

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



DECEMBER, 1962

Letter to Employes Spurs Suggestion Plan

A HEAVY response to General Manager Walter J. McCarter's letter urging employes to participate in the suggestion plan is reported by the Employee Suggestion System office.

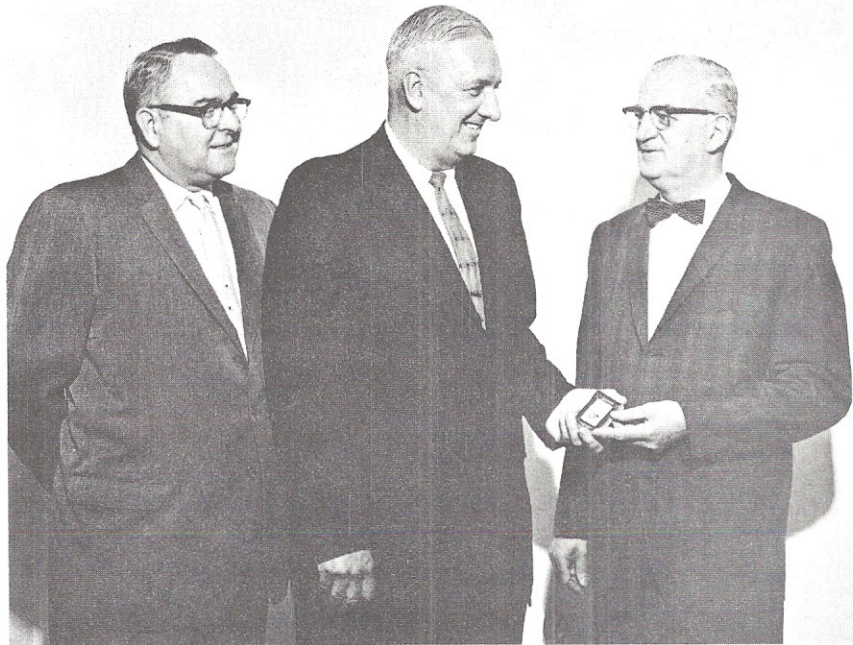
In the first week after the letter was mailed to homes of all employes, 125 suggestions were submitted, and the second week brought a total of 87 suggestions. Normally, the typical week's receipts are 20 suggestions.

Mr. McCarter's letter pointed out that the big effort to increase employe participation was made in recognition of the tenth anniversary of the suggestion plan. He also reported that since the inception of the plan in 1952 that more than 1,350 cash awards totaling more than \$28,000 have been made to CTA employes for their adopted ideas.

It was also announced by the suggestion system office that six awards had been made during the month of November. Two of them, for \$5.00 each, went to Charles Qualiardi of the Shops and Equipment Department. Other winners were: Nora Cronin, Claim Department, \$5.00; Collette Szczepanek, Transportation Department, \$10.00; Donald Bonick, Rapid Transit Transportation Department, \$5.00, and Edward Gertz, Shops and Equipment, \$10.00. Ralph Jossi, electrical lineman, Shops and Equipment Department, also won a supplemental award of \$10.

The accepted suggestions received following the letter are now being processed. Each is studied for its practical value and the result made known to the employe who submitted the idea. Cash awards are based on the estimated first year saving from use of the proposed new method or technique.

AMONG THE first to receive a quality merit award of a CTA engraved Zippo lighter, recently added as an incentive prize by the Employes' Suggestion Plan, was A. A. ("Al") Ekelmann (right), Charter Service Department. Presenting him with the lighter is T. B. O'Connor, general superintendent of transportation and shops and equipment (center) as F. C. Knautz, executive secretary of the Employee Suggestion System looks on.



OUR COVER

PICTURED ON the cover is the Nativity scene as portrayed by a statuary group consisting of wooden miniatures handcarved in the Gardena valley, high in the Dolomite mountains of the Italian Tyrol. The amazing likenesses of Mary, Joseph and the Christ Child in the manger are notable for the intricate skill with which the artisan has brought out every detail of the figures which are recognized throughout the Christian world as the symbol of the Christmas story. The animals around the manger carry out the theme of the birth in a stable in Bethlehem. The original photograph was made possible and arranged through the cooperation of Anri Woodcarvings incorporated, with showrooms in the Merchandise Mart.

New Three-Year Wage Contract In Effect December 1

A NEGOTIATED three-year wage settlement plan for approximately 11,500 CTA employes, advancing wage costs in the first year by about \$3,000,000, was accepted by referendum of the employes on November 27 and 28 following approval by the Chicago Transit Board at its meeting November 11.

Members of Division 241 of the Amalgamated voted approval of the new contract by 5,963 to 161, Division 308 by 674 to 67.

The new contract will expire November 30, 1965.

For hourly rated employes of Divisions 241 and 308 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, the plan calls for a three-stage wage increase, as follows:

- 11 cents per hour, December 1, 1962;
- 9 cents per hour, December 1, 1963, and
- 7 cents per hour, December 1, 1964.

In addition, the cost-of-living allowance of 5 cents per hour is frozen into the basic wage rates. Effective December 1, this year, the rate for one-man operators, who constitute the majority of CTA employes, went to \$2.86 per hour.

Monthly rated employes, who are members of the two divisions, receive wage adjustments on a percentage basis, as follows:

- 4 per cent, December 1, 1962;
- 3.273 per cent, December 1, 1963, and
- 2.545 per cent, December 1, 1964.

For all 11,500 employes a cost-of-living allowance will be continued, based upon a formula involving the percentage increase in the cost-of-living index for Chicago as determined by the U.S. Bureau of Labor Statistics.

Wage negotiations were being conducted with representatives of the several craft unions having members among CTA employes when this issue of Transit News went to press.

In addition to the wage adjustments, the plan increases welfare benefits. Life insurance is increased from \$2,000 to \$2,500; hospitalization daily room and board advanced from \$6 to \$10 per day; hospitalization extras from \$30 to \$100 per illness; emergency care advanced from \$10 to \$100; sick and accident allowance increased from \$50 to \$56 per week, and vacations for employes with 25 years service increased to five weeks. Four hours pay for jury duty will be paid to hourly rated employes.

These increases in welfare benefits, together with some other minor adjustments, add approximately \$675,000 to the first year's cost of the proposed settlement plan for this group of employes.

The total wage and welfare cost of the plan for the second and third years will add \$3,100,000 and \$2,850,000, respectively, to the first year cost of the settlement plan.

Lease Site for New Bus Turnaround

PLANS FOR a new turnaround for CTA's South Pulaski route buses were announced recently when the Chicago Transit Board approved entering into a 10-year lease with the Chicago Park District for the rental of property in Bogan Park at 81st street and Pulaski road.

The new turnaround on the east side of Pulaski road at 81st street will enable CTA riders to make direct connections between the South Pulaski road buses and 79th street buses and will provide service to Bogan high school, Bogan Park, the shopping center at 79th street and the rapidly growing residential area adjacent to Pulaski road.

When the new terminal is placed in service, all Pulaski road service will reach 79th street. At the present time, buses outside of the rush periods have been terminating on private property on the east side of Pulaski road at 75th street. This arrangement was necessary until property could be obtained south of 79th street.

A.M. and P.M. rush period service will continue to terminate at 87th street.

Plans for the construction of the new turnaround are underway. After the plans have been approved by the Chicago Park District and the City Planning commission, the turnaround construction will be completed in about 30 days.



HELPING TO put this year's Crusade of Mercy over the top was this team of eight CTA general office employees who participated in the solicitation of business concerns as part of the overall campaign organization. Members of the team are: standing, left to right - Robert C. Quetschke, Transportation; J. E. McCoy, Real Estate; Richard Koprowski, Training and Accident Prevention; Edward Ahlbrand, Specifications; Lawrence Georges, Responsibility Reporting. Seated: James Lynch, Stores; W. J. Thomas, Schedule; William Baxa, Public Information, captain of the team, and Don Lemm, Responsibility Reporting.

Over \$72,000 Pledged to Mercy Fund Appeal

CTA EMPLOYEES pledged a total of \$6,052.45 per month through authorization of payroll deductions to the 1962 Crusade of Mercy appeal fund of the Community Fund and Red Cross in the recent system-wide campaign.

Of the total of 12,688 on the payroll as of October 31, 90.79 per cent, or 11,520 employes, are actively participating in the Crusade of Mercy campaign, either through monthly payroll deductions or by cash contributions.

Projected over the year, the authorized monthly payroll deductions total \$72,629.40 for the 12 months beginning November 1, if all the authorized deductions remain in effect for the entire year. In addition,

\$3,700.25 was collected in non-recurring cash contributions.

Specifically, a total of 9,886 employes as of November 1 had authorized monthly payroll deductions. These included 860 new pledges for regular payroll deductions.

The breakdown of contributions show that four surface system stations - Lawndale, Keeler, Limits and Forest Glen - had a record of 100 per cent employe participation. Other stations were well over the 90 per cent mark.

The money contributed will help support the year 'round programs of 142 local health and welfare agencies of the Community Fund plus Chicago's share of Red Cross needs.

THIS CERTIFICATE, citing employes for their outstanding support of the 1962 Crusade of Mercy, was presented to CTA representatives at a recent luncheon meeting held at the Sheraton-Chicago hotel. A total of 9,886 employes had authorized monthly payroll deductions as of November 1. Of these, 860 were new pledges.



CITATION

presented to

EMPLOYEES OF

CHICAGO TRANSIT AUTHORITY

for

OUTSTANDING EMPLOYEE SUPPORT

in the

Community Fund-Red Cross

CRUSADE of MERCY

Dayford A. Freeman, Jr.
 DAYFORD A. FREEMAN, JR.
 General Campaign Chairman

Rail Rapid Transit Approved for Northwest Expressway

CTA'S PROPOSED \$36,000,000 extension of rail rapid transit via the Northwest Expressway median to at least Cumberland avenue (8400 W) near Higgins road was declared December 6 by experts to be the most effective improvement in public transportation that could be made to reduce traffic congestion in the city's Northwest corridor.

This determination was made by the nationally known consulting firm, Parsons, Brinckerhoff, Quade and Douglas, of New York and San Francisco, which was retained jointly by Chicago Transit Authority and the Chicago and North Western railroad.

"There is a genuine need for enlarged or different public transportation in the northwest area," their report stated.

The proposed extension, according to the consultants, would increase CTA patronage by about 9,700,000 riders annually, including some 1,900,000 drawn from the North Western, and would forestall automobile trips approximately equivalent to four expressway lanes.

"Some vehicular congestion still would remain," the engineers said, "but a major improvement would result in movement of passengers to and from Chicago and beyond."

Employment of the engineering firm was occasioned by the North Western's objections to the proposed extension of CTA rapid transit facilities and service although space has already been provided for rapid transit tracks in the median of the Northwest Expressway.

Chicago Transit Board and officials of the North Western agreed to have mutually acceptable independent engineers study the transportation needs of Chicago's northwest side, including CTA's proposed extension, and to share the cost of the study. Begun April 18, 1961, the study cost \$111,000.

As proposed by CTA, the extension would connect with CTA's Milwaukee rapid transit branch between Talman and Rockwell, extend north to the Northwest Expressway, and then north and northwest in the expressway median to Cumberland avenue, a distance of ten miles.

Estimated construction cost is \$36,000,000 not including \$8,200,000, for additional rolling stock that CTA would have to purchase. Revenues from the extension, according to the engineers, would approximately equal operating costs. However, debt service for these capital costs, and an increase of \$1,110,000 in the North Western's commuter service deficits due to

further loss of patronage, the engineers said, would impose an additional cost of \$3,700,000 a year.

This cost, the engineers said, must be weighed against the economic and other benefits which would be gained, and compared with the cost of providing equal relief of congestion by other means.

The extension, the engineers said, would effectively breach the barrier of the Northwest corridor congestion, abating demand on highway facilities by 12,600 vehicle trips on an average weekday in 1970.

"This means a reduction in demand for Northwest corridor highway facilities equivalent to about four expressway lanes," the engineers asserted. "The cost of an alternative solution by means of another expressway would be exorbitant."

Assuming that some public agency would join CTA in constructing the extension, the engineers estimated that CTA's share of the \$3,700,000 annual cost over and above the capital outlays would be \$1,600,000 a year, covering payment of \$855,000 a year to amortize the cost of the fixed transportation equipment, and \$765,000 as debt service on transit cars purchased for the operation. Of the remainder of this additional annual cost, \$1,000,000 would be borne by the other sponsor, and \$1,100,000 by the North Western in increased suburban service operating deficits.

The consulting engineers, however, suggested consideration be given to a major modification of CTA's proposed routing, which would add \$8,400,000 to the estimated \$36,000,000 construction cost of the project. The modification would route part of CTA's Milwaukee branch trains north from Division and Ashland to a connection with the North Western at its Clybourn station, near Ashland and Cortland, which serves the road's Wisconsin and Milwaukee divisions. From that point, CTA trains would be routed by the North Western's Wisconsin division to a connection with the Northwest Expressway near Diversey, and then northwest and west in the expressway median to Cumberland. The annual additional cost of this plan, over and above the capital outlays, is estimated at \$5,300,000 by the engineers.

Provided that CTA rapid transit is not extended into the Northwest corridor, the engineers said, an optimum program for improving North Western service would increase the road's commuter traffic volume by three to five per cent only, an amount

(continued on next page)

Northwest Expressway (cont'd. from page 5)

neither sufficient to breach the corridor's transportation barrier, nor large enough to produce significant relief of congestion in the approaches to downtown Chicago.

In summarizing their findings, the engineers said, "there are five major policy alternative courses of action," with indicated results, as follows:

1. Take No Action. The already serious increase in traffic would continue unchecked, as would the North Western's commuter service deficit.

2. Raise Chicago and North Western Fares Sufficiently to Eliminate Suburban Service Operating Deficits. This would discourage patronage. As a consequence, vehicular traffic in the Northwest corridor would tend to increase by an amount equivalent to the operating capacity of two expressway lanes, one in each direction, thereby worsening congestion.

3. Build the Northwest Rapid Transit Line. Revenues would be adequate to recover operating costs but not to meet debt service on capital costs. Additional losses would be imposed on the North Western because of diversion of

patronage. Vehicular congestion while not completely eliminated, would be reduced by an amount equivalent to four expressway lanes which would be far more costly to build.

4. Reduce North Western Fares by at Least One-Third. North Western's suburban service operating deficit would increase by some \$2,700,000 to about \$4,600,000 annually. Vehicular congestion in the northwest corridor, while not eliminated, would be relieved by an amount equivalent to about four expressway lanes.

5. Build the Northwest Rapid Transit Line and Reduce North Western Fares. Adoption of both the third and fourth alternatives would result in essentially eliminating vehicular traffic congestion in the Northwest corridor at a cost of approximately \$5,300,000 annually, not including the road's current level of losses.

Regarding the North Western deficits from suburban operations, recent developments, particularly for eastern railroads, indicate that the North Western cannot be required to sustain such deficits indefinitely, the engineers said.



R. E. Link Retires

After 44 Years

of Service

ENDING A Chicago transit career that extended over nearly 44 years of service with CTA and predecessor companies, Robert E. Link, veteran engineer, went on to the retirement list on December 1.

Mr. Link who started as a draftsman with the Engineering Department of the

former Chicago Rapid Transit Company in February, 1919, subsequently became associated with many engineering assignments. At the time of his retirement, he was resident engineer on the Lake Street elevation project, a \$4,000,000 construction program, which was placed in operation on October 28 of this year.

During his long career, Mr. Link served as resident engineer on such other major projects as the remodeling of the Wells street terminal in 1927; the construction of Beverly station, 103rd and Vincennes avenue, in 1949; the Franklin-Ontario column removal in connection with the building of the branch of the Northwest Expressway, and the reconstruction of the Wilson avenue rapid transit station to provide four-track operation through the station, in 1960 and 1961.

He also served as field engineer in the building of the Westchester branch of the former Garfield Park route in 1926 and in preliminary construction work for North Park station, 3112 W. Foster avenue, in 1949 and 1950.

Mr. Link, who owns his own home and lives in the Edgebrook area of Chicago's Northwest side, plans to maintain his residence in the city after retirement.



A WINNING performance in the Interstation Safety Contest for the third quarter of the year brought award plaques recently to the stations that topped the totem pole in the two divisions of competition. In the photo at the left, Superintendent John Frugo of Kedzie station accepts the surface system plaque from CTA General Manager Walter J. McCarter. Pictured at the right is the presentation of the rapid transit system award to W. J. Gillies, station superintendent south section, at 61st street, by D. M. Flynn, superintendent of transportation.



Ray Willem

**Peace Corps
Attracts Sons
of Two CTA Families**



Walter Harrison

TWO SONS of CTA employes have been accepted for the Peace Corps and assigned to duties in other countries in accordance with the policy placed in effect earlier by the federal government.

Ray Willem, son of Mrs. Julie Willem of the Electrical Department, will report early next year to teach mathematics in the public school system of Nigeria. He will undergo a three-month training program before leaving for the African continent.

Walter Harrison, son of Supervisor James Harrison, District "B", left October 30 for Santiago, Chile, where he will teach in the native schools for the next 20 months.

Both young men are graduates of the University of Illinois where Mr. Willem received both bachelor and doctor degrees from the school of engineering. Mr. Harrison, following his graduation, took an eight-week course in Spanish and economics at Purdue University and a six-week conditioning course in Puerto Rico in preparation for his assignment in Chile.

The federal government furnishes Peace Corps personnel with allotments to cover necessary expenses such as food and clothing. The food, incidentally, is the standard fare of the country.



FROM THE days in 1950 when Lawrence Kostka of Cicero was 12 years of age he has been fascinated by streetcars and trains.

Now as a soldier stationed at Fort Devens, Massachusetts, he has the chance to further his hobby by becoming the caretaker of an old retired CTA streetcar that he used to ride when he was a boy.

Kostka discovered that the car, No. 225, one of the old red streetcars which ran on the Cermak road line, was a prize exhibit in the Seashore Electric Railway museum in Kennebunkport, Maine, some 125 miles from Fort Devens. Since last June he has spent every spare moment working on the old trolley and, as a result, had the car in top shape to carry passengers and appear in the museum's exhibit held in October.

When a schoolboy, Kostka had ridden "Old 225" hundreds of times on its Cermak road run and, with the insight of youth, realized that this type of vehicle would soon disappear from the Chicago scene.

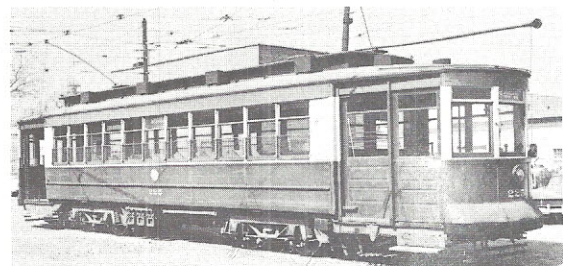
When 12 years of age, he borrowed a box camera and began snapping pictures of every trolley he saw. Later in 1954, he took an excursion to CTA carbarns on a trip commemorating the imminent passing of the era of the trolleys.

The sight of countless rows of cars standing idly on the tracks waiting to be destroyed resulted in him and his friends renting "Old 225" for a ride. A month before the trolley was to leave for the museum, he again visited the carbarns and talked the shop men into letting him run 225 back and forth behind the barns. He

confesses that when it was loaded on a flatcar for transportation to Maine, he felt he had lost an old friend that he would never see again.

Kostka's early interest in "Old 225" was never a casual thing, according to his parents, who cannot recall when he was too small to love trains. During his formative years, and especially when attending Morton East high school, his interest in trains continued and, as a result, he now has an extensive collection of train mock-ups.

He is an active member of the Illini Railroad Club, an organization of rail fans which in the days when trolleys were operated on CTA routes frequently chartered streetcars for tours of CTA properties and terminal facilities.



Car 225 was one of the three "Big Pullmans" saved by the CTA with the retirement of red streetcars in 1954. Along with cars 144 and 460, it is one of the last cars of the fleet of 600 ordered in 1908. Car 144 is at the Illinois Railway museum, North Chicago, Illinois, and car 460 is presently in storage at South Shops pending its movement to a permanent CTA display site.



THREE RAPID transit supervisors recently began a line supervisor training program under the direction of Transportation Department personnel. Observing the operation of the equipment used in the line supervisor's office are, left to right, standing: Bruno Gorski, Robert Desvignes and James Roberts, the three trainees; John Higgins, superintendent of rapid transit operations, and George Krambles, superintendent of operations and planning. Demonstrating use of the equipment are, seated, left to right: James Roche, superintendent of operations control, and Russell Elderkin, line supervisor.



OUR PUBLIC SPEAKS

THIS IS the time of year when it is well to give thought to the good old-fashioned custom of making New Year resolutions. How popular this practice is in the age of uncertainty in which we live is indeterminate. But regardless of whether or not we decide to set our aims for the year ahead and resolve to accomplish them, the year's end also is a time for retrospection.

It is time to pause and consider what we have done in the old year that could have been done better. Have we tried to handle the responsibilities entrusted to us to the best of our ability?

This brings into consideration the attitudes toward our jobs. We might well ask ourselves: "Have I contributed to making CTA service more desirable to our patrons?"

Honest self-examination may disclose that we have grown less conscientious in job performance. Laxity can become a habit that can easily spoil good intentions.

The year 1963 can be a year of promise if we start with the resolution to improve our work habits and strive to improve standards of safety, courtesy and efficiency. This is a combination that will assure greater approval and establish closer liaison with the public we serve.

These letters of commendation, recently received in the Service Section of the Public Information Department, illustrate what efforts are and can be made by all CTA employees:

"This forenoon I went to the 63rd and Halsted neighborhood to do some shopping and used the 63rd street bus to and from there. On the return 63rd street bus I, because I am partially blind, asked a nice lady near me if I was on a bus that went all the way to Stony Island avenue and she said yes and told me that when she got off she would ask the driver to call it for me. The operator was No. 11032 (G. B. Holland, 69th). He not only called my terminal but every street between Halsted and Stony, and I have never before heard anyone enunciate as clearly as he did. I heard every street perfectly and it was as though I was looking at a map of the city. I knew the streets and was prepared to get off without rushing or wondering how close I

was to the end of the trip where I would transfer to a No. 1 bus.

"The operator did not distort the street names by yelling or mumbling, but in a modulated voice he enunciated so clearly that everyone could understand what he said. This operator deserves a commendation."

This letter from a resident of Glenview, praises Agent Evelyn Lanz (Tag No. 393, Howard Street) in this manner:

"I'm sure you often have complaints about the attitude of some of your employees and most of us neglect to call your attention when we receive extra courteous treatment. I just want to tell you that I received very courteous and helpful advice recently when I asked how to get to Glenview from the Lawrence avenue station. I had never seen or known the lady before, so she had no idea how much I appreciated the extra helpful advice she gave me and I just wanted CTA to know that she is a credit to your personnel."

Every letter of commendation is an expression of good will towards CTA and its employees. Here's an example:

While riding a CTA bus on the Pulaski-111th route I lost my mink scarf. When I called CTA and described it, much to my delight I was told it had been turned in. I certainly wish to commend Operator G. E. May, (Badge No. 5169, Beverly) who recovered it. In this day and age when we hear of so much dishonesty I certainly feel that we all aren't so bad as one is led to believe. Operator May must be a very fine man and I wish to convey my appreciation for his honesty."

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

	November 1962	October 1962	November 1961
Complaints	1210	999	1237
Commendations	122	93	128

MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Consultant

THE USE AND ABUSE OF LAXATIVES

THE USE of laxatives is a problem which has its origin with the beginning of mankind. This subject is of world-wide interest. It is almost unbelievable but true that over 100 million Americans spent \$162 million on laxatives in the year 1961. These figures were quoted in a recent article of Today's Health. The sad part of the story is the fact that the universal and indiscriminate use of laxatives is not only unnecessary, but sometimes dangerous and, in a few cases, fatal.

Why people continue to follow this foolish practice may be partly explained by the following cases in point.

First, many children are needlessly given laxatives by their overanxious parents. Thus, the child is subjected to a bad habit in early life which is frequently difficult to get away from in later years.

Second, many persons have the erroneous idea that to be healthy there must be a thorough "cleaning out" of the bowels every week and also a good bowel movement every day.

Third, the public mind has foolishly accepted the theory of "auto-intoxication," which means that retained intestinal wastes poison the blood and help to produce headaches, fatigue and other illnesses. The modern physician will tell you that this is not so.

Fourth, another reason people use laxatives is that they are brainwashed into the idea by misleading advertisements, TV programs and many other unethical agencies. The people who go for the laxatives in a big way become neurotics.

A better and clearer understanding of laxatives and constipation may be had if we remember a few general facts about the digestive system. Briefly, the foods pass into the stomach where churning and mixing with stomach juices and acids takes place. Next, the contents start the journey through the small intestines which are about 20 to 25 feet long. Here the foods are digested further with liver, pancreas and other digestive juices. Absorption by the blood of the nutritious elements takes place in the small intestines. When the food residue reaches the colon or large bowel it is in a semi-liquid state. The

main function of the colon, which is about five to six feet long, is to extract the water from the food residue.

Thus we see that when the residue is pushed through too fast by laxatives loose stools result. If the journey through the colon is slow or delayed, constipation develops. Briefly this represents the basic principles of constipation and the use of laxatives. The average time required for digestion in the small bowel is about five to fifteen hours. In the large bowel the process consumes three to four hours.

Many factors determine the regularity of bowel action. Some of the factors are: the nature of the diet consumed, nervous tension, worry and anger, exercise, drugs and, of course, certain diseases of the gastrointestinal tract.

The following general information about laxatives may be helpful:

Remember the intestines will in most cases take care of themselves if you leave them alone.

Everyone should aim to follow a well balanced diet of proteins, carbohydrates and fats with plenty of water.

Do not postpone the call to nature.

Sometimes an occasional enema is more beneficial and less harmful than starting the laxative habit.

Laxatives over a period of time are more apt to cause constipation than to cure it.

Laxatives should never be taken in the presence of undiagnosed abdominal pain. Such pains mark the underlying symptoms of serious disease. There are numerous cases on record where laxatives have caused a rupture or perforation of an inflamed appendix.

There are a few instances in which laxatives are definitely indicated and helpful. Only the doctors know what condition calls for their use. If persistent pain or constipation develops, see your physician before taking laxatives. He will make a careful examination to determine whether further tests are necessary and what the proper treatment should be.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF OCTOBER 1962 AND 1961, TEN MONTHS ENDED OCTOBER 31, 1962 AND 1961
AND TWELVE MONTHS ENDED OCTOBER 31, 1962

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

	Month of October		Ten Months Ended October 31,		Twelve Months Ended
	1962	1961	1962	1961	Oct. 31, 1962
Revenues	\$12,027,513	\$11,782,943	\$115,341,928	\$107,677,498	\$138,275,177
Operation and Maintenance Expense	<u>10,661,157</u>	<u>9,557,982</u>	<u>95,563,242</u>	<u>93,339,045</u>	<u>114,842,218</u>
Available for Debt Service	<u>1,366,356</u>	<u>2,224,961</u>	<u>19,778,686</u>	<u>14,338,453</u>	<u>\$23,432,959</u>
Debt Service Requirements:					
Interest Charges	327,181	341,772	3,347,601	3,478,894	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	1,666,667	1,666,666	
Deposits to Sinking Funds -					
Series of 1947 (2)	144,887	135,547	1,392,827	1,292,547	
Series of 1952 (2)	31,250	29,583	312,500	295,834	
Series of 1953 (2)	<u>9,510</u>	<u>9,004</u>	<u>166,631</u>	<u>36,015</u>	
	<u>679,495</u>	<u>682,573</u>	<u>6,886,226</u>	<u>6,769,956</u>	
Balance Available for Depreciation	686,861	1,542,388	12,892,460	7,568,497	
Provision for Depreciation	<u>962,201</u>	<u>942,635</u>	<u>9,227,354</u>	<u>8,614,200</u>	
Deficit in Depreciation Provision or Balance Available for Other Charges (3)	275,340 ^r	599,753	3,665,106	1,045,703 ^r	
Appropriated for Revenue Bond Amortization	-	-	950,141	-	
Accumulated Deficit in Depreciation at Beginning of Period	-	<u>1,899,010^r</u>	<u>843,082^r</u>	<u>253,554^r</u>	
Deficit in Depreciation Provision or Balance Available for Other Charges at Close of Period	<u>\$275,340^r</u>	<u>\$1,299,257^r</u>	<u>\$1,871,883</u>	<u>\$1,299,257^r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>44,430,915</u>	<u>43,493,787</u>	<u>421,797,030</u>	<u>421,306,076</u>	<u>506,022,717</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, 1963.
- (2) Equal monthly installments to currently retire Series of 1947, 1952 and 1953 Revenue Bonds by purchase in the open market, after invitation for tenders, or by call on next interest date.
- (3) 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.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Kagan, Harold, Conductor, West Section
McFadden, Dennis N., Accounting Trainee,
General Office

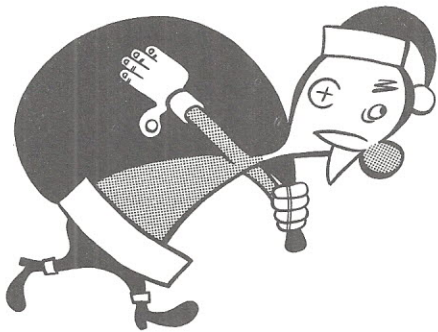
RECENTLY RETURNED

Bailey, Frank C., Operator, Archer
Evans, Albert D., Operator, Forest Glen
Mayberry, Dave L., Operator, 69th street



SARAH McDONNELL, posting machine operator, Revenue (with Marie Havlik, reporter):

"Thinking of Christmas as a child in Ireland does not seem very long ago. I well remember the candles lighting up every window, the smell of good cooking from my mother's kitchen, and anxiously awaiting Santa's arrival. The customs of Christmas vary but the spirit remains the same the world over. In America it's 'Merry Christmas to you.' In Ireland it's 'Nodlag Sona duit.'"



DONALD LEMM, analyst II, Methods and Procedures:

"The most vivid memories I have of Christmastime in my youth were those years when I was an altar boy at St. Simeon's in Bellwood. In those days we had an old army barracks for a church, and it took a lot of work to set up the stable scene, to clean the church and decorate the altar, to make sure the gas heaters were in working order--but the muscle aches were all but forgotten in the feeling of contentment and joy that went with celebrating Christ's birthday at midnight mass."

LOCATION: Accounting Department

INQUIRING REPORTERS:

Marie Havlik and Eileen Neurauter

QUESTION:

What do you remember most vividly about Christmas in your early childhood?



MARION E. SUTHERLAND, key punch operator, IBM (with Eileen Neurauter, reporter):

"I will always remember my eighth Christmas - I was chosen as an angel for our school play. We had rehearsed many times in full costume, which consisted of a cheesecloth robe and cardboard wings. The eve of the play arrived, and I became very ill with a severe case of measles. It was heartbreaking for me - and also for my two playmates who were quarantined at home for Christmas."



CLARA LAWRENCE, comptometer operator, Voucher:

"When I was about five years old, several of my little friends, our parents and I were invited to a neighbor's home on Christmas eve and when we were called into the living room, there was Santa on the floor with his foot supposedly caught in the fireplace. Of course, we were awestruck and when we went home that night, I said to my mother, 'That wasn't Santa Claus - - he was Mr. Holten.' Thus ended my illusion of Santa but it stands out in my memory in my early childhood. However, our family Christmas celebrations have always been very festive occasions and we enjoy being together for the holidays."



HAROLD F. EBELING, accountant, Property Accounting

"A lasting boyhood memory of Christmas is spending the day at my maternal grandparents' home. After a hearty dinner and the exchange of gifts, which weren't so plentiful in those days, the family would relax in the parlor, singing and listening to carols played on the Victor phonograph. Most impressive to me was Madame Schumann-Heink's rendition of Stille Nacht (Silent Night) in German. To this day, that song continues to symbolize and exalt the reverent spirit of Christmas to me."

Yule Cards Reflect Life in Many Lands

SANTA CLAUS is surrounded by various symbols of the Yule season in this colorfully illustrated early American Christmas card.



THE STORY of Christmas in America is nowhere more charmingly illustrated than in the quaint and colorful Yule greetings exchanged in this country during the last century.

These antique cards tell a fascinating, frequently nostalgic tale of the customs and traditions associated with the Christmas season of our grandparents' day.

Some of the earliest American cards bore designs that would hardly seem in keeping with the Yule season today. One group, for example, by the noted illustrator Frederick Church, had a patriotic motif. They were among the first to be introduced to the American public. The occasion was the great Centennial Exhibition in Philadelphia in 1876, a time when patriotism was running high. Like all forms of art and literature, greeting cards reflect the moods and tastes of the period.

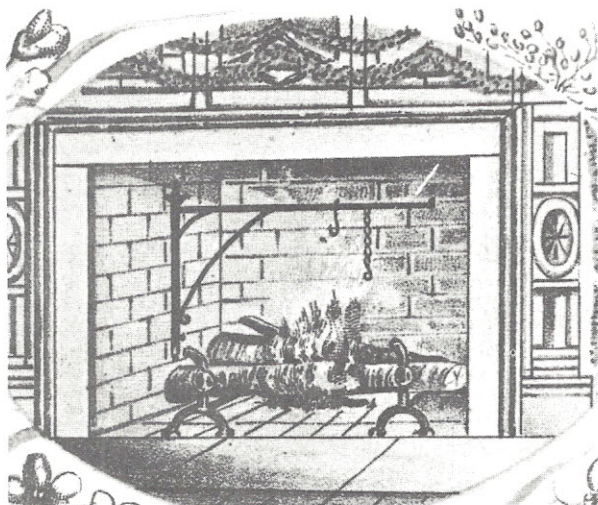
Christmas greetings had their origin as recently as 1843 and were almost exclusively an English custom until their widespread popularity in America some 40 years later.

The first American Christmas cards were published in Boston by a man named Louis Prang. They cost a penny each and were modest in size and design by modern standards. Prang, who would later be known as "the father of the American Christmas card," was a German refugee who had established a successful business selling visiting cards, business advertisements and announcements both here and in England.

In 1872, he began printing brief Christmas sentiments on small visiting cards and found that they sold well in England. These unique, improvised Yule greetings, some bearing floral designs on black backgrounds, were among the cards introduced to the American public at the centennial.



VISITING CARDS on which a brief Christmas sentiment was printed were the first American Yule cards. This one, from the late 1870's, indicates how the greeting appeared in design. By 1880, they were postcard-size and longer texts and pictures began to appear.



CHRISTMAS GREETINGS of the 1880's sometimes were devoted to themes other than the Yule season. Illustrated and imprinted on this antique was a decorated fireplace and the text matter was one of Longfellow's most popular poems.

When Prang noted that the idea of sending printed Christmas greetings was well received here, he set aside other interests to concentrate on the new Yule cards. Within two years, the greetings had been enlarged to postcard size. Longer texts and pictorial designs appeared and a series of cards with flowers, birds and animals became very popular.

There is abundant evidence of artistic designs still in use today, such as New England snow scenes, church bells, sleighs pulled by teams of horses hung and firesides with Christmas stockings hung at the mantel.

As the Christmas cards became more and more elaborate, some bore a fringe and tassels and these beautiful cards were hung in homes. It was also a common practice to preserve favorite cards in the family album.

Under Prang's leadership there followed a brief period in the history of American greeting cards during which some of the finest art and design was created. One of his best known cards, and an outstanding

example of the elaborate detail of these period cards, shows Santa and his reindeer on a snow-covered rooftop encircled in a holly wreath. In the background of the card are snowbirds, pealing bells, a distant church spire and all the symbols of the Christmas season.

This great era of Christmas art and design flourished for only a brief span. Its decline, beginning in 1895, resulted from the overwhelming competition of cheap prints from Europe.

Colored penny postcards, mostly from Germany and still carrying the Santa Claus and holly theme, flooded the market, and this virtual monopoly continued until after the First World War.

American cards reasserted themselves in the 1920's when the impersonal postcard was superseded by more formal engraved cards with sentimental verse, again enclosed in an envelope. These have grown steadily in popularity and in artistic excellence ever since.

OLD FASHIONED Yule design is reflected in standup, three-dimensional cards this year. Other Christmas cards include color reproductions of works of old masters (left) many of which also contain prose or poetry by famous writers.



NEW PENSIONERS

- M. S. BALLE, Operator,
North Ave. Emp. 2-25-27.
- W. J. BEHNKE, Janitor,
Lawndale. Emp. 1-16-43.
- MICHAEL BIGGANE, Yard Foreman,
Mat'l & Supplies. Emp. 7-5-27.
- G. J. BOJAN, Agent,
North Section. Emp. 10-3-23.
- W. L. BROUSE, Operator,
North avenue. Emp. 5-23-46.
- STANLEY CIBULA, Repairman,
South Div. Emp. 6-14-43.
- J. A. ENGBERG, Machinist,
South Div. Emp. 1-22-29.
- M. F. GALLAGHER, Operator,
North avenue. Emp. 6-8-26.
- F. W. GUNSOLUS, Operator,
77th street. Emp. 1-26-23.
- P. A. HAGSTROM, Agent,
North Section. Emp. 2-7-24.
- O. G. HARMS, Collector,
77th street. Emp. 11-6-29.
- EDWARD HERATY, Mail Clerk,
General Office. Emp. 3-3-23.
- F. J. HIGGINS, Gateman,
West section. Emp. 12-13-40.
- STANLEY JANIK, Carpenter "A",
South Div. Emp. 6-18-42.
- S. J. JOHNSON, Porter,
West section. Emp. 1-6-25.
- C. F. KENNY, Agent,
West section. Emp. 11-12-42.
- M. J. KENNY, Operator,
Kedzie. Emp. 10-24-29.
- CHARLES KLEMICK, Operator,
Archer. Emp. 12-10-26.
- C. A. KROPIK, Operator,
Forest Glen. Emp. 7-30-23.
- GEORGE KULLOWITSCH, Carpenter "A",
South Div. Emp. 8-12-36.
- R. E. LINK, Draftsman,
General Off. Emp. 2-26-19.
- NELLO LUCCHESI, Cleaner,
South Div. Emp. 6-12-43.
- CLARENCE LUND, Repairman,
Rapid Transit. Emp. 9-12-23.
- F. S. MARTIN, Investigator,
General Office. Emp. 12-9-42.
- R. V. MAURELLO, Watchman,
Track & Struct. Emp. 3-13-24.
- P. F. McCOY, Operator,
69th street. Emp. 3-19-47.
- P. R. MEILS, Agent,
Rapid Transit. Emp. 6-18-24.
- K. J. OSBORNE, Conductor,
Howard. Emp. 7-12-46.
- MARTIN POLICH, Laborer,
Const. & Maint. Emp. 6-21-27.
- A. J. ROHRER, Repairman,
South Div. Emp. 11-4-42.
- A. H. ROSEBOROUGH, Conductor,
Douglas. Emp. 1-15-45.
- J. A. SACHECK, Operator,
Kedzie. Emp. 5-19-43.
- CHARLEY SCALES, Switchman,
South Section. Emp. 8-15-40.
- T. J. SLATTERY, Operator,
North avenue. Emp. 9-12-23.
- S. K. STENBERG, Repairman,
South Div. Emp. 8-28-29.
- L. E. SULLIVAN, Typist II,
General Office. Emp. 1-16-42.
- E. L. TAYLOR, Operator,
Keeler. Emp. 5-21-29.
- W. N. TERNES, Time Checker,
General Office. Emp. 5-26-25.
- P. H. TILLAPAUGH, Gateman,
Lake street. Emp. 4-7-43.
- W. A. TOBIN, Operator,
Limits. Emp. 11-3-20.
- A. W. VINCEK, Extra Guard,
Rapid Transit. Emp. 6-2-27.



CLAIM DEPARTMENT employes recently gathered to honor Investigator Fred S. Martin, who retired December 1. Standing beside Mr. and Mrs. Martin are E. F. Weingartner (left), chief investigator, and E. J. Healy, general superintendent of investigations and claims. Fred was presented a cash gift from his friends.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY



from Your "Inside News" Reporters

- | | | |
|-------------------|--------------------|---------------------------|
| Gertrude Anderson | Thomas Elphick | Marianne Kolz |
| Gilbert Andrews | Everett E. England | Orlando J. Menicucci, Jr. |
| Ceile E. Baggs | John Hanning | Bill Miedema |
| Joseph E. Barrett | Verna Hartney | Eileen Neurauter |
| D. Jane Bell | Marie Haulik | Julie Prinderville |
| Frank Carpino | Elizabeth Hawkins | Elmer Riedel |
| George Clark | Ronald Jareckas | Frank Sepanski |
| Mary E. Clarke | Gordon Kelly | Charles P. Starr |
| Edith Edbrooke | | Walter C. Stone |

ACCOUNTING -

Friends of WILLIAM GALLAGHER felt a loss at his passing on November 5. He was employed by the Rapid Transit in 1941 as a payroll audit clerk. We extend our sympathy to his wife and two children... RAE BUEHLER and her sister are enjoying a vacation in and around Chicago, visiting friends.

(Budget) -

CLARENCE STEFFEN, budget clerk, passed away after a recurrent illness November 15. Employed in 1930, he had been with the Revenue Department until 1957, when he transferred to the Budget Department. His pallbearers included S. G. SHONTS and JOHN POPE. Honorary pallbearers were P. J. MEINARDI, AL LATHOUWERS, JOHN O'CONNOR, BARNEY KANE, JOHN SCHWARTZ and GEORGE LAICA. We extend sincere sympathy to his wife and two daughters.

(Material & Supply) -

DENNIS McFADDEN was called up for six months active duty as a member of the reserves. He is stationed at Fort Leonard Wood, Missouri... THOMAS McGRATH is ill and at the Loretto hospital... JOSEPH CHIODO is the new clerk in M. & S.

(Revenue) -

New employes are ROBERT C. BRATEK, ERROL L. TOSH and WAYNE W. MATEJKA. JUDITH REMKE transferred to the Payroll Department... RONALD BENSISH, JOSEPH FOLKEN, DONALD TARNOWSKI, ALICE CLEARY and STANLEY CHRISTENSEN received promotions within the department... JAMES J. LYNCH, graduate trainee, is now on assignment in the Accounting Department.

KATHY SLOYAN now proudly announces that as of November 5 she received her final papers, and is, to quote her, "a full-fledged American citizen." She is thankful she had the opportunity to make this possible. Ireland's loss is our gain, we are sure.

HAROLD DONIHI entered St. Elizabeth's hospital on November 19 to undergo surgery. His friends and co-workers hope for his quick recovery.

(General) -

CLARA LAWRENCE was installed as Worthy Matron of Lake View Chapter #149, Order of the Eastern Star, on November 24.

- Marie Haulik & Eileen Neurauter

CLAIMS -

JACK CHUNOWITZ, auto inspector, and his wife, ANN, flew by jet to Manhattan for their vacation in October. They stayed at the Manhattan hotel a short walk from Broadway and Times Square. They visited Radio City Music hall, Greenwich Village, Macy's, Gimbel's, Tiffany's, Rockefeller Center, Lindy's, Coney Island, United Nations and many other spots of interest. They took in two Broadway shows, "No Strings" and "Milk and Honey."

VERN THORNTON, blind case clerk, and MRS. THORNTON motored down to Hot Springs enjoying the scenery all the way... FLORENCE GRAY spent a week visiting friends in Bronson, Michigan... NORA CROMIN and DORIS SULLIVAN both received cash awards from the Suggestion Committee... Once again we welcome some new vault clerks--JIM HOULIHAN, BOB LaMONT and JIM GUTHRIE.

- Frank Sepanski

ELECTRICAL -

HAROLD COYNE, superintendent of substation maintenance, became a grandpa on November 3. A little girl, KATHLEEN PATRICIA, arrived to brighten up the home of his daughter, MARY AGNES, and her husband, RICHARD ZYCH. This is the first child for the Zych's.

OPERATOR FRANK REGAL suffered the loss of his mother on October 31... CHARLES PARK, operator at 44th substation, recently underwent surgery and is back at his regular job... BRUNO CZANSTKOWSKI, "B" foreman, is at home recuperating from an injury he sustained on October 16. He is getting along very nicely.

In a recent issue of TRANSIT NEWS, the name of MELVIN COOK was inadvertently misspelled. He became a grandfather for the first time.

NORBERT PIONKE died on November 7. He was the son of retired Electrical Foreman FRANK PIONKE and worked at the Chicago avenue shops.

- Gilbert Andrews

FOREST GLEN -

We extend our sympathy to OPERATOR MIKE KOMPANOWSKI on the loss of his sister... OPERATOR CHARLES KROPIK will go on pension December 1. We wish him

RECENT DEATHS AMONG EMPLOYEES

STEPHEN ADAMEK, 72, West section.
Emp. 3-25-41. Died 10-14-62.

F. O. ANDERSON, 76, South section.
Emp. 6-17-12. Died 10-24-62.

C. R. AVERY, 62, 77th street.
Emp. 5-01-24. Died 10-22-62.

S. W. BAKUTIS, 78, North avenue.
Emp. 9-06-19. Died 10-09-62.

J. A. BARRON, 75, 77th street.
Emp. 4-21-25. Died 10-16-62.

TOMO BJELOGRLICH, 76, Way & Struct.
Emp. 12-23-18. Died 10-12-62.

SELMA BOSTROM, 92, North section.
Emp. 5-09-08. Died 10-30-62.

A. F. BREINIG, 85, Limits.
Emp. 2-15-09. Died 9-19-62.

J. J. BROWNE, 73, 77th street.
Emp. 3-31-21. Died 10-25-62.

BURL F. CALLAWAY, 62, Lawndale.
Emp. 3-19-24. Died 11-13-62.

JOHN DOHERTY, 70, 77th street.
Emp. 12-11-25. Died 10-07-62.

A. M. DOHM, 68, West Shops.
Emp. 6-03-43. Died 9-11-62.

ARTHUR O. DOYLE, 75, General Office.
Emp. 1-02-08. Died 11-03-62.

J. E. DWYER, 65, 77th street.
Emp. 6-29-23. Died 11-03-62.

WILLIAM GALLAGHER, 43, General Office.
Emp. 3-5-41. Died 11-5-62.

JULIUS J. GARNER, 54, North Section.
Emp. 2-15-44. Died 11-12-62.

J. E. HEDMAN, 77, North section.
Emp. 10-05-06. Died 10-31-62.

E. R. HIRSCH, 65, 77th street.
Emp. 2-10-30. Died 10-06-62.

HARRY H. JENDRICKS, 59, West section.
Emp. 3-16-34. Died 11-17-62.

A. W. JOHNSON, 75, Kedzie.
Emp. 6-30-21. Died 10-10-62.

DAVID JOHNSON, 56, North section.
Emp. 11-19-28. Died 11-3-62.

BRODER KAAD, 61, North avenue.
Emp. 1-12-26. Died 11-2-62.

EDWIN KELLER, 74, Cottage Grove.
Emp. 5-09-14. Died 10-16-62.

A. C. LODWICK, 69, North section.
Emp. 4-06-23. Died 10-09-62.

J. H. LONG, 74, 77th street.
Emp. 1-19-27. Died 10-20-62.

W. B. McHALE, 74, Lake street.
Emp. 4-10-19. Died 10-28-62.

M. C. McMAHON, 77, General Office.
Emp. 9-14-14. Died 9-24-62.

W. P. MULCAHY, 68, North avenue.
Emp. 9-02-16. Died 10-11-62.

B. H. MYHRE, 77, West Shops.
Emp. 9-24-20. Died 10-11-62.

LEO ORTNER, 85, Lincoln.
Emp. 1-03-13. Died 10-11-62.

R. A. PEDERSEN, 65, Kedzie.
Emp. 1-31-44. Died 10-08-62.

JOHN PETRUS, 74, Lake street.
Emp. 2-06-20. Died 11-03-62.

NORBERT A. PIONKE, 39, Electrical.
Emp. 1-19-61. Died 11-7-62.

ANGUS REID, 63, Skokie Shops.
Emp. 6-17-25. Died 10-14-62.

B. F. ROBINSON, 85, Kedzie.
Emp. 5-31-02. Died 10-01-62.

SEXTON O. SANDELL, 52, General Office.
Emp. 6-3-41. Died 11-8-62.

J. F. SAUERZAPF, 69, 77th street.
Emp. 3-23-21. Died 10-28-62.

C. D. SEAVER, 78, West section.
Emp. 7-30-45. Died 10-62.

FRED SIMON, 87, Cottage Grove.
Emp. 3-24-03. Died 10-29-62.

A. L. SMITH, 60, Archer.
Emp. 10-15-23. Died 10-12-62.

TONY SPOSATO, 69, West Shops.
Emp. 7-01-43. Died 10-21-62.

CLARENCE STEFFEN, 49, General Office.
Emp. 1-10-30. Died 11-15-62.

M. E. STONE, 81, 77th street.
Emp. 10-12-23. Died 10-24-62.

WOSELY SUSHKO, 79, Armitage.
Emp. 8-23-26. Died 10-08-62.

JAMES TRAMUTALO, 65, Electrical.
Emp. 4-20-27. Died 10-30-62.

CORNELIUS VAN DYKE, 84, West section.
Emp. 10-18-04. Died 11-09-62.

PATRICK WHITE, 58, 61st street.
Emp. 11-24-26. Died 10-18-62.

many years of good health so that he may enjoy his retirement...We at Forest Glen would like to take the opportunity to congratulate TOM STIGLICH on his appointment to the position of Superintendent of Instruction. I speak for many of the operators who did not have the opportunity of doing so personally. Mr. Stiglich was awarded this position because of his merits. He is ambitious, energetic and has the ability and know how for job relations. We wish him continued success in future years.

We would also like to congratulate ALEX JOHNSON on his appointment as assistant station superintendent of Forest Glen and MILES DeWITT who was appointed relief station superintendent...GLORIA LOUISE MUCHA, daughter of OPERATOR and MRS. EDWARD MUGHA, was married to MICHAEL JOSEPH PRCHAL at a nuptial high mass at St. Alphonsus' church in Mount Prospect. The reception was held at the VFW hall on Route 83, south of Rand road.

OPERATOR P. C. SMITH drove to the Los Angeles area taking in the wonderful sights and flew back to Chicago. He commented that the bus service out West is not as good as it is in Chicago...OPERATOR GEORGE FUENTES, his wife and daughter motored to Niagara Falls, Canada, New York, Washington, D.C., and Virginia. They took in all the points of in-

terest, which added up to a pleasant vacation. They enjoyed it so much that they are planning their next vacation.

OPERATOR KAZIMIER YAWORSKI, along with his wife, FLORENCE, and family, drove to Winnipeg and Fisher Branch, Canada, to visit their family and friends. Kazimer hopes to get in some deer hunting...OPERATOR CARL BENOIT, his wife and family motored to Toronto, Canada, to visit his mother. They all enjoyed the wonderful weather and the sights that were to be seen...The committee of the Little Flower Society, St. Joseph Branch, would like to thank its members for a job well done. Without the cooperation of the members the annual raffle would not have been possible. FATHER PAUL HOBAN was pleased that the raffle was a tremendous success. We at Forest Glen wish everyone a joyous Christmas and may his blessings be showered upon you throughout the coming year.

- Frank Carpino

GENERAL OFFICE (Transportation) -

On a recent Friday evening, BERNIE KIZIOR, KAY CORCORAN, COLETTE SZEZEPANEK, AILEEN WARD and MARY BERRY set out in Kay's car for a weekend in



AFTER COMPLETING more than 42 years of transit service, OPERATOR WILLIAM A. TOBIN retired on November 1. As a streetcar motorman he started at Archer in 1920 and subsequently transferred to Devon in 1934. After becoming a bus operator, he worked out of North Park and Limits, where he stayed until his retirement. Mr. Tobin and his wife, MARGARET, have seven children, 18 grandchildren and two great-grandchildren.

Brown's County, Indiana. Friday night was spent in Indianapolis, then on to their destination on Saturday. However, when the girls started seeking sleeping accommodations for the night, they found out that guests attending homecoming at Indiana University in Bloomington, Indiana, and DePauw University at Greencastle had taken over all available room, which made it necessary for the travelers to drive to Terra Haute for accommodations. Mary Berry, exploring the natures of a state park in Brown's County in autumn, became so enthusiastic she became involved with a less nature-loving bumble bee, who resented the intrusion of strangers in his natural habitat and displayed his ire by stinging her. Sunday evening the girls returned to their homeland

On a recent vacation, JOAN FITZGERALD and two girl friends boarded a constellation bound for Las Vegas, Nevada. Joan states the place is fabulous and she never had a more exciting vacation, turning the night into day...JOANN SCHULTZ and her husband flew by constellation just previous to Joan's visit. On several nights they enjoyed the activities until the break of day, then, as both are avid swimmers, they were bright eyed and in the pool at 9 a.m.

MRS. MARY FLYNN, nee O'SHEA, 54, wife of DAVID M. FLYNN, CTA's superintendent of transportation, died November 21 at the Swedish Covenant hospital after an illness of some weeks. Mrs. Flynn was born and reared on Chicago's South Side. Surviving her in addition to Mr. Flynn, are a sister, MRS. JULIA LAMBING; two nephews, RALPH and DAVID LAMBING, and a niece BERNADETTE McCANN. Following services at Drake & Son funeral home, 5303 North Western avenue, a requiem mass was said at St. Hilary's, 2734 West Bryn Mawr avenue. Interment was at All Saints' cemetery.

- Julie Prinderville

KEDZIE -

This year is almost at an end, and with the New Year coming in along with the prospects of bad weather we wish to remind you to drive carefully and avoid accidents. Let's see if we can get on top and stay on top in the Interstation Safety Contest. You have done it before and we know with a little effort on your part you can do it again. Let's make 1963 a banner year for Kedzie.

The superintendents and office personnel wish you and yours a very Merry Christmas and a happy, healthful and prosperous New Year...OPERATORS MICHAEL KENNY and JOSEPH SACHECK retired on December 1, OPERATORS MAURICE HYLAND and GEORGE ALTON on November 1, and OPERATOR WILLIAM TOCK on January 1. Good luck and good health to you all.

COLLECTOR ROBERT ROSE is back at work after an eye operation...We were glad to see OPERATOR CLINT WELLS around after being off for some time with an injured hand received when he picked up an explosive last summer.

- C. P. Starr

KEELER -

We extend our most sincere sympathy to OPERATOR SAM HIGHSMITH on the loss of his mother, and to JAMES McNEIL and his family on the loss of his father-in-law.

- Elmer Riedel

LIMITS -

OPERATOR CHARLES FREELAND has left the hospital and is recuperating at home...OPERATOR SAL VITACCO, after 19 years of service, retired on November 1. OPERATOR JIM CHIPMAN and his wife vacationed in Memphis, Tennessee, visiting sisters and brothers and calling it their belated honeymoon.

OPERATOR LESTER CRISPELL is still on the sick list and at home...RECEIVER RICHARD PENNY vacationed for four weeks at home...OPERATOR CONRAD JOHNSON bagged a 100-pound deer on his recent hunting trip in Canada.

OPERATOR ROY MEYER has returned to work after major surgery...OPERATOR DALE KOENCKE and his wife motored to Penn State to visit the latter's parents

OPERATOR GUS KUEFNER has been confined to his home due to a leg injury...OPERATOR GEORGE COOK and his wife vacationed in Florida for four weeks...RECEIVER JOHN SMINKO substituted for RICHARD PENNY during the latter's vacation...The Society of the Little Flower mass and breakfast was well represented from Limits Depot.

CHIEF CLERK ROGER WARD submitted to minor surgery recently...Limits tied an all-time low of five passenger accidents in October...SUPERINTENDENT HERMAN ERICKSON thanks the men for their defensive driving and hopes we continue to improve throughout the winter months. We also congratulate our shops under the supervision of TIM RIORDAN, for keeping our buses in tip top shape.

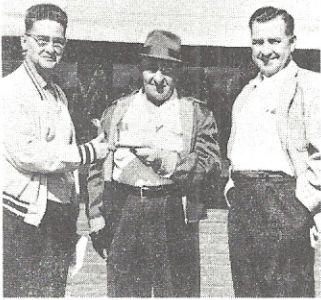
Thirty days hath September, April, June and the traffic offender...This is the twelfth month and my twelfth column...A Merry Christmas and a Happy New Year to all.

- George Clark

NORTH AVENUE -

Best wishes and our thanks to former scribe, JOE HEIBEL, for a fine job of reporting for so many years. I hope you will give me the same cooperation you gave him by keeping me posted on the latest news...Here is a winter warning to our drivers. Operating conditions will be more hazardous during the next few months. More hours of darkness and slippery conditions caused by snow and ice will prevail. Run on time, keep your distance from parked and moving vehicles, drive carefully, and help each other whenever possible. Remember, "Headlights On" when snow falls or street conditions are treacherous. Help North avenue station improve its accident record.

OPERATORS THOMAS SLATTERY and BERNARD SMITH have taken their pensions. We wish them health and happiness and we'll miss them...Recent additions to the grandfathers' club are OPERATORS FLORIAN DWIEL and ED DOWLING. MR. and MRS. DWIEL celebrated their 25th wedding anniversary with a party at-



A CAREER of more than 43 years of transit service came to a close recently when Stores Department MOTORMAN ERIC LAUSCH retired. A cash gift from co-workers was presented to Eric by EARL WILCOX (left), yard foreman, and ARTHUR EGGERT (right), assistant divisional storekeeper.

tended by friends and relatives. Congratulations and many more years of happiness.

MR. and MRS. HERB LINDEMAN and ED SCHNEIDER returned from a fishing trip at Crivitz, Wisconsin. Operators Lindeman and Schneider report that the fishing was excellent...CLARENCE WILSON of the Bus Repair Department has returned to work following an operation. Welcome back, Clarence.

GEORGE SLADEK is a new member of the grandfathers' club...GEORGE KUENSTLE'S nephew is appearing on a number of television shows...SUPERVISOR CHARLES CONROY'S daughter, ELLEN, recently exchanged wedding vows with LEONARD GORSKI. They were married in St. Sylvester's church on November 24.

ANTHONY CANTANZARO took his pension on November 1, and NELLO LUCCHESI took his on December 1. They will be missed by their many friends.

Bill Miedema

LOOP (Agents) -

CATHERINE KENNY, who retired on December 1, was first employed in 1942 on the Metropolitan West Side "L" Division. In 1949 she transferred to the Loop section where she stayed until retiring... LOUISE GODBY retired November 1 after 22 years of service. Louise was formerly employed by CRT and left to marry Mr. Godby. When he passed away nine years later, she returned to the Company. Neither Catherine nor Louise has any definite plans.

PORTER JERRY JORDAN went hunting in Oaklawn, Ill. His kill included pheasants, rabbits and coons. Jerry also visited his aged mother in Cleveland, Ohio, and friends in Muskegon, Michigan.

PORTER JOSEPH SIMPSON and family visited his parents in Louisville, Kentucky...MARY OHNESORGE is on the sick list at this writing.

- Edith Edbrooke

NORTH SECTION (Agents) -

HAROLD HAWKINS and wife motored to Los Angeles, California, via route 66, stopping in the Ozarks, Painted Desert and Petrified Forest. They spent some time in Las Vegas and visited some of the high spots and returned via Dallas, Texas, where they visited with friends.

ED ISAACSON, superintendent of agents & porters, said adieu for he has left us to enjoy a life of leisure. We all wish him a happy retirement... VELMA TIERNEY has been on the sick list with an infected leg. She is much improved...A happy reunion for MARIE TOWNSEND'S family was held in September at her niece's resort, the Idle Hour in Fifield, Wisconsin. While there, they celebrated Marie's birthday.

Little THERESE ANNE BOJAN, granddaughter of GREGORY BOJAN, was baptized at Our Lady of the Wayside

church, Arlington Heights, on Nov. 11. Congratulations grandpa and grandma...HARRY BRETZ said farewell for he has joined the ranks of pensioners.

JOHN ELLIS is spending his vacation in and around our fair city...MARGARET McBRIDE has been busying herself furnishing her new home...JULIUS GARNER, agent, passed away suddenly on November 13.

JAMES FARRELL, student agent, suffered the loss of his two-year-old niece, MARY COLLEEN FARRELL, on November 15.

- Elizabeth Hawkins

PURCHASING & STORES -

HELEN TOTH and her sister just returned from "eating their way" through a week's vacation in New Orleans. They stayed at a lovely hotel in the French Quarter, ate at all the best restaurants and had their portraits done in "pastels." All in all, their week was wonderful.

(Stores) -

MARY GEMMEL, typist, left the business world to become a full-time housewife and mother. Her friends took her to dinner and presented her with a gift. New faces in Stores are those of CAROL TAMUL and MARY MAHER, clerk-typists, and ALFRED GLUECKERT, file clerk in the Addressograph Section.

Our condolences to BARNEY NIMKAVAGE on the death of his sister. Barney is a former CTA employe who retired in 1960...Our sympathy also goes to JOHN BENANTI, Storeroom 42, on the death of his sister.

Best wishes to ART WRAAS who is presently on the sick list...SAM CANELLA was a "grass widower" for three and a half months while his wife, LENA, took a boat trip to Italy and Sicily with her parents, MR. and MRS. JOSEPH VITELLO. They visited MR. VITELLO'S sister whom he hadn't seen for 57 years. Mr. Vitello is a retired CTA employe and at the time of his retirement, had 33 years of service with the company.

- D. Jane Bell

SCHEDULE - TRAFFIC -

GEORGE BRYAN, schedule maker, became a great-grandfather on November 9, when his granddaughter and her husband, MR. and MRS. ROBINSON, announced the arrival of a son named WAYNE. George was 62 on November 19.

ANTHONY RITROVATO, traffic checker, and his wife have a new baby daughter, DAWN MARIE, who arrived October 15...JOHN URBAN, traffic checker, is another new grandfather. His daughter and son-in-law MR. and MRS. ADAME, are the proud parents of a daughter named LAURA ELENE, who arrived October 6.

We welcome two traffic checkers, JOHN LARKIN and WALTER SCHARP, who were formerly gatemen. Walter is using the last week of his vacation to do some deer hunting in northern Wisconsin.

JOHN FITZGERALD, traffic checker, is enjoying a Florida vacation. We are happy to report GLENN CRUMP is well on the road to recovery and probably will be back on the job by the time this magazine is received...LES INDES, wife of SOL INDES, traffic checker, passed away on November 4.

- Gertrude Anderson

SKOKIE SHOPS -

RAYMOND NOWOSIELSKI, laborer, and his wife celebrated their 23rd wedding anniversary October 14. Recently, their son, JACK NOWOSIELSKI, and daughter-

in-law became the proud parents of a bouncing baby boy which they named KENNETH AUGUST, born October 4.

AL SCHMITZ, upholsterer, and his wife became proud grandparents when their daughter, PATRICIAN FARNHAM, a former CTA employee in the Insurance Department, gave birth to a boy on October 31...RALPH KEMPE, machinist, became the grandfather of a seven pound-four ounce baby boy who was named MICHAEL GAIN.

MACHINIST JULIUS ELENBOGEN acquired a son-in-law through the marriage of his daughter, HARRIET, to HYMAN APPELBAUM...We wish a quick recovery to: LOUIS KARIOLICH, electrical worker, who is in Mount Sinai; to CARL SCHNEIDER, electrical worker, who is in Lutheran General hospital, and ERNEST FISK, machinist, who is also ill at this writing.

We welcome to Skokie the following employes who have recently transferred here: D. H. ROBBIE, welder; R. APPELQUIST, machinist apprentice; T. FORTUNE and BOBBIE BRYAN, shopmen first year; J. GRZYB, carpenter; D. FLANAGAN and C. KING, electrical apprentices.

- Everett E. England

SOUTH SECTION -

The Holiday Season is here and everyone is busily getting ready for Christmas. Let's hope we escape all that ice and snow we had last year...CONDUCTOR JOSEPH WARSHAW has become a grandpa for the sixth time with the arrival of a baby girl named NANCY born November 2.

Congratulations to Assistant Station Superintendent ARTHUR ANDERSON and his wife, HELEN, whose son, ARTHUR, was married to DIXIE LEE FRANCIS on October 6. The happy couple honeymooned at Nassau.

All of us are proud of the heroism shown by MORTON MARTIN CUNNANE and CONDUCTOR HAROLD THEDENS during the fire at 35th Street on October 17. In fact, all employes did a good job in getting service restored so quickly.

More about our baseball player, CONDUCTOR HERBERT SMITH. His pitching helped the Erickson Boosters end in second place in the Midwest League play-offs. Good job, Smitty.

We welcomed O. C. BUCKNER who transferred from gateman, West Section, to agent, South Section, and Cornelius Watson who also transferred from West Section to agent.

CLERK CHARLES DENNIS and his wife vacationed at Springfield, Illinois, and saw the Capitol building and then New Salem State Park where Lincoln lived when he was young. They said they enjoyed the trip very much...It's nice to see the smiling faces of these agents who are back at work from the sick list MARY McDONNELL, ILA McELROY and ANTOINETTE STIPATI.

Congratulations to INSTRUCTOR DONALD MURPHY and his wife, GEN, who became the grandparents of a baby girl named SUSAN LYNN, born October 30...Good luck to SWITCHMAN FRED McDOLE who went on pension November 1. He wishes to thank all the boys for the nice send-off they gave him.

International Credit Union Day was held on October 18 and our South Side "L" Credit Union served free coffee and doughnuts to all employes all day at 61st street and Loomis street to help celebrate the day.

Our sympathy and condolences to SWITCHMAN ELLSWORTH WIGGINTON whose sister passed away recently. She was the wife of deceased Supervisor RAYMOND VONDRAN. Also we wish to express sympathy to MO-

TORMAN EDWARD TORMEY on the recent loss of his sister... "Hello" to our two new porters who transferred from the West Section: EVANS DRAPER and HAROLD TURNER.

For the second straight time, 61st street won the Interstation Safety Contest plaque which was presented to us on November 8. It is through your efforts that this award was made possible. Keep up the good work!

All good wishes to AGENT JOSEPH BUCKLEY who was on the sick list and went on disability pension recently...AGENT ROSETTA McDONALD wishes to thank everyone for their kindness and thoughtfulness in the recent death of her mother.

CONDUCTOR ROBERT HARPER was commended recently by a passenger for finding a paper bag with \$40.00 of silver in it which the man lost on a train...The books are open for new members to join the Rapid Transit Employes Blood Bank, Inc., from 12-15-62 through 12-31-62, with benefits starting 4-1-63. If you would like to join see your representative.

- Verua Hartney

SOUTH SHOPS -

Assistant Chief Clerk ANDY TYSON and his wife, SALLY, really took their Volkswagen for a little ride when they were on vacation. They travelled approximately 2,000 miles. The happy trio (Andy, Sally, and wagon) had quite a jaunt through the South; St. Joseph and Kansas City, Missouri; Galena, Illinois; Waterloo, Iowa, and through the hills in Arkansas. They must have liked Arkansas because they bought a lot down there in the hills near Hardy.

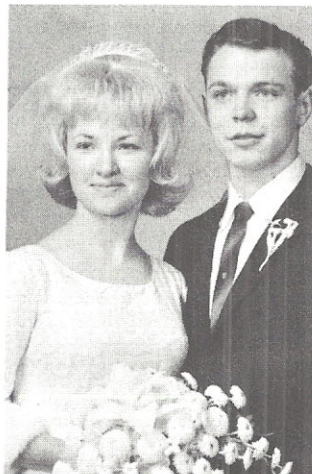
- Ronald Jareckas

WEST SECTION (Agents) -

WILLIAM and ARLENE GAYNOR became the proud parents of a 4½ pound boy, BRIAN BYRON, born at Little Company of Mary hospital on October 19. The father is the son of PORTER ED GAYNOR, who became a grandfather for the fifth time...BILL HAWKINS and DAVE JOHNSON have been trying their level best to convince PORTER MOORE to install a sidecar on his recently purchased motorcycle. Wonder if these two stalwarts could live along Moore's route home?

Retired Agent BILL SMITH said a hasty hello and goodby to all of his old friends as he left again on his annual winter trip to California.

Many happy returns to AGENT and MRS. EDWARD DURKIN, who celebrated 35 years of marital bliss on



RECENTLY UNITED in wedded bliss, were ROBERT TUCKER, Revenue Accounting, and AMY LUCILLE ROE, formerly of Metamora, Michigan. Following the marriage in his parents' home, a reception was held at the Wishing Well in Cicero.

October 26...AGENT LOUIS BECK, after his recent harrowing experience of being locked in one of the stations, is seriously toying with the idea of taking up a course in smoke signals.

Sorry to learn that AGENT LORRAINE REILLY is seriously ill and confined to Holy Cross hospital, Room 400, and we know she would be pleased to hear from all her friends...Student Agent GEORGE HARG has been called into the service. He is a fine young man and has been employed by the company for the last three years. He has the best of wishes from all his co-workers and friends.

AGENT THOMAS O'SHAUGHNESSY celebrated his natal anniversary on November 20. Best wishes from all for many more...AGENT BETTY SEGERSON completed a hurried trip to Ireland in the latter part of October to visit her mother who had been in ill health. We are glad to report that her mother is much improved.

AGENT BARBARA NELLIGAN and GERALD SCHISSLER were united in marriage Saturday, November 24, in Resurrection church...The Metropolitan Agents club held their annual dinner at Pats & Pans and, as in past years, a good time was had by all.

- Gordon Kelly

WEST SECTION -

Logan Square Conductor HARVEY JOHNS and his wife recently returned from a vacation in the North Woods at Squaw Lake, Minnesota. Harvey said, "It only takes one-half hour of fishing to get your quota of fish for the day." They stayed near the International Falls...West Section Extra Guard RICHARD SMITH'S wife gave birth to a baby girl named LA DONNA.

Pensioner HAROLD WENDT and his wife celebrated their 25th wedding anniversary. We wish them happiness in the years to come...Pensioner WILLIAM WAHL, former Logan Square switchman, sends his holiday greetings.

Douglas Motorman ANTHONY RUSSO JR. announced his marriage to JOYCE ANN LITTERI. We wish to congratulate them...Desplains Conductor WILLIAM J. CONLEY recently returned from a West Coast tour and a visit to Disneyland.

West Section Clerk RAY GEHRKE and his wife are very happy as their son was recently discharged from the military service, having spent four years in the Air Force...West Section Extra Guard RONALD CRANOR announced his marriage to BONNIE JOHNSON.

- John Hanning

For And About Our Pensioners

ACCOUNTING -

An "Old Timers!" Luncheon was held on November 1. Among those present at Berghoff's restaurant were AGNES SAMEK, MABLE MAGNUSON, SOPHIA DANIELSON, DORIS STAHL, WILLIAM HOLTZ, J. BOCHINSKI, A. J. FITZSIMONS and R. L. HILL. They enjoyed talking about the past and the future of CTA.

MABLE MAGNUSON, on her first holiday season since her retirement invited her former co-workers in the Payroll Department to a wonderful dinner on Tuesday, November 13, at her home in Skokie. Her guests presented her with a green planter and were glad to see retirement looking so good on her LUCILLE WINKLER, a five-year retiree from the Payroll Department, and DORIS STAHL, retired from Voucher Department, were present.

- Marie Haultik & Eileen Neunauter

GENERAL OFFICE -

A letter was received from EDGAR FERGUSON, former line supervisor, now retired and living in Hemet, California. He stated that he had received a visit from CHUCK RATTRAY, former North Section clerk, also on pension. Fergie mentioned just about everything was growing in his garden, with the temperature at 100 degrees. He is keeping up with the news through the medium of TRANSIT NEWS.

EDWIN KOLACEK, former mail room employe, called to have his picture taken for his riding ticket.

CTA Pensioners Club Election

At A recent meeting of the CTA Club of St. Petersburg, Florida, WALTER H. MESSER was named president of the organization; OTTO KOPCHEN, vice-president, and FLORENCE BLAA, re-elected secretary-treasurer.

Committee members named were WILLIAM HEELAN, EARL H. JOHNSON, MANDEL LARSON, JAMES MAREK, EDGAR G. MEYER, CHRIS T. NIELSEN and GEORGE WILSON.

Mrs. Blaa reports that the club is flourishing with an increase in membership to 105 during 1962. There also has been an upward surge in the number of vacationing visitors during the year. Monthly meetings are well attended with an average of 75 persons present.

He states he is employed at Presbyterian-St. Luke's hospital from 12 Midnight to 6 a.m., seven days a week, and loves it.

- Julie Prinderville

NORTH SECTION (Agents) -

IRMA LUDWIG was confined to St. Francis hospital. Irma is home now and feeling better...GLADYS RADCLIFFE went to the Grandmother's Convention in Portland, Ore. While there, she encountered a severe storm. After the convention she toured southern California.

WILLIAM REDDRICK and wife have moved into their new home in Skokie.

- Elizabeth Hawkins

SOUTH SECTION -

Retired Superintendent of Agents and Porters JOSEPH NONKOVICH stopped in at 61st street for a chat recently and he is looking "in the pink."

Our condolences to Retired Supervisor ROBERT BROWN whose wife passed away recently...Retired Conductor WARREN (SAM) HILL and his wife report that they really are enjoying life in their new home down in Port Charlotte, Florida...Retired Clerk WILLIAM GALLAGHER'S son, BILL JR., who worked in our Auditing Department, passed away recently. Our sympathy goes out to Bill.

Retired Porter FRANK DeBERRY sent word that since he is living in Waco, Texas, his health is improving and he is feeling much better. He would like to hear from the boys. His address is 209 Dearbord avenue, Waco, Texas...The traveling RAY DOUGHTYS, retired conductor, are on the go again. They are visiting their daughter and her family in Menlo Park, California.

Condolences to Retired Board Member CHARLES BURNS on the loss of his sister recently...Retired Carpenter EDWARD McBRIDE dropped in at 61st street and said he is feeling as good as new again.

- Verna Hartney



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for*

*the life of
a child*



**POLIO★BIRTH DEFECTS/ARTHRITIS
AND THE SALK  INSTITUTE**

Merry Christmas
and a HAPPY NEW YEAR!

May the many blessings of
this season be with you now
and throughout the coming year!

Walter J. Mc Carter
GENERAL MANAGER



Ferd
HIMME