on main thoroughfares. Why should the majority of a city's people be inconvenienced by the thoughtlessness of a few? A little more respect for the rights of our fellow citizens would make Chicago the world's greatest city."



A. V. ULIS, testing engineer, General Offices: "Additional neighborhood parks and recreational areas for the youth and aged would enhance Chicago in a physical and moral sense."



To All CTA Employees



The "Freedom Bond Drive," a nationwide campaign for the sale of United States Savings Bonds, will be conducted at CTA during the month of May. The campaign is aimed at making every American aware of the patriotic service he can perform by purchasing Savings Bonds.

Through the payroll deduction plan, CTA offers its employees an opportunity to save regularly by purchasing Savings Bonds. In addition to saving for personal needs, the buyer of U.S. Savings Bonds, at this critical period in our history, makes two important contributions. He puts his dollars to work building economic strength for the nation to sustain the heavy burden of the cold war. And he puts himself into the fight for freedom as an active partner of his government.

Within a week or so, all employees will be given an explanatory leaflet regarding the Savings Bond drive and those employees who are not participating in the plan will be given application cards. Employees who are already saving in this convenient way should consider this opportunity to increase their deductions.

Participation in the payroll deduction plan is voluntary, of course, but I recommend that you seriously consider the advantages of joining in this safe and trouble-free savings program. Your money earns 3¾ per cent, compounded semi-annually, when held to maturity.

Before you are contacted by one of your fellow employees, discuss the Bond drive with your family, and then be prepared for the solicitor when he calls on you. Bonds offer the ideal opportunity to save for all of the worthwhile family projects - the new home, a college education for the children, and the future.

Now is the time for everyone to work at being a good citizen by either enrolling in the Savings Bond program or by increasing your payroll deductions.

V. E. Gumblock

Chairman, Chicago Transit Board

Keep Freedom

in Your Future

With U. S. Savings Bonds!

ACCUMULATED VALUE

OF PAYROLL SAVINGS

SAVE EACH WEEK	AND YOU WILL HAVE		
	In 3 years	In 5 years	In 7 years & 9 months
\$ 2.50	\$ 405	\$ 703	\$1,150
3.75	607	1,055	1,728
5.00	810	1,408	2,304
6.25	1,013	1,759	2,882
7.50	1,215	2,112	3,458
12.50	2,026	3,520	5,766
18.75	3,040	5,282	8,651



NOTHING IS more conducive to improved public relations than courteous treatment of our customers. And it is well to have a clear understanding of the meaning of the word "courtesy."

First of all, real courtesy is spontaneous. It reflects itself in everything you do or say. You can be courteous if you want to be. Every act or word that goes into proper performance of duty is indicative of your attitude toward your job and the people who make your employment possible.

Courtesy pays rewards, too. You notice that when you are courteous to others, they respond in like manner. To the people with whom you come in contact, you represent the company that employs you.

When you are pleasant of manner and do your job well you make your job that much easier because you gain the cooperation of those whom you are paid to serve. A case in point is this letter from a rider who makes the following observation:

"This afternoon, as on many other afternoons, I boarded the Diversey bus at the end of the line at Harlem for my eastward trip home. Many times I have had the privilege to ride with the operator who drives this bus. His badge number is 3817 (Ray James, Keeler station) and I want to take this opportunity to tell you he is to be commended for his kindness, thoughtfulness, and the courtesy displayed by him towards all patrons who board his bus. He does a thorough job for CTA and never fails to say 'thank you' to everyone who hands him a transfer. He is not only thoughtful and courteous, but he is a fine-looking, clean-cut young man who is a credit to your organization. Please let him know how much 'we the public' appreciate all his splendid qualities."

Another letter commends the courtesy and consideration of Operator Paul Michaels, (Badge No. 1630) Archer, as follows:

"On an extremely cold morning, my daughter and I were walking towards

39th street when we spied the bus already at our corner. We assumed, of course, that we would have to catch the next bus. However, the driver saw a little old lady trying hard to run to catch the bus and was kind enough to wait for her. We started running also hoping he would see us, which he did and he was kind enough to keep the door open for us. I feel fortunate to ride the bus when I board the one he is driving."

Offsetting letters like the above is the one below which makes comments about unsatisfactory service received by riders:

"On a cold morning recently, as the bus my wife and I were riding approached the stop where we were to alight, we walked to the center of the bus and pulled the cord. When the operator did not slow down, we pulled the cord again. He still ignored our signal, and when I shouted we wanted to get off he paid no attention to us. Finally, we walked to the front of the bus. The operator was totally indifferent to us and acted as if he had not heard us. Finally, he stopped the bus and we had to walk four blocks back to our intended destination."

COMMENT: CTA vehicles are operated to provide service for the convenience and accommodation of our patrons. To deliberately ignore a patron's request to board or alight at a designated stop is a distinct violation of operating rules and regulations. Antagonizing customers is not the way to attract riders.

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for March, 1962, February, 1962, and March, 1961.

	Mar. 1962	Feb. 1962	Mar. 1961
Complaints	1141	1189	919
Commendations	92	116	122

MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Director

BRONCHITIS

INFLAMMATION OR irritation of the mucosal surface lining the bronchial tree is known as bronchitis. This inflammation may be caused by various agents such as infections, chemicals or physical irritants. Exposure, chilling, fatigue and malnutrition make a person more susceptible to this disorder.

Acute attacks of bronchitis are commonly associated with viral diseases such as colds or flu, or with bacterial infection such as strept, staph or pneumococcus. It also is commonly seen in contagious diseases. Frequent recurring attacks may be secondary to chronic sinusitis in adults or to hypertrophic tonsillitis in children. The important point to remember is that acute attacks are usually self-limited with complete healing and recovery. There is no subsequent structural damage to the bronchi or any remaining functional impairment.

Bronchitis becomes a serious medical problem when it is chronic and progressive. This is then known as chronic bronchitis and clinically is the type that is responsible for pulmonary insufficiency and disability.

Just why certain individuals develop chronic bronchitis is a difficult question to answer. This is undoubtedly dependent upon three factors: (1) natural individual susceptibility based on hereditary or familial tendency; (2) contributory factors mostly environmental and (3) infection.

The bacterial infection plays the final dominating role and is responsible for the structural bronchial damage which results in disability and ill health. The cycle of infection, structural damage and further infections is repeated until serious pulmonary insufficiency supervenes. With each attack further damage occurs and leaves the respiratory system more susceptible to subsequent infection.

Early diagnosis of chronic bronchitis is important. The development of a chronic cough at an early age is characteristic of this disease. The cough is frequently attributed to catarrh by most people and is not usually regarded seriously. Many call it a "cigarette cough." This attitude is encouraged by the slow onset and progress

of the disease and the patient does not seek medical advice until shortness of breath and ill health interfere with his daily routine and work. Other suggestive characteristics of a potential bronchitic are frequent colds or colds that persist and do not clear up until warm weather arrives.

The classical symptoms of chronic bronchitis are cough, shortness of breath and purulent sputum. The late stages are characterized by broncho-pneumonia and pulmonary insufficiency. It should be emphasized that the onset of the disease usually precedes the clinical diagnosis by many years.

The management of bronchitis covers many facets. The potential bronchitic should be identified early. Investigation at this stage consists of physical examination, x-ray studies, sputum examination and other laboratory tests. Environmental factors such as climate, location and occupation should be taken into consideration. To minimize bronchial irritation smoking should be discouraged. All infections should be controlled and eradicated. Abnormalities in the upper air passages should be corrected.

General health measures are important and should include regular hours and meals. Crowded places should be avoided to minimize contact with upper respiratory diseases. Chilling, drafts, dampness and fatigue predispose an individual to acute attacks and should be avoided.

Influenza vaccination and antibiotics should be given serious consideration as preventive procedures.

In the later stages treatment of pulmonary insufficiency and infection is necessary. Antibiotics, cough expectorants, inhalations, reduction of sputum viscosity, broncho dilators and breathing exercises all have a place in the therapeutic regime. The most important of these is the use of antibiotics.

As a cautionary measure, it should be pointed out that if high fever is present or cough persists, it would be wise to consult your physician.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF FEBRUARY 1962 AND 1961, TWO MONTHS ENDED FEBRUARY 28, 1962 AND 1961 AND TWELVE MONTHS ENDED FEBRUARY 28, 1962

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

	Month of February		Two Months Ended February 28,		Twelve Months Ended
	1962	1961	1962	1961	Feb. 28, 1962
Revenues	\$10,915,964	\$9,988,145	\$22,902,618	\$20,390,032	\$133,123,332
Operation and Maintenance Expenses	<u>9,244,752</u>	<u>9,216,323</u>	<u>19,253,952</u>	<u>18,899,730</u>	<u>112,972,242</u>
Available for Debt Service	<u>1,671,212</u>	<u>771,822</u>	<u>3,648,666</u>	<u>1,490,302</u>	<u>\$20,151,090</u>
Debt Service Requirements:					
Interest Charges	339,793	352,093	680,048	704,789	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	333,333	333,333	
Deposits to Sinking Funds -					
Series of 1947 (2)	135,547	125,060	271,094	250,120	
Series of 1952 (2)	31,250	29,583	62,500	59,167	
Series of 1953 (3)	<u>9,511</u>	<u>—</u>	<u>19,022</u>	<u>—</u>	
	<u>682,768</u>	<u>673,403</u>	<u>1,365,997</u>	<u>1,347,409</u>	
Balance Available for Depreciation	988,444	98,419	2,282,669	142,893	
Provision for Depreciation	<u>873,277</u>	<u>799,052</u>	<u>1,832,210</u>	<u>1,631,203</u>	
Balance Available for Other Charges or Deficit in Depreciation Provision (4)	115,167	700,633 r	450,459	1,488,310 r	
Accumulated Deficit:					
To End of Previous Period	<u>507,790 r</u>	<u>1,041,231 r</u>	<u>843,082 r</u>	<u>253,554 r</u>	
Deficit in Depreciation Provision	<u>\$392,623 r</u>	<u>\$1,741,864 r</u>	<u>\$392,623 r</u>	<u>\$1,741,864 r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>40,160,860</u>	<u>40,634,848</u>	<u>84,194,602</u>	<u>83,069,398</u>	<u>506,656,967</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 Feb. 28, 1962 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.

Service Changes Affect Four Surface Routes

TWO NEW weekday rush hour services were inaugurated March 26 when CTA began operating buses on Marine Drive for the first time and provided, on an experimental basis an extended routing direct from the Harlem-North terminal of the North Avenue route to the Damen station of the Milwaukee rapid transit branch.

The new service on Marine drive operates between Montrose Avenue and Sheridan Road for the convenience of residents of the increasing number of high-rise buildings now situated in that area.

To provide rush-hour service in the morning, 12 Wilson-LaSalle (No.156) buses are being routed over Marine Drive from 7:00 a.m. to 8:15 a.m. Fourteen buses are routed north bound from the Loop between 4:45 p.m. to 6:00 p.m. for northbound rush-hour passengers.

The buses operate at seven to eight-minute intervals. The route south of Irving Park is not affected by the change.

The new service operating in North Avenue between Harlem Avenue and the Damen station has been established for a trial period of six months. Buses eastbound during the morning rush-hour leave the Harlem Avenue terminal at 16-minute intervals from 7:01 a.m. to 8:05 a.m. In the late afternoon buses destined to Harlem-North terminal leave the Damen Avenue station at 16 to 20-minute intervals from 4:42 p.m. to 6:10 p.m.

The special buses make all stops between Harlem and Narragansett Avenues. Thereafter stops are made only at street where CTA lines intersect -Austin, Central, Laramie and Cicero. From Cicero to Damen, the

buses make the stops that are made by the North Avenue limited buses.

For through riders, the special buses eliminate the transfer at Narragansett with the North-Narragansett-Irving Park buses which operate as far as Harlem Avenue.

Two other service changes were effective the same weekend. These were the extension of the South Chicago-Ewing (No.30) bus route for one mile at the south terminal to provide additional service for the community of Hegewisch, effective March 25, for a trial period of about six months.

The south terminal loop was extended and modified to operate via 134th from Avenue "O" to Brandon Avenue, south in Brandon to Brainard, northwest in Brainard to Baltimore Avenue, north in Baltimore to 132nd Street, west in 132nd to Exchange, north in Exchange to 130th Street, east in 130th to Baltimore, south in Baltimore to 134th, east in 134th to Avenue "O", then north over the regular route.

Extension of the 43rd-Root (No.43) service into the Stock Yards district to 42nd-Packers became effective March 26.

The service extension replaces the Stock Yards Limited, a duplication of service, which was discontinued because of insufficient patronage.

43rd-Root buses operate into the Stock Yards on weekdays, Monday through Friday only from 5:15 a.m., to 6:00 p.m. During other hours, buses will terminate at 42nd-Halsted. Transfer point between North-South "L"-subway trains and 42nd-Root buses is 43rd station. The stops within the Stock Yards - in Exchange Avenue at Laurel, Racine and Packers are retained.

Charter Buses Serve Recent Events

CTA CHARTER buses were called upon to handle the transportation of thousands attending or participating in recent highlight events in Chicago.

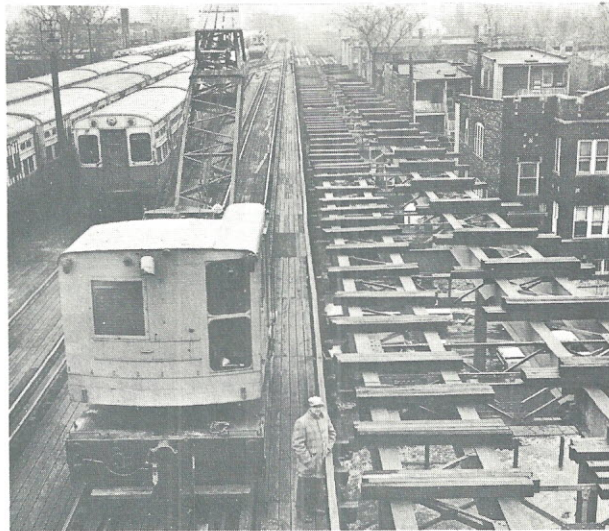
The events were the high school championship basketball tournament games held at the International Amphitheatre and various school gymnasiums, and the big St. Patrick's Day parade on State Street.

Charter service arranged for 110 buses to transport student supporters of the participating teams in the basketball tourna-

ment, which saw teams from St. Patrick, Marshall, Carver, Parker, Dunbar and Harlan high schools competing in the city championship rounds.

When the Irish had their big day on March 17, 57 chartered CTA buses carried marching units, bands and miscellaneous groups to and from the parade route.

Charter service, available at reasonable rates, continues to be a preferred means of transportation for group movements of any size to any point in the city and suburbs.



WORK IS progressing on the first phase of the expansion program at 63rd-Loomis terminal which calls for the construction of a steel structure for two additional tracks for the storage of cars at CTA's Englewood branch of the rapid transit system. The project consists of a structure to accommodate two 1,100-foot tracks for storing "L" cars during the non-rush periods. The structure is south of the present storage yard at this location and extends from the east side of Loomis boulevard to the first

alley west of Racine avenue, providing storage space for 40 additional cars. The above pictures show the new section of steel structure (left) as CTA work crews space ties preparatory to the placement of rails, and (right) the CTA diesel crane car used to hoist the ties into position on the already completed steel structure. The new tracks will augment the present storage facilities for about 100 cars, partly visible in the picture on the right.

CTA Patrons Ride in Safety

CTA RIDERS enjoy a safety advantage over passengers using other methods of vehicular travel on the basis of a report on passenger fatality rates for other modes of transportation compiled by the National Safety Council.

Based on the 1960 record of transportation accident fatalities per 100-million passenger miles, CTA transportation is 2.2 to 44 times safer than other means of travel on land or in the air.

Compared to other forms of transportation, here is CTA's safety advantage over each:

- 2.2 times safer than inter-city and intra-city buses combined.
- 3.2 times safer than railroad passenger trains.
- 20.0 times safer than domestic scheduled air transport planes.
- 20.0 times safer than passenger automobiles on turnpikes.
- 44.0 times safer than passenger automobiles and taxicabs.

In 1960, CTA operated four-billion, 84-million passenger miles with but two passenger fatalities, none in its rapid tran-

sit operations, and had a passenger fatality rate of 0.05 per 100-million passenger miles.

The 1960 record for the other modes of travel, the latest published by the National Safety Council, is:

Inter-city and intra-city buses, 53-billion passenger miles, 60 passenger deaths, and a passenger fatality rate of 0.11 per 100-million passenger miles;

Railroad passenger trains, 21-billion, 260-million passenger miles, 33 passenger deaths, and a frequency rate of 0.16;

Scheduled domestic air transport planes, 32-billion, 300-million passenger miles, 326 passenger fatalities, and a frequency rate of 1.01;

Passenger automobiles on turnpikes, 25-billion passenger miles, 260 passenger fatalities, and a frequency rate of 1.0;

Passenger automobiles and taxicabs, 1,120-billion passenger miles, 24,600 passenger fatalities, and a frequency rate of 2.2.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

ACCOUNTING (Payroll) -

ART JOHNSON spent a month in Florida. First he went to Jensen beach, which he found too cool. Then he journeyed on to Miami and finally to St. Petersburg...MARGE ORGAN spent her vacation cleaning house and trying to do the windows, but the elements proved too great for her.

(Revenue) -

ERNEST GEHRKE, token delivery clerk, was inducted into the Army on April 11. He is engaged to ELAINE ZIEBARTH of the Employment Department...BETTY DeWEEES recently transferred to the Staff Engineering Department as a typist...VIRGINIA HARRER returned to work on March 7 after a long illness...JOSEPHINE AUGITTO drove with her family to Miami beach for three weeks while we were braving our coldest weather. She really enjoyed the water, sunshine and the lovely climate...BING APITZ, mileage clerk, was promoted to unit exchange clerk at the South Shops.

(General) -

Friends of MIKE VERDONCK congratulated him on his fifth grandchild, BEVERLY RODWAY, born on March 14...RUTH HAVLIK was welcomed into this department replacing GERALDINE DEERING who resigned. Ruth is a former employe of the Training and Accident Prevention Department.

(IBM) -

The Financial Fems' Investment club celebrated their first anniversary in the new RAY FOLEY'S Brass Tree Room in Lincolnwood.

MARIE E. HAVLIK and EILEEN NEURAUTER

BEVERLY -

It's a rumor that VIRGIL TRIMMER, AL BRAND and PETE FLAHERTY will go on an Easter egg hunt this year. It seems they have lost a few eggs along the way and who do you suppose will find the eggs? You probably guessed right, it will be me...OPERATOR JOHN MATHEY'S son, JOHN, JR., was home for 29 days and it took almost that long for him to describe the many places he visited, Norfolk, Virginia, Greenland, London, Scotland, Southampton, Ireland, Amsterdam and also West Germany were on his itinerary. John saw the wall dividing Berlin. If you see John, Sr., wearing a pair of wooden shoes it was one of the many gifts he received from his son. He may even dye them black...OPERATOR ED HENRY, former trainman and janitor at 77th, recently passed away.

OPERATOR RICHARD GRAJEK found a dead raccoon lying in the street, so he took it

home, skinned it and placed it under his porch as he wanted to make a Davy Crockett cap. During the night two cats tore it up --now there are two cat skins under the porch...OPERATOR ROBERT LAVIN was off for three weeks with a pulled tendon in the back. Bob says he feels much better now.

FORMER OPERATOR JOE GRIFFIN who is now on disability pension could not get the fellas out of his heart. Joe knew how much the boys like to play checkers, he made them a fancy glass-topped checker board... OPERATOR JERRY GLEASON weighs over a hundred pounds now. He is up and around and even goes out for his daily constitutional walk. Jerry's sister-in-law, ELAINE, who is an airline ticket hostess, soon will be making her home in California...OPERATOR JOHN DAVIS had this reporter and my wife, BETTY, over for dinner and a look-see at their new house. John insisted on playing checkers, and I was lucky enough to beat him. If anyone is interested in Avon Products, John's wife, LORETTA, is the representative for this area. Call 928-3638.

RAY SPENCER, a former conductor at Cottage Grove, passed away. Interment was at Chesterton, Indiana...The mother-in-law of OPERATORS ED O'SHAUGHNESSY and ROY McCOY, Mrs. Mary Poncin, recently passed away... WALLACE WEBER, formerly of Burnside, now a collector, recently suffered the loss of his wife, Zelda...OPERATOR CLYDE HATHAWAY, who was named executor of his step-father's estate, was in Albuquerque, New Mexico, for a week.

Wedding anniversaries are being celebrated this month by: OPERATOR MARINUS and MINNIE DYKHUISEN, 26 years on April 9; OPERATOR PAUL and MARY McENANEY, 21 years on April 11; OPERATOR ROBERT and DELLA BURNS, 28 years on April 16; OPERATOR FRITZ and BARBARA ANN JOIKE, 20 years on April 17; OPERATOR ROBERT and JUNE MALONE, 26 years on April 18; OPERATOR CLARENCE and MARGE WENNERSTROM, 23 years on April 24; OPERATOR WILLARD and MARGUERITE BEAMAN, 25 years on April 25; OPERATOR JOHN and MARIE FITMAN, 34 years on April 26 and OPERATOR HUGO and ANN ROHLEN, 27 years on April 27.

OPERATOR ED MALONEY and his wife spent two weeks at Fort Myers Beach, Florida... OPERATOR AL BRAND, who had a lung operation, is now back at work and feeling his old self...OPERATOR MARINUS DYKHUISEN'S boy lost one of his fingers and possibly another, in an accident where he works.

WALTER C. STONE

RECENT DEATHS AMONG EMPLOYEES

W. BISCHOFF, 81, North Avenue. Emp. 10-4-05. Died 2-19-62.
G. S. BRAY, 65, Construction & Maintenance. Emp. 5-17-23.
Died 2-20-62.
C. J. BURBEY, 68, Devon. Emp. 11-10-27. Died 2-17-62.
MICHAEL BURNS, 78, 69th Street. Emp. 3-8-07. Died 2-8-62.
E. A. BUZA, 50, South Shops. Emp. 7-22-29. Died 3-9-62.
WALTER DIENES, 41, District "D". Emp. 1-14-54. Died 2-19-62.
MICHAEL DURAND, 75, Kedzie. Emp. 2-19-16. Died 2-19-62.
H. E. EISENLOHR, 69, Armitage. Emp. 12-2-26. Died 2-22-62.
EARL ERLAND, 59, North Avenue. Emp. 4-24-29. Died 3-7-62.
M. H. EVERETT, 62, 69th Street. Emp. 3-6-34. Died 2-22-62.
C. L. FISH, 68, Blue Island. Emp. 4-19-17. Died 2-17-62.
CHARLES V. FROEHLICH, 51, 77th Street. Emp. 7-29-43. Died 3-13-62.
JULIAN GAWRYLA, 77, Lake Street Shop. Emp. 3-29-24. Died 2-24-62.
R. T. GERSCH, 71, North Avenue. Emp. 3-2-26. Died 2-14-62.
MICHAEL GIBBONS, 77, Armitage. Emp. 7-30-14. Died 2-17-62.
WASYL GUZIK, 77, 77th Street. Emp. 4-15-27. Died 3-2-62.
T. W. HANLEY, 69, 77th Street. Emp. 9-13-23. Died 2-14-62.
E. J. HENRY, 65, 77th Street. Emp. 6-3-20. Died 2-28-62.
HENRY HILL, 73, Devon. Emp. 1-10-24. Died 2-9-62.
P. P. JILKA, 63, Transportation. Emp. 3-30-43. Died 2-4-62.
A. C. JONES, 76, South Side. Emp. 7-17-18. Died 2-14-62.
L. B. JONES, 81, North Avenue. Emp. 6-21-04. Died 3-5-62.
PETER JURAK, 70, Construction & Maintenance. Emp. 5-16-36.
Died 2-13-62.
J. E. KEANE, 71, 77th Street. Emp. 12-17-09. Died 2-22-62.
T. M. KENNY, 82, Construction & Maintenance. Emp. 4-19-05.
Died 2-9-62.
JAMES KRUGHOFF, 62, North Park. Emp. 9-15-20. Died 2-21-62.
MAX KUCHAN, 68, South Shops. Emp. 3-15-43. Died 2-12-62.
BERNARD LOFTUS, 62, Limits. Emp. 3-9-23. Died 3-5-62.
ADAM LONGHAUSER, 83, Archer. Emp. 8-23-13. Died 2-21-62.
F. H. MEYERS, 88, Limits. Emp. 10-2-17. Died 2-20-62.
JOHN MISKO, 74, Construction & Maintenance. Emp. 10-10-24.
Died 2-18-62.
BRIDGET MOORE, 79, West Side. Emp. 9-6-18. Died 2-21-62.
JOSEPH NICHOLAS, 85, Construction & Maintenance. Emp. 4-12-26.
Died 2-17-62.
SYLVESTER OKONSKI, 83, Elston. Emp. 12-30-19. Died 2-18-62.
FRED OLIVER, 77, Construction & Maintenance. Emp. 7-16-26.
H. A. OTIS, 73, General Office. Emp. 6-24-12. Died 3-3-62.
F. A. PESKA, 96, West Side. Emp. 1-28-02. Died 2-21-62.
J. L. PRIMDAHL, 72, North Avenue. Emp. 2-16-18. Died 2-24-62.
AUSTRA PUDZIS, 38, North Side. Emp. 4-4-59. Died 2-18-62.
SANTO RAIMONDI, 52, Construction & Maintenance. Emp. 10-17-30.
Died 2-24-62.
R. A. RICKWALD, 86, Elston. Emp. 9-13-07. Died 3-1-62.
F. M. ROCHE, 79, 77th Street. Emp. 1-25-07. Died 3-1-62.
HENRY ROTH, 90, 77th Street. Emp. 2-7-01. Died 2-26-62.
HARRY E. RUTHER, 58, Lawndale. Emp. 3-8-34. Died 3-8-62.
ERNEST SCHAAF, 78, Lawrence. Emp. 8-24-23. Died 2-12-62.
E. E. SCHEEL, 67, Devon. Emp. 3-2-14. Died 2-17-62.
J. F. SCHADE, 68, Wilson. Emp. 3-7-24. Died 3-6-62.
BERNARD SHORT, 68, 69th Street. Emp. 12-9-19. Died 2-11-62.
H. E. SMITH, 77, Kedzie. Emp. 8-13-21. Died 2-13-62.
W. H. THOMPSON, 56, Unassigned. Emp. 11-22-27. Died 2-24-62.
W. J. TIERNEY, 69, Kedzie. Emp. 2-5-18. Died 2-15-62.
CLEVELAND TURNER, 55, Ravenswood. Emp. 3-14-25.
ROBERT WHEELER, 76, North Side. Emp. 1-3-30. Died 1-30-62.
VALERIAN ZATKEVICZ, 79, Archer. Emp. 5-20-11. Died 2-16-62.

CLAIMS -

SMILING EDWARD KARKOCKI, adjustor, is taking lessons in bowling from his 10-year old son, who rolled a 216 game in a tournament...BILL PETERSON recently suffered the death of his mother, and JOHN DuPERE, court assistant, the death of his mother-in-law.. EUGENE JANIA was promoted to supervisor of statementmen, and LEON BERRY was named statementman...Anyone interested in buying a \$1,100.00 accordion for \$400.00, see IRENE HERMAN in the Claim Department.

JEANNE LUDMANN and your scribe received billfolds for sending in acceptable suggestions...There is an epidemic of new Chevrolts in the Claim Department: HARRY BONESS, adjustor; Jeanne Ludmann, secretary and JERRY WILSON, messenger...Fond adieu to MARGE CONWAY, who was promoted to stenographer II in Training and Accident Prevention...GERALD McSWAIN, locator, was blessed with his sixth child, a girl born March 14. Now he has three girls and three boys... The wife of ARNOLD GUSTAFSON, adjustor, is doing fine after her recent surgery.

FRANK SEPANSKI

CONSTRUCTION & MAINTENANCE -

JIM O'HARA, carpenter, track and structures division, and his wife, CHARLOTTE, welcomed a new addition to their family on March 3, when RICHARD ALLEN, who weighed in at 7 pounds 12 ounces, was born at Little Company of Mary hospital...ANN FARRELL, stenographer, returned to Aspen, Colorado, for another wonderful week of skiing... CHARLES KUCAN, track gang foreman, and CUSUMANO SANCES, laborer, track and structures division, retired April 1 with 33 years service each...ANTON RUTH, watchman, track and structures division, also retired April 1 with over 32 years of service.

MARIANNE WALSH

ELECTRICAL -

RICHARD DORGAN, supervisor of personnel, became a grandpa for the first time on February 27. His son, RICHARD FRANCIS, and his wife, ILENE, became the proud parents of a baby girl named CAROLYN MARIE...WILLIAM King, superintendent of building wiring, and his wife, MINNA, vacationed in sunny Florida. He had a grand time and came back with a good sun tan although just a little overweight...FOREST CLEMENS suffered the loss of his father on March 5...WILLIAM MORAN, operator at Broadway substation, who recently recovered from surgery is now back on the job.

ROY WALSH, JR., operator apprentice, has returned to work after recovering from his illness...CHARLES MULBRANDON, chief operator Lombard substation, fell and fractured a rib and at this writing is recuperating

at home...BERNARD TOAL, chief operator Harding substation, at this writing is confined in the Oak Park hospital for observation...CHARLES PARK, operator at 44th substation, after a rather lengthy illness returned to work on February 28...WARNER A. MOORE, operator apprentice, vacationing in sunny California, wrote, "Having a wonderful time, weather is ideal, Hello to all the boys."

GILBERT E. ANDREWS

GENERAL OFFICE (Traffic Engineering) -

NORM PIECYK and his wife, MARGE, recently adopted a baby girl whom they named DONNA. The Piecyk's other daughter is LINDA who is eight years old...SANDY TERMAN was welcomed to the department after transferring from Schedule.

(Specifications) -

LEE DeSUTTER proudly announced the birth of the second grandchild born to her daughter, DEANNE BORING, a former CTAer. The happy event took place on March 6, at Swedish Covenant hospital. The little fellow weighed 6 pounds 4½ ounces, and was named JAMES BORING III. The Borings have another youngster, MARY BETH.

J. A. Hrubes,**Retired CTA Engineer, Dies**

SERVICES FOR JAMES A. HRUBES, 69, a retired specification engineer for CTA, were held March 22 in Warren Park Presbyterian Church, Cicero. Mr. Hrubes died March 19 in his home at 711 N. Catherine, LaGrange Park, after a lingering illness.

Mr. Hrubes, who had a service record of 48 years with the Chicago Rapid Transit Company and the CTA at the time of his retirement on July 1, 1959, started as an armature winder helper with the old Metropolitan West Side Elevated Railroad in February, 1911. He became a draftsman in February, 1916, and subsequently served in various assignments with CRT until that Company was taken over by CTA at the time of consolidation of local transit properties in 1947. He was appointed a specification engineer in the chief engineer's office on January 1, 1951.

He was a member of Bohemia Lodge, No. 943 A.F. & A.M., Past patron of Bohemia Chapter No. 763, O.E.S., and an elder at Warren Park Presbyterian Church. Survivors include his widow, HELEN; a daughter, MRS. VIRGINIA GARDINER, a son, E. JAMES, and five grandchildren.

Interment was at Woodlawn cemetery.



A NEW addition to her steadily-growing collection of bowling trophies was won by REGINA DAREN, secretary, Medical Department, when she received another "I Beat the Champ" award from the Chicago Sun-Times. She established her claim by rolling a scratch score of 554, which with her handicap of 120 gave her a 674. This beat the top score of MARGE MERRICK,

woman's national champion, which was 647. Reggie now has nine trophies in her collection. The teams with which she has bowled in the Merchandise Mart Women's League have won the championship for the last four years.

(Employe Suggestion System) -

MARY ANN BERNDT was married to RICHARD MALLAHAN on November 25 at St. Thomas Aquinas church. Mary Ann and Richard spent their honeymoon up in the Pocono mountains in Pennsylvania.

(Training & Accident Prevention) -

SANDY MALINOWSKY was welcomed as relief steno, until such time as MARGE CONWAY could be released to replace RUTH HAVLIK. Ruth transferred to Accounting where she will work as stenographer for General Accountant A. J. FITZSIMMONS.

MARY E. CLARKE

GENERAL OFFICE (Transportation) -

FRANK KRAUSE, superintendent of instructions and JIM WALSH, senior station instructor, participated in a traffic court program over TV station WTTM, Channel 11, wherein a traffic violation ticket was challenged by the driver of a private car who received it because he made a right hand turn into the path of a CTA bus, operated by Jim Walsh. Mr. Krause participated in a round table discussion, and his advice was requested. Mr. Krause stressed the fact that all CTA operators are instructed constantly in the merits of defensive driving, so that in addition to protecting their own bus, they can sense the actions of drivers of private cars and act accordingly...JIM ROCHE, operations controls, was recently hosted by his two daughters, MARY ALICE and PATRICIA, junior and freshman students of Siena High school, at a recent father's club dinner at the school. Their Mother, GENEVIEVE ROCHE is a former agent on the Lake street route. The graduation of Mary Alice and Pat from Siena will not

be the end of scholastic events. There are two additional Roche girls and four boys coming up the ranks in the education field.

LINE SUPERVISOR JIM LUVISI has occasion to pop the buttons off his vest. A picture of his nephew, GEORGE W. LUVISI, recently appeared in the People and Events column in a daily newspaper, announcing George's appointment as General Manager of the International Division of Nalco Chemical Company, which operates companies in Italy, Venezuela, Mexico, West Germany and England. Following his promotion George immediately departed for Rome...FRANK THOMPSON, travel information operator, recently lost his Brother, WILLIAM H., a former operator from 69th Street...TELEPHONE OPERATOR MENETTA CONNORS and BOB FERRARI will exchange marriage vows on March 24. The engagement pact was sealed with a beautiful diamond ring, which Menetta received a few weeks ago...OPERATOR ADA GUSTAFSON has returned to her place on the switchboard after a long bout with a foot injury.

(Insurance) -

The girls in the Insurance Department were sorry to say good-bye to MARILYN FERRARO, who has been a part of the Insurance personnel for a long time. Marilyn resigned from the CTA with no immediate plans, except to travel to Florida and soak up some of the sun which Chicago lacks. Can't blame Marilyn for pulling up stakes for a warmer clime. Her duties have been taken over by THERESE RUDDEN, who transferred from the Stores Department. Therese is a recent graduate of Providence High, and is at present enrolled in an evening school course at DePaul university. She acts as recording secretary for Erin's own Football and Social Club, the group who were stranded at Shannon airport in Ireland for a week, awaiting a chartered plane to take them back to the States.

TODDIE MAGNUSON, telephone operator who resigned on company pension just a few months ago, suffered the loss of her husband, BILL, who recently passed away very suddenly.

JULIE PRINDERVILLE

IN THE final typing of the CTA pension fund report appearing in the March issue, the names of some members of the retirement committee were inadvertently omitted. The present committee consists of the following: CHARLES E. KEISER, chairman; DANIEL J. McNAMARA, AUGUSTUS JOHNSON and W. J. MORAN, representing Division 241, and ROBERT PARILLA, representing Division 308, of S.E.R. & M.C.E. of A.; THOMAS J. MURRAY, representing those employes not members of Division 241 and Division 308; P. J. MEINARDI, J. E. HASTINGS, T. B. O'CONNOR, and H. B. STORM, representing the Chicago Transit Authority.

KEDZIE -

OPERATOR EARL ST. PIERRE and his wife, MILDRED, traveled thru the south visiting Miami, St. Petersburg, and Tampa, Florida, where they took a tour thru the Anheuser-Busch brewery and gardens and enjoyed the bird show. They also paid a visit to PENSIONER JIM HATAWAY and his wife who send their regards to all...RUDOLPH DORNER, bus repairman at Kedzie since 1927, retired on pension March 1. We all wish him many more happy and healthful years...COLLECTOR OLD-RICH HOVORKA, who was hospitalized, is now at home. We wish him a speedy recovery... JANITOR ROBERT JUDGE underwent surgery March 12 at the Lutheran Deaconess hospital. We wish him a speedy recovery...HARRY RUTHER, formerly of Blue Island and Lawn-dale, and recently janitor at North Avenue, passed away suddenly while on vacation March 8.

C. P. STARR

LIMITS -

OPERATOR CLEVEN WARDLOW'S picture and writeup concerning his courtesy appeared in the Tribune on March 9...OPERATOR BEN ALSTON has transferred to North Park as a janitor...COLLECTOR FRED FELLER was on the sick list but has returned to work...NIGHT SUPERINTENDENT EARL PETERSON is confined to the hospital and we all hope he will be back soon...We are sorry to report the death of our janitor, BARNEY LOFTUS. Barney submitted to major surgery and had been recuperating at home when death occurred.

SUPERINTENDENT HERMAN ERICKSON and his wife vacationed for four weeks in Florida.. SAM WILSON'S wife recently passed away very suddenly...We visited with RETIRED OPERATOR TOM THYGESEN recently. Tom and wife are enjoying the comfort of their own home on the northwest side. They enjoy the company of their many friends, their son and two grandchildren. Tom retired in February, 1957 and visited his native Denmark for six weeks in 1959. He says "hello" to all his friends at CTA.

GEORGE D. CLARK

LOOP (Agents) -

A dinner was held Sunday, March 4 at the Drake restaurant for MARGARET DONAGHER and JULIA DUFFY. Each received an orchid and a check as a token for a happy and enjoyable retirement. Margaret left January 2 and Julia, March 1, each with about 19 years service. Among the 37 guests, were former agents MARGARET QUEENAN, BRIDGET O'DONNELL, DOLORES BERO, DELLA BRYNE, WINIFRED JOYCE, JULIA CURRY, BRIDIE DALTON and SARA McAVOY. ..NORA ELWARD wishes to thank the employes for their kind expression of sympathy at the time of the death of her brother, WILIAM.

JAMES REGAN, employed December, 1943, retired March 1. James and his wife will move to their new home in St. Petersburg, Florida, after he sells his home here... ALICE MURTAGH, DOROTHY RICHTER, KATHLEEN MCKENNY and DOROTHY PARKER have recently returned to work...PORTER WILLIAM PLAIN'S wife passed away recently...ELIZABETH DIAMOND is convalescing at home after surgery on her eye...GENEVIEVE HARDING is on the sick list at this writing.

EDITH EDBROOKE

NORTH AVENUE -

The hustle and bustle around the SAM GIANPICOLO residence is due to the preparation for his daughter's marriage May 26... St. Patrick's Day found the CTA boys in blue marching in the St. Patrick's Day parade. Although they were dressed in blue you can bet they were wearing a bit of green. As usual, North Avenue was well represented...North Avenue station was equally represented at a Communion Sunday Mass, held by the St. Joseph branch of the Society of the Little Flower, on March 25. Members and families chartered buses to take them to the National Shrine of the Little Flower, located at 6401 S. Woodlawn avenue. After mass a delicious breakfast was served in the Carmelite center...Congratulations to ROCKY MALFESE and SAM MARANTE who celebrated their wedding anniversaries this month. Rocky celebrated his 31st on April 21 while Sam celebrated his 16th on April 26.

Received word from the repair department that REPAIRMAN JAMES GORCZYNSKI was recently married. We here at North Avenue join in congratulating Jimmy and wishing him a happy married life...Step up men, there's money waiting for members at the credit union window. Simply bring in your pass book



IN COMMEMORATION of their silver anniversary on April 10, MR. & MRS. EDWARD W. NOVAK recently celebrated the occasion with a nuptial mass at St. John Fisher church. Ed is a relief district supervisor.

so it can be entered. A four per cent dividend will be added to your account. Do not delay any longer. EDDIE CARROLL says you're welcome to our money! Our terms are fair, our people accommodating and you can get help in a hurry. So if you need a loan hurry to our credit union now...OPERATOR ALFRED A. BARBER has pleasant memories of his trip to Florida. He returned last month with a fine coat of tan. He reports the fishing was great...TOM CARROLL became a grandfather during March...CARL WINDMUELLER recently became a patient at Geneva Community hospital.

JOE HIEBEL

NORTH PARK -

MR. and MRS. SEYMOUR STEINBERG celebrated their 25th wedding anniversary on March 14...OPERATOR CLEVELAND JOINER and his wife recently became the proud parents of a baby boy...CLERK JOE DIGIOVANNI returned from his vacation with a Florida tan...ROBERT BENSON visiting Florida, enjoyed the sights and reported seeing COL. JOHN GLENN take off into orbit...BERT MYRMAN became a proud granddad for the sixth time. He reports a granddaughter was born on March 8...Your scribe became a proud granddad for the 11th time when a granddaughter was born on March 9.

ELMER RIEDEL

NORTH SECTION -

MOTORMAN and MRS. DENNIS OPPENHIEM drove down to El Paso, Texas and then on to Juarez, Mexico, to see the bull fights. The trip, which covered close to 4,000 miles, was made in two weeks...MOTORMEN HAROLD WILLIAMS and KAREL SLOOTMANS flew down to Tampico, Mexico, for their vacation and had the time of their lives...CONDUCTOR and MRS. JOSEPH DALEY motored down to Miami, Florida, with his brother and sister-in-law in their new 1962 car. They enjoyed the beach and the good weather in Miami, then drove to Fort Myers on the Gulf Side for a few days. Both said they would like to live in Florida someday...RECEIVER LOUIS ALTER and his charming wife, LAURA, are very proud of their new pedigree miniature French poodle, LAU-LAU.

CLERK TONY MULLEN, his wife and son recently drove down through Texas, New Mexico, Arizona, and then up to Denver. Tony said that the painted desert at sundown is something they will always remember...CONDUCTOR GEORGE STEIGLEMAN'S son, GEORGE, was voted the most valuable swimmer in the IIAC meet at Charleston, Illinois. He was also said to be the biggest find in recent years for Eastern Illinois university...SUPERVISOR FRED ZIMMERMAN became a father for the fifth time when FREDRICK ZIMMERMAN JR. was born. Mother and son are both doing well.

ORLANDO J. MENICUCCI, JR.

NORTH SECTION (Agents) -

JOHN ELLIS and his wife picked the ideal time for their vacation. They left our snow and ice on February 6, boarded the El Capitan and headed for sunny California. They visited with Mrs. Ellis' sister while there...ANASTASIA O'HARA THOMS has joined the ranks of the pensioners...AUSTRALIA PUDZIS passed away February 18 after a long illness. She will be missed by all of us...JANICE ROGERS is in St. Joseph's hospital in Ottawa, Illinois...We welcome our new agent ANNABELL DREW, whose mother passed away March 10...AGNES HAGEN is confined to Edgewater hospital at this writing...After serving three weeks of jury duty, BETTY MEER had the misfortune of breaking her finger and was unable to return to work...MARIE SCHULTZ spent her vacation in California visiting the two major cities, San Francisco and Los Angeles. She went by jet to Los Angeles.

ELIZABETH HAWKINS

SCHEDULE - TRAFFIC -

GEORGE JOHANNES, schedule maker; BERNIE KINCANON, schedule clerk; FRANK GROLL, traffic checker and CHARLES JAKALE, traffic checker enjoyed March vacations...The girls in the Schedule Department took LAURA SCHRECKE to the Florentine Room at the Italian Village for a celebration on her birthday...We welcome JOHN E. FITZGERALD who transferred from Kedzie station into the Schedule-Traffic Department as a traffic checker.

GERTRUDE F. ANDERSON

SKOKIE SHOPS -

RONALD LINDQUIST, son of Electrician "A" HERB LINDQUIST, is home on furlough and will be married in Norfolk, Virginia. Ronald has been serving aboard the ship "Saratoga" which has been traveling in the Mediterranean...LEWIS KARIOLICH, son of LOUIE KARIOLICH, electrical worker "A", is now aboard a submarine bound for the North Pole, where he expects to stay six weeks...LOUIS LESKO, Shopman, recently suffered the loss of his sister as did JOE BEDNARIK, electrical worker "A"...At this writing Angus "SCOTTY" REID is in the Belmont hospital...FRANK OLSZEWSKI, machine shop foreman, is convalescing at home...WILLIAM FLOWERS, electrician, is in Hines hospital and OLIVER LANG, paint shop foreman, is recovering from an auto accident...GERARD GULLERY, electrical apprentice, recently slipped on the ice and fractured a bone in his ankle...GEORGE LARSON, shopman, is also in the Hines hospital with a leg infection.

E. E. ENGLAND

SOUTH SECTION -

MOTORMAN WALTER JOGERST and his wife, along with his wife's sister and her husband, drove down to Phoenix, Arizona, for a family reunion which was held there. They said the weather was real warm and the sun was shining every day. On the way home at Flagstaff, Arizona, the roads were so snow-packed they had to back-track and take the southern route home...SUPERVISOR BILL LIMANOWSKI is now working on the south section. ..Joining the ranks of the married was TOWERMAN DONALD JOHNSON who married DOLLIE McLAIN on February 28. Our congratulations.

CONDUCTOR CARL SCHEUERMANN and MOTORMAN CHARLES LOUGHRAN each received commendations for aiding sick passengers on their trains recently...PORTER CLARENCE SAYLES'S wife passed away recently...CONDUCTOR EDWARD DOYLE and his wife took a jet to St. Petersburg, Florida, on their vacation and enjoyed the warm weather...Welcome back to ASSIGNMENT AGENT GERRY VINZENS who was on the sick list for a few months. It is a pleasure to see her smiling face again...SWITCHMAN JOHN O'CONNOR happily announced, as he passed out cigars, the birth of his first child, a baby boy named TIMOTHY JOSEPH, born February 16. This made RELIEF STATION SUPERINTENDENT MICHAEL O'CONNOR a grandpa for the second time within a month.

"Hello" to our new employes: TRAINMEN ROBERT MORTON, HERBERT SMITH, THOMAS HAYNES, DALE SLEDGE and AGENT ENGELBERTA CLARK...It is nice to see TOWERMAN THEODIS WELLS, SUPERVISOR BRUNO GORSKI, AGENT AMY GRANT, and MOTORMAN THOMAS GRANAHAN back at their posts after being on the sick list...MOTORMAN JOHN HARAN has flown over to Dublin, Ireland, for a visit. CONDUCTORS, CHARLES SPRINGER and HOWARD LARSON have left us to join the police force...MOTORMAN FRED GRONEMEYER'S daughter, PATRICIA, who is attending Knox college was named to the Phi-Beta Kappa society...At this writing AGENTS FRANK REYNOLDS, LORETTA POTVIN, and HELEN LaFAIRE are still on the sick list...A former employe, VINCENT HANEY, who worked here as a clerk, is ill in Southern Pacific hospital in Tuscon, Arizona, and would like to hear from his old friends...AGENT CHARLES FRANK and his wife took a trip to New Orleans, Louisiana, and joined in the mardi gras celebration. They said the people were very friendly and they had a good time seeing all the sights.

VERNA HARTNEY

SOUTH SHOPS -

CLERK CHARLES BUZA recently lost his brother, ED, who was a retired painter passed away on March 1...BRAKE DEPARTMENT FOREMAN TOM GIBSON lost his mother-in-law recently also...Presently spending a four-

week vacation in Florida are Tool Room FOREMAN TED WASS and his wife...GEORGE VINCOLESE of the machine shop is on the sick list at this writing...MRS. ROSE DECHON recently underwent surgery for a foot ailment, Rose, who is the wife of FREDDIE DECHON, bus mechanic in bay 6, is now home recuperating...Also home after surgery is HORACE (FRENCHIE) REGINER, mechanic and expediter for the Engine Department...Electrician NICK SIMONETTI was called to Florida recently when his father took ill. The recovery of his father and the Florida sunshine made Nick's week an enjoyable one...TONY JAROSY of the body shop who suffered a stroke in October is on the sick list at this writing. Tony's friends send their best and hope he can return soon...Jeep driver HARRY BAKER, who injured his hand in January is also on the sick list. Harry who is a charter member of the square dancing set hopes to return soon, both to work and the dance floor.

RAYMOND WALSH

WEST SECTION (Agents) -

It is good to see AGENT LOUISE DREWS back at work after being absent for several weeks due to illness...A big welcome was extended to AGENT BETTY SEGERSON after an absence of six weeks due to sickness...AGENT MARTIN TEZAK is still off the job because of a broken ankle and wishes to thank all of his co-workers for their thoughtfulness in sending get well cards and phone calls...AGENT JAMES MORROW suffered the loss of his brother, BROTHER HERBERT, a member of the Brothers of Holy Cross for the past 40 years, who passed away the latter part of February...On March 1, AGENT TOM SULLIVAN joined the ranks of the retired and we all wish him many years of good health and happiness...PORTER DAVE JOHNSON drove down Mississippi way a few weeks ago to visit his mother and other members of his family. He enjoyed fine driving conditions on the entire trip...Wish to thank AGENT JIMMY GEORGE for his kindness in installing the supply rack in our station...AGENT WILBUR STRASSER left by train for Las Vegas, Nevada, for a well earned vacation..TOMASO has been training his dog to draw designs on Easter eggs and cautions all to get their orders in early.

When AGENT MYRTLE DOYLE, accompanied by her husband, DAN, Lake Street Clerk, and their son, JOHN, of Archer shops vacationed recently in Florida they had a lovely visit with retired Lake Street Trainmen ANTON BIDUS and WILLIAM BARGHOLT who reside in Deerfield Beach, Florida. Anton says "hello" to all of his buddies in Chicago, and would like to hear from them. His address is 12 S.W. 13th Ct., Deerfield Beach, Florida.

GORDON KELLY

FOR AND ABOUT OUR PENSIONERS

BEVERLY -

TOM NOLAN and his wife, ANN, with the CARL THORKELSONS and EDGAR SCHNEIDER and his wife, ANNA, motored to Clarksville and Nashville, Tennessee; Columbus, Georgia; Huntsville, Alabama; Haines City and O'Cal-a, Florida. From there Tom and his wife went on to Palm Beach, were met by pensioner MIKE HANLEY. JOHN CLARKE lives next door...TOM GREENAN, ED DONN'S father-in-law, who was 89 last November lives at nearby Lake Worth, Florida. Tom went on to Miami, to visit with JOHN J. TODD, 81 years of age, who flew to England in 1961 with his family. He is doing fairly well and wishes to be remembered by his many friends throughout the country...A meeting was held in Ft. Lauderdale recently with many elderly folks testifying on behalf of the bill for Medical care of the aged now being considered by Congress...Senators Smothers, Long and Jennings were present.

- WALTER C. STONE

ELECTRICAL -

JOHN WOODS, retired chief operator of Broadway substation, wrote from San Diego, California, where he enjoyed the winter in a warmer climate...LEO J. DAVIS, former chief operator at 82nd substation, and his wife wrote from the Hacienda hotel, Las Vegas, Nevada, "Here soaking up some good sun, going to California and will return via southern route through Florida. Regards to all."

- GILBERT E. ANDREWS

LOOP (Agents) -

ELIZABETH HILL is in St. Francis hospital, Evanston, Illinois, and would like to receive cards from all her friends...Your reporter received word from KATHERINE O'DILL that she wrote to the St. Paul home

PENSIONERS MEET

THE CTA Pensioners Club of St. Petersburg, Florida, will hold its next regular meeting at 2:00 p.m. Tuesday, May 1, 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, May 17, 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.

where FRANCIS MUELLER is living. Frances is well and has enjoyed her retirement for 18 years. She celebrated her 89th birthday recently.

- EDITH EDBROOKE

NORTH SECTION -

PENSIONER WILLIAM NEUSON and his wife went down to Florida for the months of January and February. They paid a visit to some of the old timers from the North Side. ..JOE HILL, EZRA MORIN, BEN LaBUY, PERRY MILLAR, and CHARLES ELLIOTT send their best to us up in this winter wonderland. BILL went fishing in Largo, Florida, with AL SIKORA. He saw OTTO KOPCHEN and his wife who both love Florida...GEORGE BETTERMAN retired motorman from Ravenswood just returned from Florida with pictures and good tidings. He says everyone down there is in the best of health and enjoying all that beautiful sunshine.

- ORLANDO J. MENICUCCI, JR.

NORTH SECTION (Agents) -

MATHILDA LINDQUIST is confined to the Augustana hospital...ETHEL McCLAY is in the Swedish Covenant hospital.

- ELIZABETH HAWKINS

SOUTH SECTION -

PORTER AMBROSE DUFFY who has been on the sick list for several months retired March 1...RETIRED TOWERMAN PAUL ZOSEL and his wife have bought a trailer and are staying at present in Homestead, Florida. Paul and retired SUPERVISOR HUGH KELLEY went fishing and caught a baracuda which took one-half hour to land. They are very proud of their catch...RETIRED CONDUCTOR DENNIS BARRY paid the boys a visit at 61st recently...RETIRED CLERK ROBERT FRANZ and his wife are down in Largo, Florida, where they escaped our snow and cold weather...RETIRED CONDUCTOR ALBERT JONES passed away recently...RETIRED AGENT EDNA BELL is back in the hospital again.

- VERNA HARTNEY

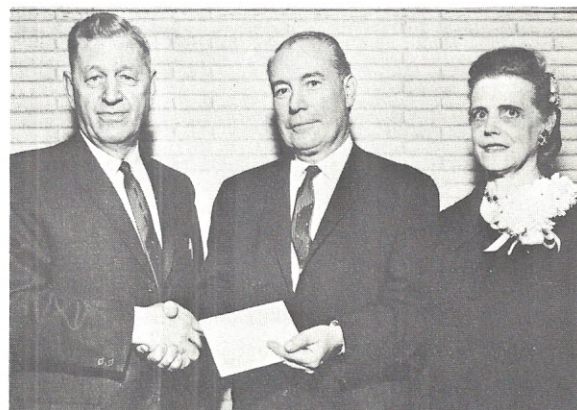
THREE EMPLOYEES who retired with 40 or more years of service on April 1, are (left to right): PATRICK McNALLY, JOSEPH LEWEN and WILLIAM HEELAN.



NEW PENSIONERS

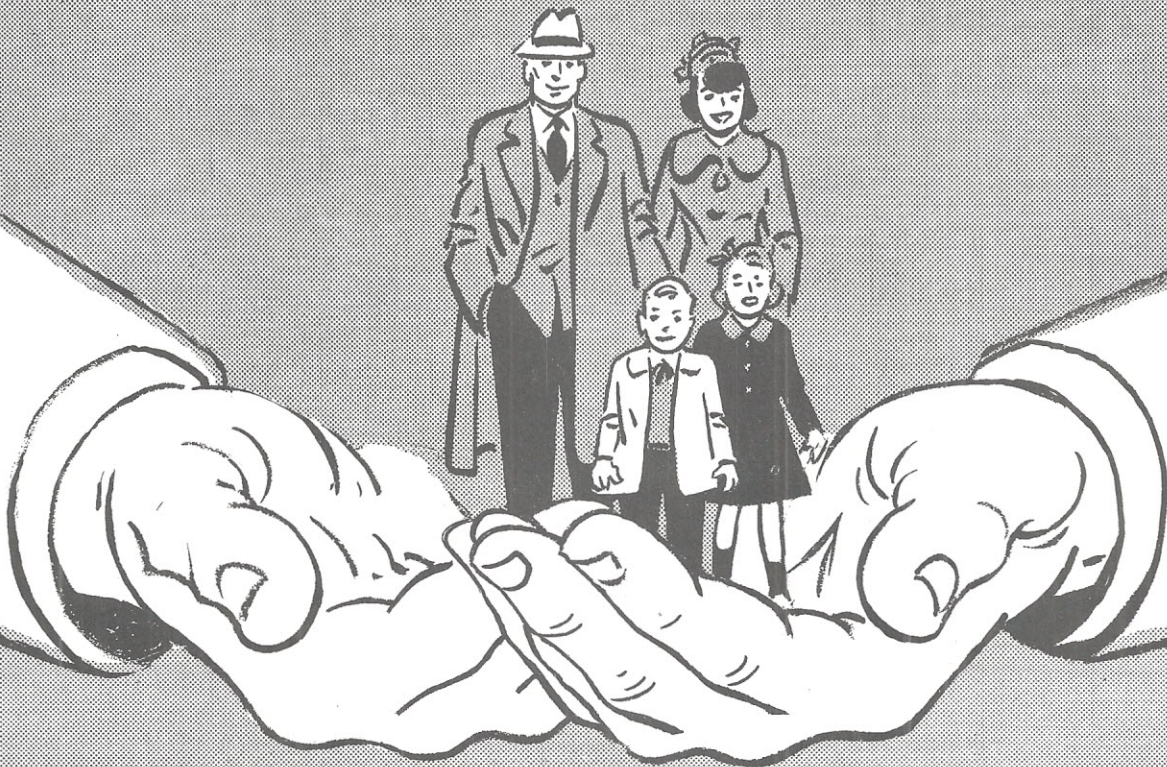
WILLIAM ANDERSON, operator, 77th Street. Employed 6-29-26.
 J. M. BURR, inspector, General Office. Employed 7-13-49.
 MARTIN CONWAY, material handler, Beverly. Employed 1-8-43.
 W. A. ELWART, conductor, Kimball. Employed 5-24-43.
 C. J. HARNETT, operator, Kedzie. Employed 6-10-26.
 S. J. HASLINGER, operator, North Avenue. Employed 6-22-26.
 W. P. HEELAN, conductor, West Side. Employed 4-13-18.
 J. W. HUBERS, operator, North Avenue. Employed 6-1-23.
 T. J. HUGHES, motorman, Lake Street. Employed 4-9-23.
 MICHAEL JOYCE, bus cleaner, North Side. Employed 8-26-43.
 J. T. KAREL, crossing gateman, Lake Street. Employed 10-22-23.
 A. J. KENNY, chief operator, Electrical. Employed 6-13-29.
 E. P. KLOTZBUCHER, combination clerk, Lake Street. Employed 6-23-43.
 CHARLES KUCAN, track gang foreman, Construction & Maintenance.
 Employed 3-23-29.
 THOMAS LAKE, operator, 77th Street. Employed 10-27-27.
 J. G. LEWEN, conductor, Lake Street. Employed 7-24-12.
 J. E. LOGAN, operator, 77th Street. Employed 3-25-44.
 J. M. McEGAN, foot collector, Howard Street. Employed 10-4-43.
 THOMAS McKEAN, bus cleaner, 77th Street. Employed 1-3-29.
 P. J. McNALLY, operator, North Avenue. Employed 7-21-20.
 ALICE MURTAGH, ticket agent, Loop. Employed 9-19-35.
 L. M. OESTERREICH, comptometer operator, General Office.
 Employed 10-30-28.
 CARL PERRY, switchman, Lake Street. Employed 7-23-28.
 F. A. PETERSON, conductor, Lake Street. Employed 2-23-23.
 J. D. PHELPS, operator, 77th Street. Employed 1-25-29.
 E. J. PIPKORN, towerman, South Side. Employed 9-29-42.
 MARTIN PRAZENKA, carpenter "A", West Shops. Employed 2-26-29.
 C. M. QUIST, operator, North Park. Employed 9-1-27.
 F. W. RAPP, operator, Beverly. Employed 2-14-28.
 JOSEPH RATH, sheet metal worker, West Shops. Employed 8-5-25.
 J. A. REGAN, bus repairman, North Ave. Employed 6-15-43.
 VINCENT ROSANOVA, unit exchange clerk, South Shops. Employed 10-14-41.
 ANTON RUTH, watchman, Construction & Maintenance. Employed 9-3-29.
 CUSUMANO SANCES, laborer, Construction & Maintenance. Employed 9-5-28.
 TONY SIGNORE, laborer, West Shops. Employed 7-7-41.
 JOSEPH SMITH, welder, West Shops. Employed 11-29-44.
 A. E. STROBERG, custodian of records, General Office. Employed 10-1-42.
 B. I. TWERY, supervisor of Rapid Transit payroll clerks, General Office.
 Employed 1-28-24.
 C. E. WATSON, craneman "A", South Side. Employed 8-23-30.
 E. J. WELTY, operator, 77th Street. Employed 10-16-23.
 R. O. WILSON, assistant supervisor, General Office. Employed 9-15-13.

RECEIVING GIFTS from their department heads at retirement parties recently held in their honor are (left to right): Ben Twery, Roy Wilson and Lillian Oesterreich with COMPTROLLER P. J. MEINARDI; in the picture on the right, GENERAL SUPERINTENDENT of INVESTIGATIONS and CLAIMS E. J. HEALY (center) presents the gift to Anton Stroberg and his wife.



When they get on
the bus

**THEIR SAFETY
IS IN YOUR HANDS!**



- CURB BUS PROPERLY
- GET THEM ABOARD SAFELY
- MOVE THEM TO THE REAR
TO AVOID CROWDING
- SEE THAT THEY LEAVE SAFELY

SAFE, COMFORTABLE RIDES MAKE REGULAR CTA RIDERS!