

Transit News

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FEBRUARY, 1963

CTA Continues to Set Safety Records

CTA'S CONTINUING accident prevention program brought results for the eighth consecutive year in 1962 when new safety records were established despite bad weather conditions that increased operating hazards in the early months of the year.

This was highlighted in a report compiled recently by the Training and Accident Prevention Department summarizing public accident experiences for the year as compared with 1961, when the best public safety record in CTA's history was attained.

The report pointed up these major safety accomplishments in 1962: CTA's surface and rapid transit systems together succeeded in reducing passenger accidents to an all-time low, the 1962 frequency rate of 3.8 accidents per 100,000 miles, demonstrating again the value of CTA's intensive training and accident prevention efforts.

SURFACE SYSTEM

A passenger accident frequency rate of 4.7 accidents per 100,000 miles, an all-time low that reflects a decrease of 36 per cent since 1954 when the present vigorous accident prevention program was inaugurated.

A traffic accident frequency rate of 8.6, second lowest in the history

of CTA, despite the record-breaking snow fall of 33.4 inches in January and February, 1962. This was a decrease of 36 per cent in the frequency rate compared with 1954.

RAPID TRANSIT SYSTEM

A combined traffic and passenger accident frequency rate of 1.68, tying the all-time record low established in 1961.

In commenting on the report, General Manager Walter J. McCarter said:

"This performance record is outstanding in view of the fact that the extremely bad weather during January and February, when driving conditions were very hazardous, caused a sharp advance in surface system traffic accidents as compared with 1961. Nevertheless, surface system operating personnel almost but not quite succeeded in overcoming this handicap in the next 10 months.

"Our safety achievements in 1962 clearly show that our operators, both surface and rapid transit, are earnestly striving by defensive driving techniques to set new safety records every year."

Beverly, Douglas, ISC Award Winners

BEVERLY ON the surface system and Douglas on the rapid transit system were the winners in fourth quarter competition for the Interstation Safety Contest awards.

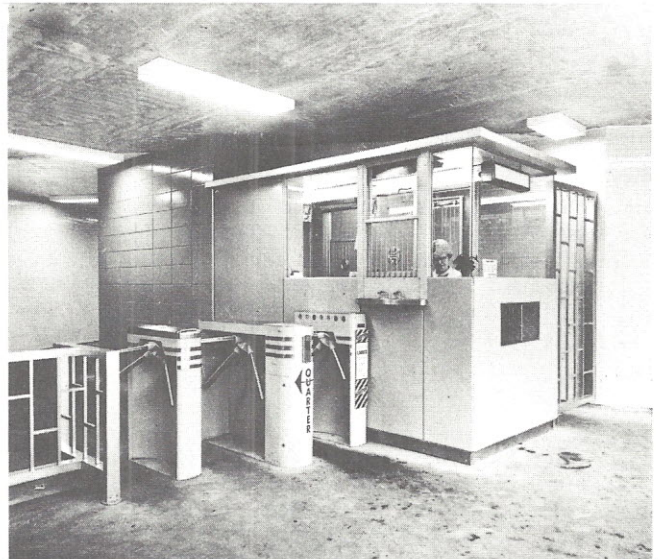
This is the third time Beverly has won since the start of the contest in 1961 and is the only surface station that has accomplished this. Douglas has laid claim to two.

In the fourth quarter, Beverly was best in traffic accidents with an exceptionally low current frequency rate, 3.05, and with

the greatest improvement, 33.1 per cent, over the past rate. Beverly's point score for the quarter was 74.10.

Douglas, in winning the rapid transit award, was first in current traffic and passenger accident frequency rate and first in per cent improvement over their past rate. These accomplishments earned them a perfect score of 50 points. Douglas had only four accidents during the quarter, all of them passenger accidents; none in October, one in November, and three in December.

OUR COVER: On the coldest day of the winter, with the thermometer plunging to 17 degrees below zero, CTA photographers braved the frozen wastes of the lake front to capture on film the photo appearing on our cover. The shivery scene, with the ice forming weird patterns on the water, was taken on the shore line near 79th street, near the east terminal of the 79th street bus route featured in the KNOW YOUR CTA story appearing in this issue. In the background is the breakwater protecting the huge south district filtration plant.



Complete First Permanent Station on Lake Route

WITH THE installation of permanent fixtures and facilities, Harlem-Marion station recently became the first to be completed on the newly elevated section of the Lake street route.

The new station, one of five constructed in connection with the elevation project, has been in operation with temporary facilities since service was started on October 28 of last year.

Similar in design to the four other stations which serve that portion of the route which was removed from street level to the embankment of the Chicago and North Western railway, it is the only one that has the station entrance at grade level. The others are set back into the retaining wall, with a step-up of about three feet to the station proper.

The station incorporates, as do the others, many refinements such as large picture windows, external walls of ceramic glazed brick, porcelain enamel panels on the station front, glazed ceramic tile interior walls and porcelain enamel panels in the agent's booth. It is identified by the distinctive green color scheme which is carried out in interior and exterior walls and platform canopies and panels.

Passenger control facilities include agent-controlled, illuminated fare indication turnstiles, coin-operated turnstiles and electrically-operated, remotely controlled exit stiles.

Work also is progressing steadily on the other stations along the route. These are Central-Parkside, Austin-Mason, Ridgeland, and Oak Park-Euclid.

TWO CONVICTED IN KEDZIE STATION ROBBERY

TWO OF the ringleaders in the \$36,000 armed robbery of Kedzie station on June 10 of last year received long prison sentences in the Criminal court during the latter part of January after being found guilty at a jury trial of participating in the holdup of the West Side bus garage.

Samuel R. Fleming, a former CTA bus operator who was under suspension at the time of the robbery, was convicted as the master-mind of the holdup plot and was sentenced to 10 to 25 years in the Illinois State Penitentiary.

Ladd Davis, who pleaded guilty to being an accomplice in the actual robbery, received a sentence of five to 13 years, also

in the Illinois State Penitentiary. Cases of others involved in the holdup are still pending.

The men were apprehended shortly after the robbery through cooperation between CTA's Department of Police and the Chicago Police Department.

Fleming and Davis were two of three men, all of whom are in custody, who entered the station on the night of June 10 and at gun-point forced the receiver on duty to give them the week-end receipts. They had gained access to the building through a side door leading to the trainmen's room and left through the same door after taking possession of the money, making their escape in a car parked nearby.

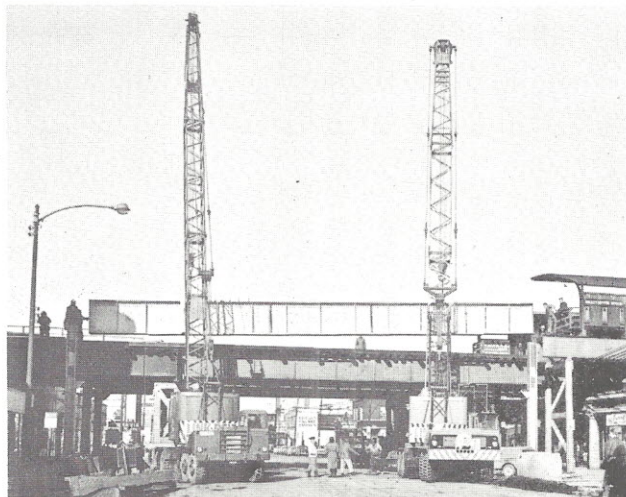
Relocate "L" Structure Columns on Western Avenue

THE FIRST step in facilitating street traffic conditions on Western avenue were taken on February 3 when the Cook County Highway Department removed six elevated structure columns located in the street on CTA's Ravenswood route at Western and Leland avenues.

The columns removed were located about 12½ feet inside the curb lines, obstructing traffic in the outer lanes on each side of the street. They were relocated at the curb lines and three steel girders, about 76 feet in length, spanning the width of the street, were installed clearing the lanes completely for vehicular traffic.

The new installation, one of four similar column removal projects scheduled for Western avenue, is designed to provide unobstructed flow of traffic, allow more freedom of movement for street vehicles, and to eliminate traffic hazards along this busy thoroughfare. The three others the program contemplates are on the Logan Square, Lake Street and Douglas Park routes. Completion of these is anticipated in the order mentioned.

While the new center girder is being put in place on the Ravenswood project, CTA trains will maintain a single track operation. To facilitate construction work, CTA workmen have removed the center track where it crosses Western avenue and have built temporary platforms at the east end of the Western avenue station.



TWO HUGE cranes are required to place a 76-foot steel girder in position on the "L" structure in connection with the relocating of supporting columns from the street at Western and Leland avenues. The project is part of a program which calls for the removal of all "L" supporting columns from the street along Western avenue and will affect the Logan, Douglas Park and Lake rapid transit branches.

The work of column removal and installation of steel is being done by private contractors under the supervision of Cook County Highway Department engineers. Plans and staging are subject to approval of CTA's Construction and Maintenance Department.

Former Busman Recalls Old Days

A PICTURE of an old double-decker bus in a window display gave an out-of-town visitor in Chicago a pleasant surprise when he recognized it as a bus he had driven many years ago when he was a Chicago Motor Coach company operator.

Furthermore, he recognized the man behind the wheel as himself and even remembered that the picture was taken on a summer day in Lincoln Park Drive.

The visitor was Fred Hatch, an executive of a Detroit advertising agency, who in the early 20's served first as a conductor, then as a driver, and finally as a supervisor for what later became known as the "Boulevard Route."

Hatch recalls that because he was big for his age he was able to pass for more than his age of 16 when he applied and was accepted for a job with the bus company. He left the company in 1926 and went to work for the old Yellow Truck and Coach company. Later he got a job as streetcar motorman in Wausau, Wisconsin, and after that entered the sales field. Following service as an Army colonel in World War II, he joined the large Detroit advertising agency of which he now is a senior vice-president.

The picture was on display in the window of Chicago's American when Mr. Hatch saw it.

New Limited Stop Bus Service on Dan Ryan Expressway

A NEW limited stop bus service between the far South Side and the Loop was established on February 11 when buses began operating in State street and in a three and one-half mile stretch of the new Dan Ryan Expressway during rush hours on weekdays.

In the zone of limited stop operation, extending from 95th-State to Cermak road-State, including the Dan Ryan express roadways between 95th-State and Marquette road-State, the buses are scheduled five to six minutes apart. Approximately 50 local stops are skipped in the limited zone area.

Alternating with and supplementing local State street buses, the limited buses run northbound in the morning and southbound in the afternoon, leaving the south terminal, 119th-Morgan, between 5:30 a.m. and 8:00 a.m., and north terminal, State-Grand, between 3:25 p.m. and 5:40 p.m., Monday through Friday. Standard rates of fare and transfer privileges apply.

Limited buses are 14 minutes faster than local buses for a trip between downtown Chicago and south of 95th street. Ten minutes is saved by interchanging between rapid transit and the new limited buses, instead of local buses, at the 59th-State "L"-subway station.

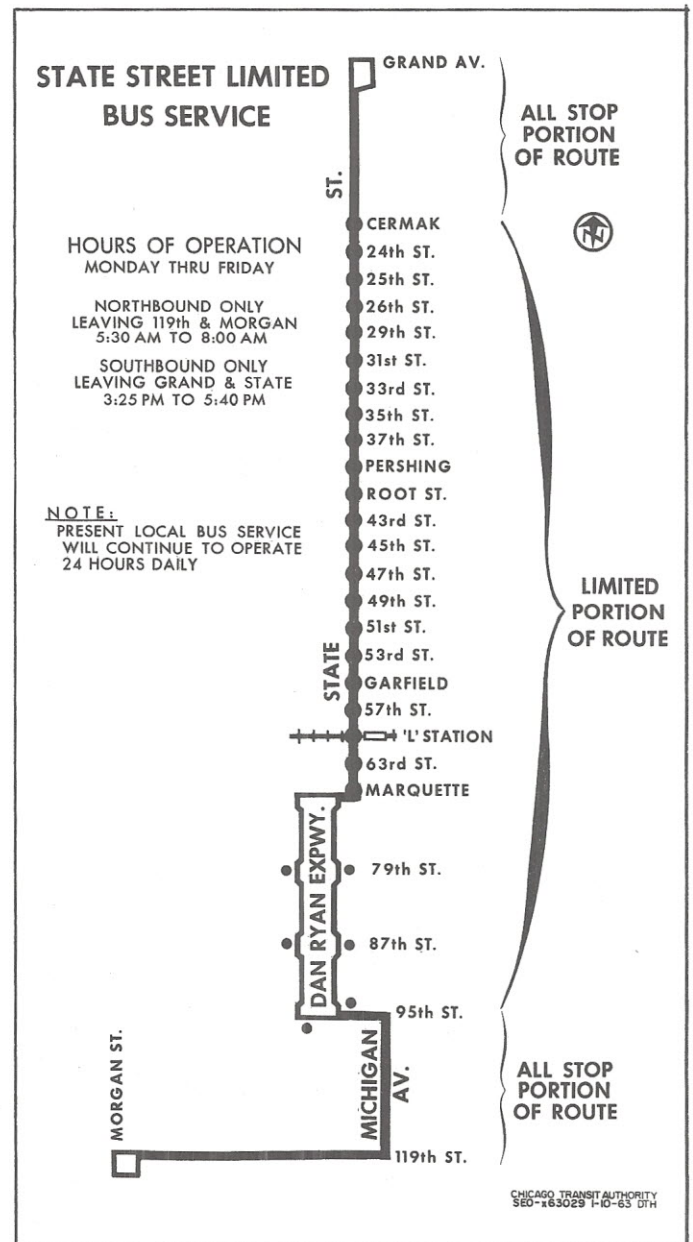
Between 119th-Morgan and 95th-State, limited buses make all stops. On the Dan Ryan express roadways between 95th-State and Marquette road-State, the limited buses stop at 87th street and at 79th street, leaving and re-entering the express roadways via exit-entrance ramps to make these stops.

Operating in State street north of Marquette road, the limited buses stop at 63rd street, at the 59th "L"-subway station, and then approximately every quarter mile to Cermak Road.

Between Cermak road and the north terminal of the route at State-Grand, the limited buses again operate as local buses, making all stops.

This new service is CTA's first use of Chicago's newest expressway for a bus operation with a pattern of limited stops along expressway roadways. Presently CTA's Devon-Northwest express buses are routed over sections of the Northwest Expressway but they do not make any stops along this part of their routing.

In recommending the new limited stop service to the Chicago Transit Board, who



authorized the new service at its meeting on January 24, General Manager Walter J. McCarter pointed out that extensive redevelopment underway along the west side of State street, between Cermak road and Garfield boulevard, will produce a high volume of potential transit patronage. Four housing projects in the area will accommodate approximately 40,000 persons, and the Illinois Institute of Technology, expanding rapidly, now has an enrollment of 7,100 students.

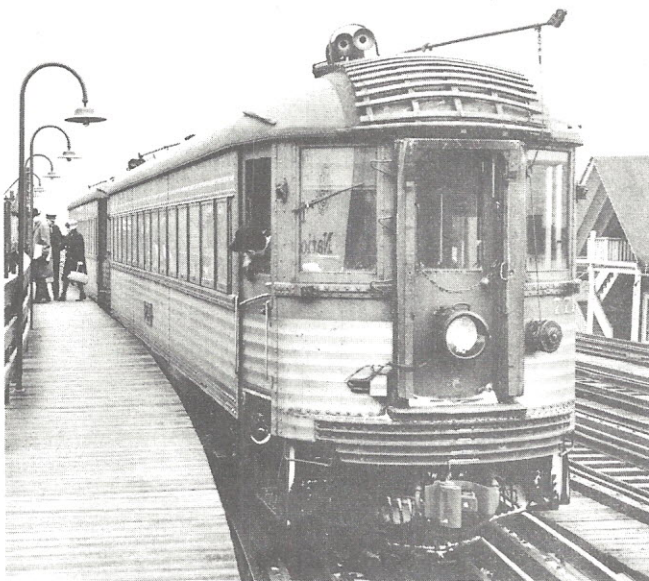
INTERMENT OF AN INTERURBAN



THE TIME, 3:50 a.m. The date, January 21, 1963. The place, Howard street "L" platform. At that moment, the echoing blast of an air horn sounded the death knell of the last interurban line operating over the "L". The eerie blast resounded as the final North Shore Line train snaked its way north out of Howard across the switchwork to the interurban right-of-way.

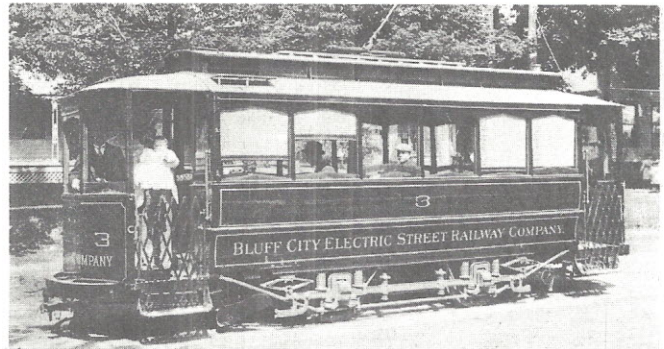
Interurban trains had operated over the "L" since March, 1905, when the CA&E began operating to the Loop. Now, almost 58 years later, the last has departed as another interurban line becomes only history.

In their heyday, electric interurbans operated on about 18,000 miles of track in the United States, weaving back and forth across the countryside and down the streets of little towns and big cities. In the traction industry of yesteryear, one name always stood out from the rest—that of the North Shore Line.



AWAITING HIGHBALL from conductor, this North Shore motorman peers back at passengers alighting from train at Belmont avenue.

IN DEMAND in warm summer weather, open cars like this one operated in interurban trains during the first quarter of the 20th century.



PREDECESSOR OF the North Shore Line, the Bluff City Electric Street Railway operated four-wheelers like this in and around Lake Bluff.

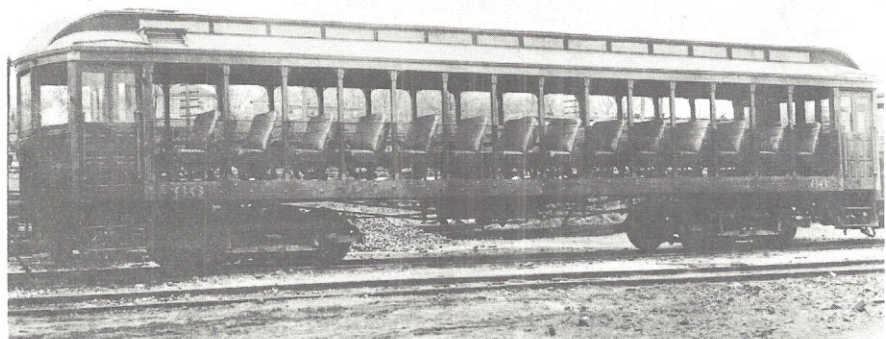
In the fashion of main line railroads, the North Shore at one time operated classy observation cars, parlor cars and diners on its high-speed limited trains. The road won acclaim in the twenties and thirties as the fastest electric line and made history in 1941 when it bought the two-streamlined, 85-mile per hour Electroliners.

The North Shore had its humble beginning as a streetcar line in Lake Bluff during 1895. From there it extended service south into adjoining North Chicago the following year.

In 1898 the line began to take the appearance of an interurban when service went south to Highland Park. Optimistic of its future, the line was named the Chicago & Milwaukee Electric railroad that year.

By August, 1899, through service to Evanston was in operation and passengers bound for Chicago could continue on a streetcar or the Milwaukee Road.

Extensions westward from Lake Bluff were completed in 1903 and trains went to Libertyville. Two years later, tracks were laid





HEADING UP a three car Milwaukee-bound train, Car 256 is seen here on one of the five baggage-car trains scheduled from Chicago on weekdays.

to Mundelein. Reaching northward, trains went across the Wisconsin state line to Kenosha in 1905, to Racine in 1906, and finally to Milwaukee in October, 1908.

On May 16, 1908, the Northwestern Elevated railroad (a CTA predecessor) extended rapid transit service to Central street, Evanston, and offered a direct connection with the interurban.

In 1916 the road's name was changed to the Chicago North Shore & Milwaukee Railroad and in 1919 trains began operating over the elevated to Roosevelt road, then 12th street.

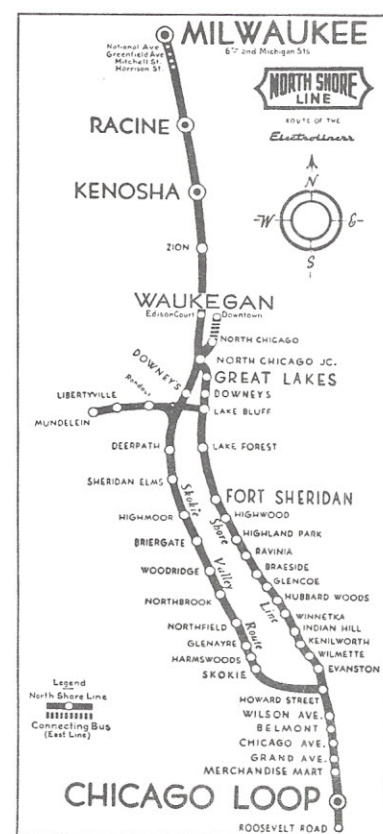
Service to Milwaukee was enhanced in 1926 when the high-speed Skokie Valley route, on an exclusive right-of-way, was opened. The original shore line, on streets and at road-side through North Shore villages, remained in operation until July, 1955, when it was abandoned.

The remaining 106 miles of route continued in service despite attempts to stop the unprofitable operation. However, the last train came to a halt on that snowy, bleak January morning. Now, only memories remain of a once great railroad, memories of powerful cars with screeching air brakes and that pronounced clickety-clack as 50-ton cars came thundering over the "L".

LUXURY CARS of the North Shore fleet (top left), the two Electroliners were scheduled to make 10 trips a day between Chicago and Milwaukee, accumulating about 3,000,000 miles each since their purchase in 1941.

CHICAGO TERMINAL of the North Shore Line (top right) for years has been Roosevelt Road, where facilities for mid-day storage of cars were available.

NORTH SHORE Line in 1955.





CARROLL E. THURSTON, operator (with Thomas Elphick, reporter): "In 1915 I was swimming at a church picnic when a boy called for help. While I was trying to rescue him he got excited and put a strangle hold on me. The other kids pulled him in. I went down twice before they could get me out of the water. While they were trying to revive me my mind seemed to be a motion picture unreeling everything I had done in my young life."

LOCATION: 69th Street

INQUIRING REPORTER:

Thomas Elphick

QUESTION: What childhood experience do you remember most clearly?

LOUIS MAESTRE, operator (top right): "While I was in grade school, my father used to awaken me at about three or four in the morning to help him start his car, especially when it was below zero. He kept me there until we got it started which, though it was cold and miserable, we always did."

LOUIE LEE, operator (right): "I think the greatest experience of my life was the day I took my first car apart and put it back together, and it started running again. I was only 17 years old at the time."

RALPH FRALE, operator (right): "When I was about 15 years old, my father had been teaching me how to drive. He was very strict about me fooling around in the car. One day, for some reason he left the car keys at home. My mother then asked me if I would like to drive up to Michigan to visit a relative. I did, being very careful and tense. The next day my neck was as stiff as a board and my dad never did believe I drove that far in one day."

J. J. DUBINSKI, operator (left): "My first lesson in driving in 1931; a salesman took me out on the highway and showed me the shift, then he put me behind the wheel and told me to drive. I drove from 95th and Cicero to my home at 6605 S. Fairfield. He said that was very good, for a beginner."



MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Consultant

SORE THROATS

SORE THROATS have plagued mankind as far back as history goes. This illness is most prevalent in the winter and spring months but may come in the warm pleasant days of summer. It affects persons of all age groups. Because many people are afflicted with sore throats at this time of the year, it was thought an article on the subject would be helpful.

For a better understanding I would like to mention that many physicians use the words throat or pharynx to denote an area that contains several structures including tonsils, glands, orifices connecting with ears, nose, sinuses and vocal cords. Patients, on the other hand, use the term "sore throat" to describe the discomforts both inside and outside the throat itself.

The common garden variety type of sore throat usually results from irritation or infection of the back wall of the throat (pharyngitis) or of the tonsils (tonsillitis). These infections can be caused by various bacteria such as streptococcus and staphylococcus, or by viruses. In addition to the type of sore throat mentioned, the following conditions are often referred to or are associated with symptoms of sore throat. Some of these are scarlet fever, diphtheria, quinsy, cervical adenitis (swollen glands), sinus infections, goitre, smoker's throat, cancer and certain blood diseases causing throat symptoms such as infectious mononucleosis (glandular fever), agranulocytosis (destruction of white corpuscles), leukemia and vincent's angina or trench mouth.

Symptoms of a sore throat may vary from a mild sensation of burning and scratchiness to severe painful swallowing, fever, headaches, loss of appetite, cough and prostration. In the more severe types, one should be aware of possible complications, such as rheumatic fever, heart disease, swollen joints, ear abscesses, pneumonia and other maladies. In the few cases, essentially the blood disturbances such as leukemia, the disease is fatal.

It is interesting to note that George Washington, first President of the United States, died from a severe throat ailment of only two days duration. No description of the type of sore throat Washington had was ever given. It is presumed, however, that a severe strept infection was the cause of his death. With our present day use of antibiotics, patients with this malady are saved.

Treatment of sore throats varies with the severity and type of infection which is present. Sometimes in minor cases, the patient recovers with no treatment at all. In the early days, bleeding was a favorite remedy for sore throat. As a matter of fact, bleeding or "cupping" was used for most every illness. Various types of poultices on the neck including "cow dung," a dirty sock with goose grease, flaxseed in a mucilage of licorice, and lemon juice were frequently recommended in the old days.

While gargling and local application of medicines are very popular, there is considerable doubt as to their value.

The use of penicillin, antibiotics and sulfa drugs has revolutionized the treatment of sore throats. Diphtheria, which was always a serious illness, has practically been eliminated by the immunization with diphtheria antitoxin. Incision and drainage is a lifesaver for persons suffering from quinsy. In certain cases of tonsillitis in which toxic effects are manifested, an operation for their removal is indicated.

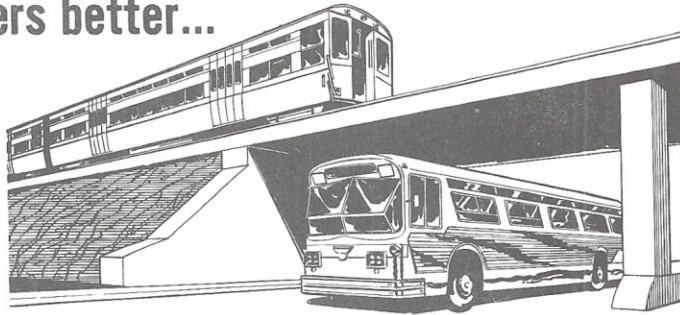
The relief of pain by medicine and control of the infection are the main essentials of treatment. There is no standard method of cure for all cases.

The important message of this article is to urge all people with sore throats of more than a few days duration to see their family doctor. He is the only one who can determine the treatment which is best for you.

Changes in Family Status Affect Beneficiary

WHEN DEATH, marriage, divorce or other changes in family status makes it necessary to change the beneficiary named for your life insurance and retirement refund, it should be done at once. Change of beneficiary forms for both are available through your department head. These forms should be filled out promptly and returned to the Insurance Department. Failure to change your beneficiary adds unnecessary expense in settling your estate.

to serve our riders better...



KNOW YOUR CTA ROUTES

DIVERGING FROM an important transfer point, two CTA bus routes serve 79th street on Chicago's South Side. East 79th (No. 79) buses start from the 79th-Western off-street terminal and operate east on 79th street to the lakefront. Also operating from the terminal, West 79th (No. 79A) buses are routed west over 79th street to a terminal in the Scottsdale Shopping center at Kilpatrick avenue.

Both routes operate through communities that are chiefly residential in character. East 79th buses serve an area with a population exceeding 17,000 per square mile while the area served by the West 79th buses contains only about 8,000 residents per square mile. In some of the older communities, stores almost continuously line 79th street. Shopping areas have developed at several of the transfer points.

Weekday service on the East 79th route is provided at five-minute intervals during rush hours and at 10-minute intervals during mid-day and evening periods. "Owl" service is on 30-minute intervals between 1 a.m. and 5 a.m.

On Saturdays, buses run every eight minutes except during the evening hours when a 15-minute headway is maintained.

Sunday schedules call for buses every 15 minutes in the morning and every 10 minutes during the remainder of the day.

On the West 79th route, buses run on eight-minute intervals in rush hours, 15-minute intervals in the mid-day and evening and on a 30-minute interval after 10:30 p.m. The route operates between 5:05 a.m. and 1:45 a.m. only, Monday through Saturday.

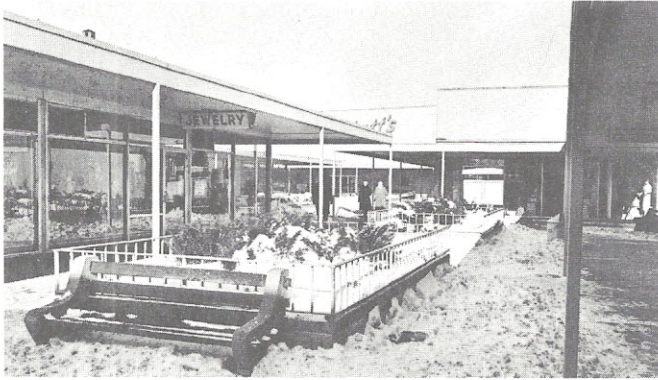
Saturday schedules on West 79th provide service on 15-minute intervals most of the day and on 12-minute intervals during the afternoon rush hour. Thirty-minute service is provided during the evening.

On Sundays, buses operate from 6 a.m. to 11:15 p.m. maintaining 30-minute headways during the morning and evening hours. In the afternoon buses run every 15 minutes.

Operating from 77th street station, 19 buses are assigned to the East 79th route.



IN CONTRAST with older schools, Bogan High school, at 79th and Springfield, was attractively constructed in 1958 to blend with modern homes nearby. Bogan serves the entire Ashburn community on Chicago's far Southwest side and has an enrollment of about 2,000 students.



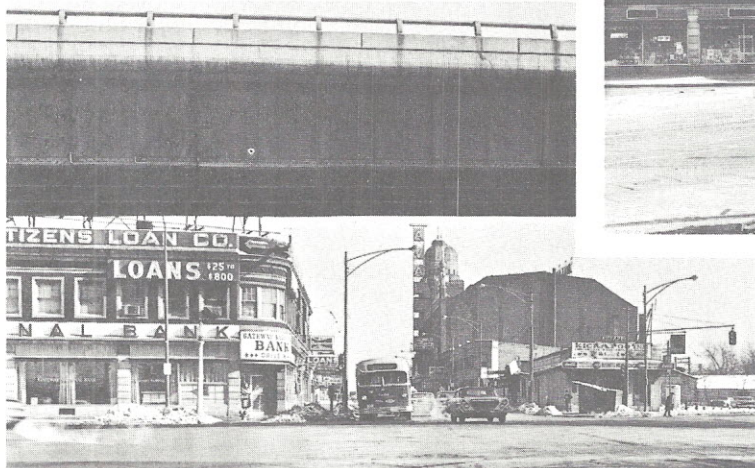
THE CONVENIENCE of shopping at numerous stores and shops connected by protected walkways is afforded at the Scottsdale Shopping Center, 79th and Cicero. Transit service to the location is provided by two CTA bus routes, West 79th and South Cicero. Both lines terminate in the vast parking lot.

The measured round trip mileage of the route is 14.12 miles and a one-way trip varies in time from 32 to 42 minutes, depending on prevailing traffic and time of day.

Also operating from 77th street, five buses are apportioned the West 79th route. The round trip mileage of this route is 6.2 miles and a one-way trip can take from 10 to 17 minutes.

Wentworth horsecars routed over 79th street from Vincennes to Halsted brought transit service to this east-west street in 1892. In 1893 streetcar tracks were laid between Stony Island and Exchange to become part of a route operating from 64th and Stony Island to 106th and Indianapolis.

IN COMPARING 1934 with today, the intersection of 79th, South Chicago and Stony Island seems to have undergone very little change. However, the picture does show how far transportation facilities and vehicles have advanced in the past



Tracks used by the Wentworth cars were converted for electric streetcar operation in December, 1894, and extended to Peoria street in 1908. Additional tracks were installed east of Vincennes in 1910 and a shuttle car began running between Peoria and State.

A series of extensions in 1914 filled the gap between Stony Island and State and brought through service farther east to the lake and west to Ashland. The final streetcar extension, to Western avenue, was completed in November, 1926.

One-man cars were used on the route during the twenties and again became the basis of service in October, 1949. Motor buses began operating instead of streetcars on weekends starting in February, 1951. Buses completely replaced streetcars on September 16, 1951, and operations were extended into the lakefront terminal on August 11, 1952.

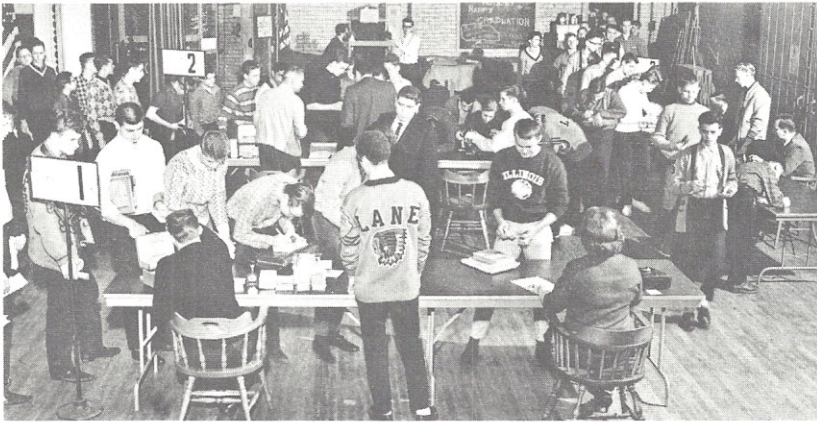
The extension bus route, West 79th, began operating in rush hours only west from Western via 79th and Pulaski to 75th street in November, 1942. Two months later the route was extended farther west to Kilpatrick avenue and began operating most of the day to serve plants in wartime production.

Operations were extended east into the new 79th-Western off-street terminal in July, 1948.

During 1952 the west end of the route was revised to operate in a circle via 79th, Cicero, 76th and Pulaski. This operation continued until 1959 when buses began operating west on 79th to a terminal in the Scottsdale Shopping center.



three decades. Today, ramps to and from the Chicago Skyway stand over the intersection and buses and sleek automobiles have replaced the streetcars and jalopies of yesteryear.



Student Cards Distributed in 225 Schools

IDENTIFICATION CARDS are sold at the schools to eligible students by CTA representatives (above). At Lane Technical high school, one of the largest in the city, long lines form on the day the cards are made available.

THE CARDS, properly signed by the student and countersigned by a school authority, must be shown at the time the fare is paid (top right).

PRIOR TO delivery of student cards, Don Burton (left) and Doane Clark, of the Stenographic-Duplicating Department, get advance application forms and cash boxes ready for school distribution process.



TWICE EACH school year, CTA representatives visit some 225 accredited public, parochial, private elementary and high schools to distribute identification cards which allow students to ride the CTA at special rates.

Since about 112,500 cards were issued during the first semester of the 1962-63 school year, it's quite a job.

But distribution of the cards is only one phase of this activity. It's not just as simple as collecting the dollar charge and handing a card to the student. A lot of preparatory work goes into the job of processing the cards.

First, there are forms which each applicant must fill out and have verified by the principal or designated teacher. Letters of instruction must be sent to school authorities. These are packaged and delivered to eligible schools in advance of the dates the identification cards are on sale. And then, of course, there is the printing of the cards themselves.

Some 30 employees, selected from various CTA offices, traveling from school to school, handle the sale of the identification cards. The cards allow eligible students to ride to and from school at the rate of 12 cents without transfer and 17 cents with transfer.

Students purchasing identification cards are supplied with a protective plastic sheet to apply over the card after it has been properly filled out and signed. A replacement fee of \$2.00 is charged for a riding card that has been lost, stolen, defaced or destroyed.

A GROUP of home-going students wait to board an Addison bus at Schurz high school. In the afternoon, the student must board the bus in the immediate vicinity of the school or at the nearest rapid transit station.





ONE OF the greatest problems facing the transit industry is the competition of the private automobile, and CTA is keenly aware of this.

Statistics show that it is far cheaper to use public transportation than it is to operate a private automobile; but people are not as concerned with facts and figures as they are with the kind of public service they receive.

The spirit of good service is manifested by the way we conduct ourselves in the eyes of the public. To them we all represent CTA. Courtesy plays an important part in continuing our efforts to provide the best possible service.

Our modernization program has furnished us with the newest and best type of equipment and facilities. But equipment means little, if we, as individuals, fail in our duties.

Letters of commendation reflect the appreciation of our riders for a job well done. Two such letters are printed below:

"I would not feel that I was beginning the New Year with the right attitude if I didn't highly commend one of your bus operators (George Kuhl, Badge No. 6888, North Park). It is a distinct pleasure to greet him and be greeted by him in the morning. He starts the day out with a happy outlook.

"First of all, when he sees someone running for his bus, he doesn't step on the gas to avoid another passenger. If he is on schedule, which he always seems to be, he will wait for him, which is a very kind gesture, especially in the morning. He is solicitous about the welfare of his passengers when they alight from the bus, and is an excellent driver. Most of all, he is a pleasant human being and deserves recognition for his treatment of people he encounters."

In the same spirit is this letter commending Operator Coy Hardimon, Badge No. 4734, North Park:

"I am writing you concerning a young driver on the Sheridan Express. I ride your buses three times a day, five days a week and twice on Saturday and will

say that practically all the drivers on that line are most courteous, but this gentleman beats them all. I was sitting near the front and heard three different ladies thank him for being so nice. He really enjoys his work. Every person getting on is welcomed with a hearty 'Good Morning' and when they get off it, 'Please watch your step.' He also calls out all the street stops clearly. You are always speaking about creating good will between the riders and CTA. This operator is a wonderful example for you."

This letter from a rider expresses a service complaint that deserves the consideration of all operating personnel:

"It has been my observation that some of your operators do not pull their buses up to the curb when making a stop even though there is curb space open. I notice this particularly because I have a condition that makes it difficult to step down and up again into the bus. It seems to me that it would add greatly to the convenience of your service if the operators would, when space is available, make their stops as close as possible to the curb so that people waiting to get on could board more easily and with greater safety."

COMMENT: Bus operators should curb their vehicles properly in order to afford boarding and alighting passengers the utmost comfort and convenience. A minimum of 85 feet of curb space is necessary at all bus stops for operators to curb their vehicles properly. Unfortunately, some inconsiderate motorists park in such a manner that this curb space is reduced and operators cannot curb in the approved manner, but when the space is available our buses should always use the proper loading zone.

SHOWN HERE is a comparison of commendations and complaints received by Chicago Transit Authority for the months of January, 1963, December, 1962, and January, 1962.

	January 1963	December 1962	January 1962
Commendations	133	104	138
Complaints	1281	1036	2235

CHICAGO TRANSIT AUTHORITY

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

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

	Month of December		Twelve Months Ended December 31,	
	1962	1961	1962	1961
Revenues	\$11,169,297	\$11,448,463	\$137,840,949	\$130,610,746
Operation and Maintenance Expense	<u>10,084,386</u>	<u>9,801,322</u>	<u>115,160,221</u>	<u>112,618,020</u>
Available for Debt Service	<u>1,084,911</u>	<u>1,647,141</u>	<u>22,680,728</u>	<u>17,992,726</u>
Debt Service Requirements:				
Interest Charges	325,469	340,671	3,998,963	4,160,731
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	2,000,000	2,000,000
Deposit to Sinking Funds -				
Series of 1947 (2)	144,887	135,547	1,682,600	1,563,640
Series of 1952 (2)	31,250	29,583	375,000	355,000
Series of 1953 (2)	<u>9,510</u>	<u>9,004</u>	<u>185,653</u>	<u>54,023</u>
	<u>677,783</u>	<u>681,472</u>	<u>8,242,216</u>	<u>8,133,394</u>
Balance Available for Depreciation	407,128	965,669	14,438,512	9,859,332
Provision for Depreciation	<u>893,544</u>	<u>915,877</u>	<u>11,027,276</u>	<u>10,448,860</u>
Deficit in Depreciation Provision or Balance Available for Other Charges (3)	486,416 ^r	49,792	3,411,236	589,528 ^r
Appropriated for Revenue Bond Amortization	-	-	1,266,854	-
Accumulated Deficit in Depreciation at Beginning of Period	-	<u>892,874^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>\$486,416^r</u>	<u>\$843,082^r</u>	<u>\$1,301,300</u>	<u>\$843,082^r</u>

^r - Denotes Red Figures.

PASSENGER STATISTICS

Originating Revenue Passengers	<u>41,234,004</u>	<u>42,168,914</u>	<u>504,910,977</u>	<u>505,531,763</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.

W. O. Holton, Retired CSL Legal Aide, Dies at 95

WILLIAM O. Holton, 95, former retired office manager of the Chicago Surface Lines Claim and Law Department, died recently at the home of his daughter in Lexington, Kentucky.

Mr. Holton left his father's farm when he was 21 and came to Chicago where he was employed by the Chicago Surface Lines, working in the Claim Department. He studied law in Chicago and was associated with

the transit company for some 49 years, retiring from the Legal Department in 1946. Since that time, he made his home in Lexington.

Surviving are his daughter, Mrs. A. C. Chinn; two grandchildren, William O. Holton II, and Mrs. J. Ed Parker, both of Lexington, and two great grandchildren.

Burial was in the Lexington cemetery.

Remove Crossing Installations on Lake Street

MARKING THE end of an era which began when wooden "L" cars ran side by side with the horse and buggy on West Side and Oak Park streets, CTA crews recently removed the gateman's shanties and the last traces of the manually-operated crossing gates from Lake street and South boulevard between Long avenue and Marion street.

Dismantling of the shanties and removal of the concrete-imbedded gate posts of the crossing gates at 21 street crossing locations was completed on February 6, thus clearing the way for removal from the streets of all grade-level facilities which were replaced when trains began operating on the new right-of-way.

The gates were last used during the early morning on October 28, 1962, just before CTA's Lake rapid transit route trains began operating over the elevated Chicago and North Western railway right-of-way. Since then, the wooden gates have been dismantled at all 22 grade crossings along the two and a half mile abandoned street-level route. The gates and shanty were previously removed from the Harlem avenue grade crossing to make way for station construction.

The Lake street elevated line was extended down a ramp at Laramie avenue to street-level and west to Marion avenue in two stages by 1901. However, crossing gates were not constructed along the street-grade section of the electric line until about 1910, when the elevation of the North Western created a traffic hazard.

The familiar-sounding locomotive bells began pealing out their warnings of an approaching train some years later when vehicular traffic became a problem. With the

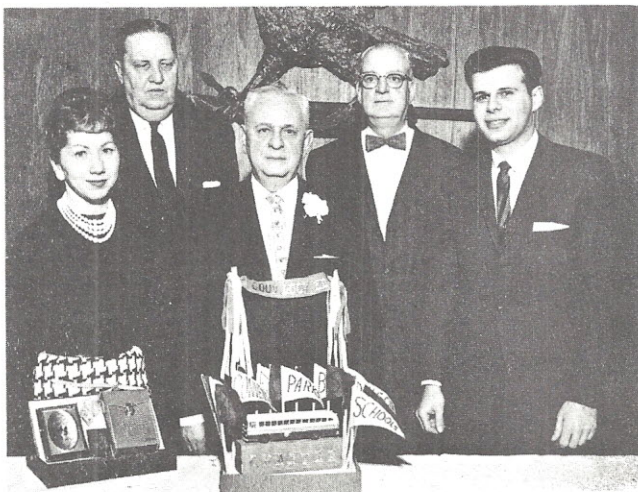


LIFTED FROM its foundation, the gateman's shanty at Oak Park avenue is loaded onto a truck for shipment to the Congress Terminal Shop, where it will be destroyed.

elevation of service, the bells were disconnected and sold to eager buyers.

Contracts will be let early this spring for the removal of the remaining grade-level station buildings, platforms, tracks, and the overhead power distribution system. The sale of the salvaged rail and wire is to be credited against the cost of clearing the former right-of-way. This work will not include removal of track in the intersections. These areas will be repaved by Chicago and Oak Park.

When the entire project is completed, the street will truly take on a new look. Modern CTA station buildings are being completed on parts of the site of the old route and the land no longer occupied by the CTA will revert to the City of Chicago and Village of Oak Park for development.



RETIRING ON February 1 after nearly 20 years of service with the former Chicago Surface Lines and CTA, Edward D. Ehrlich, Charter Service sales manager, was tendered a luncheon on January 30. Some 50 of his associates attended the event held in the M & M Club in the Merchandise Mart. Here he is shown (center) with H. L. Polland, (second from left) director of public information who emceed the luncheon, and members of the Charter Service staff, (left to right): Kay Killeen, Al Ekemann, and Anthony Curcio. The miniature charter bus centerpiece was designed and created by Public Information Department personnel.

NEW PENSIONERS

H. J. BAILEY, Foreman,
South division. Emp. 9-16-29.
O. J. DAVIS, Operator,
77th street. Emp. 1-28-26.
E. D. EHRLICH, Sales manager,
General office. Emp. 5-1-43.
H. A. ENGELHARDT, Painter foreman,
General office. Emp. 11-3-41.
P. J. GERAGHTY, Operator,
77th street. Emp. 11-4-30.
RAY GORHAM, Extra guard,
Howard street. Emp. 2-20-42.
NELSON HALL, Porter,
Howard street. Emp. 10-19-43.
O. M. HARTMAN, Towerman,
Howard street. Emp. 10-30-17.
JOHN HEAVEY, Operator,
69th street. Emp. 3-31-24.
STEPHEN HEFFERNAN, Bus cleaner,
South division. Emp. 10-18-41.
K. F. HOJNACKI, Operator,
North avenue. Emp. 2-25-24.
E. R. JONES, Foreman,
Rapid transit. Emp. 7-27-25.
HUGH KEANY, Ticket agent,
West section. Emp. 8-19-43.
J. F. KLEICH, Ticket agent,
North section. Emp. 1-15-37.
W. A. LOEWECHE, Repairman "A",
Rapid transit. Emp. 12-21-22.
JOHN LOUGHLIN, Motorman,
61st street. Emp. 10-25-26.
F. F. MANHART, Operator,
Limits. Emp. 6-9-26.
WILLIAM MANNION, Operator,
69th street. Emp. 6-5-25.
W. J. McLAUGHLIN, Bus cleaner,
South division. Emp. 9-19-39.

JOHN NOVELLO, Laborer,
Const. & Maint. Emp. 4-1-24.
F. L. PRITCHARD, Operator,
North avenue. Emp. 1-8-34.
J. E. SCHIEVE, Operator,
Beverly. Emp. 1-19-21.
WILLIAM STEINER, Conductor,
Kimball avenue. Emp. 2-27-18.
G. C. SWATOS, Porter,
West section. Emp. 9-22-37.
PATRICK WALSH, Ticket agent,
Loomis. Emp. 3-14-22.
L. J. WELZIEN, Porter,
West section. Emp. 1-3-23.
F. H. WEST, Shopman III,
Rapid transit. Emp. 12-11-24.
THOMAS WHITE, Conductor,
South section. Emp. 2-13-24.
F. W. WHITFIELD, Operator,
North Park. Emp. 10-28-42.

DISABILITY RETIREMENTS

JOHN BLAIR, Conductor,
Douglas. Emp. 5-24-45.
JAMES CERVENKA, Operator,
Lawndale. Emp. 3-12-34.
JOHN MARCH, Collector,
Archer. Emp. 1-11-45.
JOHN O'CONNOR, Ticket agent,
North section. Emp. 11-13-29.
S. P. STUBER, Porter,
West section. Emp. 6-30-43.
J. V. TALALAY, Arm. Winder "B",
South division. Emp. 9-30-40.

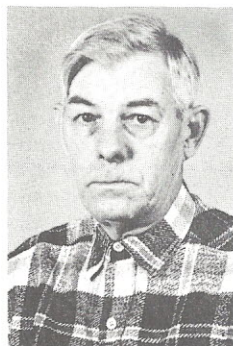
PICTURED BELOW are five CTA employees who retired February 1 with more than 40 years of transit service each.



Otto Hartman



William Steiner



Louis Welzien



Joseph Schieve



Pat Walsh

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

ACCOUNTING (General) -

ROD HEFFERNAN transferred from I.B.M. to General Accounting and ANTHONY SCARDINA transferred from the Claims Department to General.

(IBM) -

HELEN ROMAS and PATRICIA POLIC transferred from Revenue to become key punch operators in I.B.M.

(Revenue) -

VICTOR JOHNSON transferred from Job Classification to Revenue. JOSEPH NASH, MARK DUNDOVICH, and MARTIN ORLOWICZ received promotions within the Department.

HERB and KAREN KEKSTADT, formerly a mileage clerk, sent us a happy announcement that DONALD WILLIAM was born on December 28. Our best wishes to the happy family...ALICE CLEARY is a justifiably proud grandmother. Collectively, she has four grandsons under the age of two and a half years. Her daughter, PATRICIA MONAHAN welcomed SEAN PATRICK on December 27. She also reports a new grandnephew, JOSEPH JOHN KALVA, born on January 21.

BEATRICE CAWLEY, formerly of Revenue, happily announced the birth of her third baby boy, born January 21. PAUL GEORGE, the new arrival, tips the scales at eight pounds, ten ounces.

New employees are JOHN F. LYNCH JR., file clerk, and THOMAS KOZLOWSKI, transfer counter.

(Payroll) -

MAE BUJNOWSKI, deduction clerk, took a train ride to St. Joseph, Michigan, to take a bath--sulfur bath, we mean. She spent the weekend there and also enjoyed the scenery enroute...ART BRESIN, former payroll supervisor, and ROY WILSON, formerly of Material and Supplies, visited us recently. They both looked very fit indeed.

- Marie Haulik & Eileen Neurauter

CLAIMS -

RICHARD MECKER, Adjuster, started the new year right. On January 4 a new baby girl arrived. That makes two girls for the Meckers...TONY SCARDINA left us for the Accounting Department with a nice promotion. Lots of luck, Tony.

MARY ANN JOSEPHSON, formerly of the Claim Department, recently had her second child, a baby girl...BOB LAMONT and his parents had a wonderful surprise for the holidays. BILL LAMONT, their other son, flew in from Germany. He is in the air force.

Good to see DON O'SULLIVAN back to work after his accident...GERARD McSWAIN resigned to become a pipe fitter. Lots of luck, boy...BILL NOTT has been transferred to the Insurance Department. Our loss is their gain...Welcome to ED GAINOR, our new vault clerk...HARRY BONESS must be psychic. He took two weeks vacation and drove to Florida just in time to miss our frigid blasts...BING APITZ and your scribe received wallets for sending in suggestions.

- Frank Sepanski

ELECTRICAL -

We quote a card from JOSEPH NAGRODSKI, chief operator at East 63rd substation: "Greetings from Pompano Beach, Florida. Getting sunburned and en-

joying swimming. Weather is good and have a nice apartment one-half block from beach."

A card also was received from Chief Operator ARTHUR HANSEL of Ravenswood substation who wrote from Pompano Beach: "Life is short at its best, so come down and grow young under the Florida sun. Best regards to all."

At this writing several of our number are hospitalized. ALBERT FENNELMA who underwent surgery, JOHN O'DONELL of Franklin substation and FRANK CASTRE. Hope to see them back real soon.

WALTER CLOGHESSY, former substation operator who retired on October 1, 1957, died on December 22... IRVIN G. KOERITZ, lineman, passed away on December 31.

- Gilbert Andrews

FOREST GLEN -

The personnel at Forest Glen take off their hats to the men in blue at this station. They performed acts of safe driving in every phase, ushering out the old year and welcoming the new year. What a feat, the last three days of 1962 and the first two days of 1963 without an accident. Considering the number of men and vehicles involved (hours and mileage) this is a fantastic record. This could only be accomplished by full cooperation. You men are to be commended. MR. BAILEY, MR. JOHNSON, and the office staff are proud of you. May it be a happy new year and safe motoring to all.

We extend our sympathy to OPERATORS ERWIN JESCHKE on the loss of his mother and to JOSEPH GREZELAK on the loss of his mother...Relief Receiver EARL McLAUGHLIN and his wife celebrated their silver wedding anniversary December 21. May they both have many more years of good health and happiness.

OPERATOR BILLY MURKS and his wife were blessed with a six-pound baby boy on December 21...OPERATOR HAROLD LIZARS retired on January 1, and we wish him many years of good health and happiness in the future...PENSIONER JOHN BUKOWSKI was in from Miami, Florida, for the holidays to visit his friends. John looks real good and retirement seems to agree with him. He also had a good sun tan.

OPERATOR MELVIN WALLACE and his wife flew to Florida to soak up some sunshine for one week...OPERATORS EUGENE GASKIN of Forest Glen and EARL HORSTMANN of North Avenue, along with their wives, motored to Miami Beach for one month. I think a person could be spoiled in that length of time.

It is with regret that we say "adieu" to CLERKS AL PORTER and MIKE MOLLO, who gave a creditable account of themselves at Forest Glen. We welcome LOUIS TIGNAC and DAVID FORD, our new clerks, and EARL McLAUGHLIN who will be back as a relief receiver one day a week.

The following operators from Forest Glen have been off sick for one month or more: JOSEPH PFUM, LOUIS MENKEN, JAMES BRUNELLI, TOM HICKEY and EDWARD RICH.

Condolences to the family of FRANK KONCAR, former clerk at Forest Glen, who was on the disability list when he passed away on January 16.

- Frank Carpino

STANDING BEHIND his catch of six snook made at Pine Island, Florida, is CTA Pensioner JOHN SARES, who retired as a bus operator at Forest Glen station five years ago. Each of the fish weighed between 20 and 28 lbs.



GENERAL OFFICE (Traffic Engineering) -

The Department sends best wishes for a speedy recovery to PAUL LASKY, who was recently hospitalized, and we are also anticipating his early return to work...NORMAN OSWALD, graduate trainee, was recently welcomed to Staff Engineering.

(Training & Accident Prevention) -

Anyone in the market for a cute puppy call FRANK JOHNSON on Extension 2166. His dog, Daisey, recently gave birth to six and there are a couple left for adoption...MARGE CONWAY drove to Boyne Mountain Ski resort on Friday, January 11, the day of the big snowstorm. A good time was had on the week-end holiday at the resort, but the trip home through the snowstorm was quite an experience.

New to the Department is AL NELSON, graduate trainee from Shops and Equipment on a temporary assignment...Ten-year-old MARK MAGINNIS, son of STUART MAGINNIS, took part in his first music contest recently at Field Stevenson school in Forest Park, Illinois. Mark, who plays the trumpet, was part of a brass ensemble that received superior rating medals for their performance.

The members of the Department were interested in news received recently from RAY WILLEM, son of our former co-worker, JULIE WILLEM, now in the Electrical Department. Ray joined the Peace Corps and recently arrived at Etinan, Nigeria. He was assigned to the Qua Iboe Mission Secondary school located there in the thick of the rain forest belt. His living quarters are in a modern building with electricity, refrigerator and other accommodations, although the area as we know it is really the "bush" country. He is enjoying his work, and we wish him every success.

(Job Classification) -

The welcome mat was rolled out for SUE BARTHEL, who transferred from Employment, and for HAROLD LEE, who formerly worked in Transportation. Good wishes were extended to VIC JOHNSON on his promotion to Clerk I in Revenue Accounting.

(Employment) -

ELAINE ZIEBARTH had a pleasant surprise when her fiancé, ERNIE GEHRKE, came home on leave from Fort Monroe, Virginia, during the recent holiday season.

PATRICIA NEDVAR transferred to the Pension Department, and CYNTHIA VRANA was welcomed into the Department. Cynthia's dad, THADDEUS KAIMA, is employed at West Shops.

JACK O'CONNOR'S wife, DOLORES, and his mother experienced recent illnesses that confined both to the hospital. Best wishes are extended for their early recovery.

MAJOR MELVIN BRIDGES, retired superintendent of employment, and his wife, LOIS, are kept very busy in Lombard, Illinois. The Major is president of the Lombard Senior Men's club and has held this office for the past four years. All members are retired professional men; engineers, bankers, professors, and school board members. The club meets twice a month with invited speakers from local, state, and federal agencies. The Major and Mrs. Bridges leave each February for Daytona Beach and St. Petersburg, Florida, where they enjoy visits with other CTA pensioners now living in the South.

- Mary E. Clarke

GENERAL OFFICE (Transportation) -

JAMES R. TUCKER and his daughter, DOROTHY, spent New Year's Eve in New Orleans. At the stroke of midnight, it is a custom for each reveler to drop a lighted firecracker down the neck of another. The chief of police explains it is a known fact that firecrackers are unlawful, but since he cannot arrest the multitude, shortly after the hour of midnight the hospitals are contacted and all those injured are placed under arrest. Dorothy was visiting her boy friend who is enrolled at Holy Cross school in New Orleans.

Radio Dispatcher FRANK ADAMS and his wife, AVIS, announced that they are the proud grandparents of MICHAEL SCOTT, born December 21, to their son, CAPTAIN ROBERT ADAMS, and his wife, BETTY SUE. Michael Scott saw the light of day at a rescue air force base at Goose Bay, Labrador, where Bob is stationed.

DICK REDDING, Travel Information, is now a member of the Pension Department personnel. He took over the duties vacated by DON RIESS, who assumed the duties of ED BOLE when ED transferred to Job Classification.

PATRICIA NEDVAR has transferred from Employment to the Pension Department, taking over the duties formerly assigned to DIANE BALICE, who resigned her position with CTA.

- Julie Prinderulle

KEDZIE -

Chief Receiver KENNETH BURNELL and his wife, TONY, drove to Michigan to pick up Tony's sister and her husband. Then the four drove to sunny Florida where they visited several cities and enjoyed a much-needed vacation.

We welcome the new board member, WILLIAM LARSEN, and wish him luck in his new duties...The Kedzie Depot Federal Credit Union celebrated their 25th anniversary Saturday, January 19, at the Midwest Club with refreshments and dancing to the tune of the Style Masters.

Received a letter from Retired Operator JOSEPH SACHECK who has a little farm in Jackson Center, Ohio, and states he is doing fine...Vacation Relief Clerk RAYMOND KOCMOUD and his wife had a very busy weekend September 15 and 16. On Saturday, September 15, their daughter, GERALDINE, was married to JERRY POSISIL at the Lady of the Mount church, Cicero, Illinois, and on Sunday, September 16, their son, CARL RAYMOND, was married to CHERYL LEE MCDANIEL at the same church. Congratulations to both couples.

SOPHIA KUSTA, sister of Station Superintendent JOHN FRUGO, passed away on January 18 after a long illness. We extend our sympathy to the bereaved family...Our sympathy is also extended to Board Member WILLIAM LARSEN and his wife, JOSEPHINE, on the loss of Mrs. Larsen's mother.

Night Janitor JOHN HESTER spent his vacation around Chicagoland...The father of CELIA MURPHY, wife of OPERATOR THOMAS MURPHY, died recently...The young daughter of OPERATOR and MRS. CHARLES LINDSAY died recently from burns received in her home.

We are glad to see Transfer Instructor JAMES CONSIDINE back on the job after a siege of illness.

In the 1963-64 Illinois State Scholarship Program, there were 95 northwest area students who qualified as semi-finalists on the basis of their achievement in competitive examinations. Each received \$600 financial assistance. Among them was JAMES URGANUS, son of OPERATOR and MRS. MICHAEL URGANUS. Congratulations, Jim.

- - C. P. Starr

KEELER -

Our big brother at Keeler station is OPERATOR ROBERT MULNIX, who is serving as scoutmaster of troop No. 24 in his neighborhood. He also likes to play his Hammond concert model organ in his home during the week and is an organist in church on Sunday.

OPERATOR MYRON GANSKI was married to FRANCES WANDERSKI on December 15. The happy couple enjoyed their honeymoon traveling through Wisconsin...OPERATOR HORST TIETZ had a stirring experience when he saw the Fire Department at his home while driving his bus. Fortunately, there were no casualties.

WILHELM KARSTENS and his wife announced the birth of their son on December 31.

- Elmer Riedel

LIMITS -

OPERATOR CLARENCE BUTHMAN'S wife was called to Costa Mesa, California, due to the illness of her sister. She went by jet and found her sister much improved. She was able to see the Rose Bowl parade at Pasadena on New Year's Day. Clarence decided to take a jet out and bring her home during his vacation. It was his first trip in the air and he enjoyed it very much. They arrived home by jet and related a very enjoyable trip especially in Disneyland.

MECHANIC EARL RODGERS' daughter, LINDA, graduated from Bell Elementary school. She will continue her studies at Lakeview High school...OPERATOR ROY MEYER and his wife were blessed with their third grandchild, a boy, whose daddy is an Evanston policeman. They were pleased to have their son and wife from Bloomington visit them during the Christmas holidays. ROY JR. has a very good job on the Bloomington Pantograph.

OPERATOR and MRS. RICHARD STEPHENS, along with their daughter, visited with the former's parents at West Frankfort, Illinois, during the Christmas holidays...OPERATOR JAMES COX has transferred from Forest Glen to Limits to become a collector.

OPERATOR LESTER CRISPELL visited the depot recently. He is still on the sick list at home...The annual Limits Credit Union meeting and election of officers was held on January 20 at Waveland hall. The dividend paid was four per cent.

OPERATOR CHARLES SPIEGAL and his wife spent four weeks in California visiting friends and taking in the sights. They report having a wonderful time...Former Operator EDWARD COLLINS from Ravenswood, who has been working as a ticket agent on the elevated, passed away in January.

Retired Motorman ANDREW SALMON died very suddenly on January 11. He retired ten years ago after

45 years of service...INSTRUCTOR JESSE RODRIGUEZ recently introduced the new transfer reference manual at Limits. It replaces the former one and contains certain changes. Instructor Rodriguez was very helpful and answered all questions asked of him.

MECHANIC GEORGE SLATE, who was at North Park, is on a special assignment at Limits shop...Retired Motorman EDWARD WILBERSCHIED and his wife celebrated their golden wedding anniversary in January. Mr. Wilberscheid retired ten years ago after 45 years of service.

- George Clark

LOOP (Agents) -

Our sincere thanks to AGENT EDITH EDBROOKE for her wonderful job of reporting in the past. In the future you will have to put up with me as your new reporter for the Loop. "HELP!"

AGENT DOROTHY RICHTER spent a wonderful two-week vacation enjoying Chicago's weather, inside looking out. Also a report that AGENT CATHERINE LAHEY enjoyed a recent sunny Florida vacation.

AGENT ANN WASTIER is riding on Cloud 9 since she moved into her new apartment in Marina City. Lots of luck, Ann, in your new home...Our sympathy is extended to the family of PORTER JOHN KARLOVICH who passed away suddenly in December...AGENT MARY BROWN had minor surgery performed recently and is at home recovering. Hope you are feeling better, Mary.

AGENTS ANN DUNLEAVY and MARIE BLANCHFIELD are home from the hospital. Hope you are doing fine, girls. Hurry back, we miss you...Sorry to report Loop Superintendent JOHN GILHOOBY is confined to the hospital. Hope this finds you much improved, JOHN.

PENSIONER CATHERINE KENNY is spending a month with friends in St. Petersburg, Florida...PENSIONER LYDIA RUCK entered the hospital in January for surgery. Best wishes for a speedy recovery, Lydia.

- Dorothy Parker

NORTH AVENUE -

OPERATOR LEO RAMEL and his wife, LILLIAN, welcomed a seven-pound baby boy, ROBERT FRANK, on December 23 at Gottlieb Memorial hospital...OPERATOR NORBERT WILEZYNSKI and his wife, BARBARA, welcomed nine-pound, seven-ounce KEVIN PHILLIP on December 19 at Cuneo hospital...OPERATOR ELISEO NIEVES and his wife, GLORIA, welcomed an eight-pound boy at Norwegian American hospital. Congratulations to all.

PICTURED HERE are retired South Section Motorman ALFRED GRIEBEL and his wife EMMA PENNINGTON, who were married on September 1, 1962. The Griebels reside in Cupertino, California.



RECENT DEATHS AMONG EMPLOYEES

GIUSEPPE ADELIZZI, 68, Wilson.
Emp. 6-19-18. Died 1-07-63.

M. J. AHERN, 77, General office.
Emp. 1-1-47. Died 12-13-62.

J. W. ARNOLD, 83, West section.
Emp. 11-8-02. Died 12-8-62.

J. J. BITTOURNA, 77, General office.
Emp. 5-28-40. Died 12-18-62.

G. H. BOOTH, 82, Way & Structure.
Emp. 10-25-30. Died 12-19-62.

W. J. BREEN, 70, Electrical.
Emp. 5-07-20. Died 12-22-62.

JOSEPH BUMFORD, 56, North avenue.
Emp. 12-7-38. Died 12-25-62.

M. J. CAVANAGH, 83, North side.
Emp. 5-24-09. Died 12-7-62.

JERRY CHLUM, 65, 61st street.
Emp. 5-5-27. Died 1-08-62.

J. L. CHUCK, 81, Way & Structure.
Emp. 3-24-11. Died 12-20-62.

SALVATORE CINQUEGRANI, 70, Lawndale.
Emp. 2-14-20. Died 12-5-62.

W. J. CLOGHESSEY, 70, General office.
Emp. 1-19-25. Died 12-22-62.

HENRY COLLESE, 68, South shops.
Emp. 6-17-25. Died 12-20-62.

EDWARD COLLINS, 62, North side.
Emp. 6-22-33. Died 12-29-62.

T. G. COMER, 63, Electrical.
Emp. 5-12-24. Died 12-21-62.

RODGER DOLAN, 66, 77th street.
Emp. 10-19-23. Died 12-24-62.

JOHN FIORETTTO, 88, North division.
Emp. 4-20-22. Died 12-12-62.

AUSTIN GAVIN, 71, Way & Structure.
Emp. 10-13-23. Died 1-04-63.

T. F. GLAWE, 70, North avenue.
Emp. 8-15-13. Died 1-07-63.

J. S. GREENHILL, 68, 77th street.
Emp. 2-04-27. Died 12-11-62.

O. A. HARZ, 73, North side.
Emp. 1-06-20. Died 1-05-63.

W. R. HILL, 68, Lake street.
Emp. 2-19-20. Died 1-03-63.

W. O. HOLTON, 95, General office.
Emp. 12-10-97. Died 1-08-63.

P. E. HOSKINS, 56, General office.
Emp. 10-26-22. Died 1-07-63.

ADOLPH JOHNSON, 79, Lincoln avenue.
Emp. 5-14-13. Died 1-04-63.

JOHN N. KARLOVICH, 63, West side.
Emp. 2-26-23. Died 12-30-62.

IRVIN KOERITZ, 61, Electrical.
Emp. 4-6-39. Died 1-1-63.

ANDREW KOLBERG, 59, North side.
Emp. 10-11-29. Died 1-1-63.

M. C. KONSBRUCK, 81, North side.
Emp. 1-28-41. Died 1-2-63.

C. G. LAU, 80, 77th street.
Emp. 8-13-21. Died 12-19-62.

J. A. LIDTKE, 63, Armitage.
Emp. 6-4-24. Died 12-17-62.

FRED C. MANZEL, 59, West side.
Emp. 6-16-27. Died 1-14-63.

T. E. MCCARTHY, 70, General office.
Emp. 9-25-19. Died 12-18-62.

THOMAS McMAHON, 67, Loomis.
Emp. 6-13-25. Died 12-30-62.

W. J. McMAHON, 69, 69th street.
Emp. 1-17-23. Died 12-26-62.

CONWELL McSHANE, 79, Metropolitan.
Emp. 11-15-26. Died 12-17-62.

FILLIPPO MENOLASCINO, 92, Way & Struct.
Emp. 6-07-27. Died 11-12-62.

J. J. O'DONNELL, 72, 77th street.
Emp. 6-8-21. Died 12-20-62.

W. G. OTTO, 74, Limits.
Emp. 3-14-13. Died 12-25-62.

REINHOLD PEARSON, 74, South side.
Emp. 9-03-15. Died 12-07-62.

THOMAS PELLACK, 62, 69th street.
Emp. 3-5-45. Died 1-16-63.

FRANK PUCHLEWICZ, 93, Armitage.
Emp. 7-21-12. Died 12-27-62.

ALEXANDER RIMKUS, 74, Kedzie.
Emp. 5-28-23. Died 12-21-62.

MICHAEL SIMON, 47, North Park.
Emp. 5-9-42. Died 12-29-62.

JAMES SLATTERY, 74, South shops.
Emp. 4-21-43. Died 12-31-62.

T. J. SLATTERY, 64, Kedzie.
Emp. 9-12-23. Died 12-07-62.

THEODORE SLIKAS, 72, South shops.
Emp. 2-11-29. Died 1-06-63.

FLORIS STRAKA, 73, West shops.
Emp. 2-05-18. Died 12-13-62.

I. P. TAUFER, 84, South side.
Emp. 9-26-18. Died 1-02-63.

FRANZ THOMALLA, 79, Devon.
Emp. 4-29-26. Died 12-07-62.

C. E. THOMPSON, 81, Burnside.
Emp. 4-08-18. Died 12-11-62.

FRANK VOLPI, 78, Way & Structure.
Emp. 5-20-26. Died 12-30-62.

H. T. WENDT, 78, 69th street.
Emp. 8-15-10. Died 12-19-62.

O. H. WILLER, 71, 77th street.
Emp. 10-04-11. Died 12-28-62.

J. E. ZAPP, 70, South side.
Emp. 5-18-20. Died 12-25-62.

COLLECTOR GEORGE JOHNSON became a grandfather in January...OPERATOR JOSEPH T. LYNCH SR., 49 years young, became a grandfather for the tenth time...OPERATOR JOHN SENKO'S son-in-law, THOMAS BRUGGMEIER, was elected vice-president of the Glenview State Bank.

PENSIONER BILL ECHOLS is in the hospital. Cards and letters should be sent to Room 9051, V. A. hospital, 300 East Roosevelt road, Little Rock, Arkansas...COLLECTOR ED KALAS is on the sick list after suffering a heart attack...RECEIVER FRANK FOURNIER is in Room 360 at Oak Park hospital after a heart attack. We wish all a speedy recovery.

PENSIONER HARRY JACKSON stopped by for a welcome visit with his many friends...OPERATOR KAZMER HOJNACKI joined the pensioners club on February 1, after 39 years of service. Our best wishes, Kazmer.

Congratulations to CLERK JOE SMITH and his wife, who celebrated their 28th wedding anniversary on February 6...We'll miss CHIEF CLERK GENE PETERSON,

who is transferring to Archer depot, and we welcome his replacement, CHARLES KARSCHNIK from Lawndale.

Our sympathy to OPERATOR TED BOCHNIK on the death of his father; to the family of JOSEPH BUMFORD of the Repair Department, who passed away suddenly; and to the family of PENSIONER FRED GLAWE, who passed away recently...OPERATOR EUGENE PUPINSKI died on January 15 and PENSIONER MICHAEL REGAN died on January 16.

LESTER McNAMARA was confined to St. Anne's hospital at this writing...FRED MANZEL, formerly of North avenue, and more recently a rapid transit division ticket agent, died January 15.

Bill Miedema

NORTH SECTION -

CLERK ELIJAH SMITH and his wife drove to Toledo, Ohio, and then to Detroit, Michigan, to visit relatives on his vacation...Chief Collector BERNARD

MULVANEY visited his brother, ED, a retired chief collector, in Columbus, Wisconsin, for the holidays.

PLATFORMMAN JIM GILLIGAN was given a nice send-off by the boys at Howard street when he retired January 1. We wish Jim the best of everything on his retirement and hope that he lets us hear from him once in awhile.

TOWERMAN HENRY HENGELS told me that on his ham radio he was able to communicate with seventeen countries by telegraph code...CONDUCTOR JOHN RAFTER spent his vacation with relatives in Rockford, Illinois...Foot Collector LAKE MCKENZIE flew down to Princeton, West Virginia, to visit friends and relatives.

- O. J. Menicucci Jr.

NORTH SECTION (Agents) -

GEORGIA MEYERS was thrilled at Christmas because her family was together. Her son, FRANK, and family from Kansas City, Missouri, came to show grandma her new granddaughter, OLIVIA...LEONARD BLONIAZ had a heart attack and is in Cuneo hospital.

EDWARD COLLINS passed away suddenly on December 29 and was taken to Detroit, Michigan, for burial... On December 13 GRACE LESLIE was called home to Finnville, Michigan. Her mother had fallen and broken her hip. Without recovering, she passed away December 23...ANDREW KOLBERG has been in and out of the hospital for some time. He was taken back Christmas day and passed away January 6... PENSIONER MAGDALEN KONSBRUCK passed away suddenly in St. Francis hospital recently.

- Elizabeth Hawkins

NORTH PARK -

While waiting for someone to take over this reporting that JOE BARRETT has left us for the more "scenic" area of Keeler station, we will try to keep our column alive by jotting down a bit of news.

The passing of FRANK KONCAR, well known as "Kit-ty Car," was sorrowful news to all of his many friends. Frank has been station clerk at Devon and Forest Glen for many years and this writer knows of no one more popular with the men he served. He will be missed but long remembered as a wonderful fellow. Our sympathy to his wife and family.

Condolences, too, go out to the family of our friend, OPERATOR MICHAEL SIMON, who succumbed somewhat suddenly after an operation for a stomach disorder. Mike was with us for many years and leaves many friends to remember him...OPERATOR OTTO CARLSTEDT'S wife passed away after a short illness. We all want to express our sincere sympathy to you, Otto, in your great loss.

SUPERINTENDENT BOB CHRISTIAN'S wife, ERNA, had the misfortune of breaking her ankle in a fall at home. We are sorry to have such news to report but hope that she will be fully recovered soon.

The North Park Credit Union party was held at the legion hall, Leland and Western, on Friday, January 11. The financial reports given by JOHN O'BRIEN were very favorable and well received, and everyone enjoyed the party.

DON TOPOLINSKI of the Repair Department received a belated Christmas gift on December 27 when his

wife presented him with a '62 tax deduction named TERRI ANN. Congratulations to the parents and best wishes to the newcomer. May she be as lucky as papa Don.

OPERATOR SID HUTNICK'S son, STEVE, was not so fortunate with one of his Christmas presents--a pair of ice skates. While on his first outing, he fell. Now he will have to wait until his broken arm mends before he can use them again. Hope you will be as good as new very soon, Steve.

On the brighter side of the news, a letter just arrived from OPERATOR MIKE RAUPP blazoned by the letterhead, "One of the Reef Hotels, Waikiki." Mike reports the weather great, with temperatures around 75 or 85 degrees. The local buses, charging 25-cent fares, are air conditioned and operated by union men. His itinerary continues with stops at L.A. and Vegas and then on to O'Hare and home. Mike is smart to have scheduled Vegas as his last stop. Hope his fare to O'Hare is paid in advance.

The Daily News commended OPERATOR CHARLES ALLEMAN in a recent article relating his part in returning a very large sum of money to the owner after it was left on his bus. We, too, want to commend Charlie for his honesty.

As a closing comment, please be reminded that you are all reporters, but we need one or two who will put the news into words to keep North Park in the News. How about some volunteers? We will help

- Ed Stenzel & Ray Simon

PURCHASING & STORES (Stores) -

We are happy to announce the engagements of MARLENE MARMITT and MARY MAHER, clerk-typists. Marlene's engagement ring is a very pretty pearl given her by KENNETH WILDI, whom she will marry this September. The sparkler on the third finger of Mary's left hand signifies that she and GEORGE LEUBSCHER plan to be married some time next year. Our deep-

ONE SEPTEMBER day in 1930 this group of Metropolitan Division "L" employes gathered around the Logan Square tower to pose for an obliging photographer. In the front row (from left to right) are: GEORGE MONTAG, H. HOLLAND and DOC CRONAN. Up the left side of the stairway are: HOWARD L. HENRY, H. TISHLER, E. BLOSS and C. DONAHUE. Up the right side of the stairway are: O. TORNUQUIT, J. FITZGERALD, E. A. SHANER and HARRY BAKER.



TRANSIT AD

FOR SALE: Like new Polaroid Land camera complete with wink-light accessories, carrying case. For complete information, call GREENLEAF 5-8670.



WEDDING BELLS rang out recently when MAUREEN, daughter of South Section Motorman JERRY HANAFIN, was married to EDWARD LAUDE. They were united in holy matrimony at St. Ethelreda's church on November 22.

est sympathy is extended to R. E. BUCKLEY, assistant superintendent of Stores, on the loss of his wife.

(Purchasing) -

The sparkle in BETTE DeWEES' eyes is the result of a lovely diamond engagement ring which she received as a birthday gift from her boyfriend. Bette will become MRS. JACK HORNBECK on June 1, 1963.

(North Division)-

The co-workers of ARTHUR H. WRAAS had the welcome mat out for him when he recently returned to work at Storeroom 42 after a lengthy illness... DAVE STETCHER, stock clerk, is currently undergoing surgery. His co-workers wish him all kinds of good luck and best wishes for a speedy recovery.

- D. Jane Bell

SCHEDULE - TRAFFIC -

MARGARET ROSICH received a beautiful diamond engagement ring from AL VIDAL on New Year's Day... RICHARD GOLDSTEIN, assistant superintendent, and his wife, ROSALIE, celebrated their 25th wedding anniversary with a party at the Edgewater Beach hotel.

ANDY DeGRAZIA, schedule maker, has a new daughter-in-law. His son, ROBERT, and MARY ANNE SLAMA of Villa Park were married on January 12. After a reception in Lombard, the young couple drove to Eagle River, Wisconsin, for a honeymoon... GEORGE BRYAN, schedule maker, underwent surgery at the South Chicago Community hospital.

JOSEPH MUELLER is our new traffic checker. He was formerly a bus operator at 69th station... CARMEN PACELLA, traffic checker, suffered the loss of his father, TONY PACELLA, on January 5.

TONY HESS, former schedule maker, recently visited his friends in the Schedule Department... JOSEPH WERNER, former traffic checker, is recovering from a heart attack.

- Gertrude Anderson

SKOKIE SHOPS -

MACHINIST JULIUS ELENBOGEN'S father-in-law celebrated his 103rd birthday December 16... GEORGE KIM-

MSKE, carpenter, recently became a grandfather again when a granddaughter, PATRICIA ANNE, arrived on January 5. Proud parents are MR. and MRS. RUSSEL HALL.

CARL SCHNEIDER, electrician, who had a heart attack recently, visited Skokie. Carl was looking wonderful and will soon return to work... Welcome back to JOHN McGEE, electrical worker, who recently underwent an operation at Mayo Brothers in Rochester.

At this writing JOE REDA, shopman, is hospitalized in the Garfield General hospital and GEORGE LARSON, shopman, is in Hines hospital... Vacationing at this time are CHARLES KRAUSS, electrician, who is in sunny Arizona and LOUIS KARIOLICH, electrician, who is vacationing at home.

- Everett E. England

SOUTH SECTION -

The icy winds of January and below zero weather have descended upon us but so far we haven't had the great amount of snow we had last year, so we can consider ourselves lucky.

Many good wishes to CONDUCTORS HARRY JACOB and WILLIAM MANNICH who went on pension January 1... On the new agent pick, AGENTS ILA McILROY, CAROL DOUGLAS, and WILLIAM GREENE were transferred to the West Section, and AGENT HENRY WORKMAN was transferred to North section. AGENTS JEAN KEATING and LEONARD HEILBRONNER were transferred to South section.

Getting away from the cold weather are MOTORMAN EDWARD HENNESSY and his wife. They are taking the train out to Phoenix, Arizona, to visit with Pensioned Conductor JOSEPH SCHUMACHER, who is improving in his health. Have a good trip.

CLERK JOHN BARRY'S son, GENE, who was a former part-time agent, was home on leave from the army for the holidays. He is stationed at Fort Polk, Louisiana... Congratulations to MOTORMAN ROBERT E. LEE who announced the birth of a baby boy named FREDERICK, born January 2. This makes a girl and a boy for the happy Lee family.

MOTORMAN PAUL SCHILLE recently received a commendation and a \$5 reward from a woman passenger whose pocket secretary folder he found on a train... MOTORMAN JAMES FICHTER and his wife had a nice vis-



PICTURED HERE is ADOLPH DAUS, retired superintendent of rapid transit shops and equipment, who recently celebrated his 84th birthday. Mr. Daus is standing in front of his beautiful Daytona Beach, Florida, home.

If you've moved recently,
please notify

CTA TRANSIT NEWS

it for Christmas with his wife's father, grandmother, and grandfather who came up from Knoxville, Tennessee. They took them for their first "L" ride, and they thought our "L" lines were really great.

Glad to see that AGENT ANTOINETTE STIPATI is back working and off the sick list. Also PORTER WILEY STEWARD is back working after being on the sick list.

Received a card from INSTRUCTOR DONALD MURPHY and his wife, GEN, who are vacationing in sunny Florida. Their son, BILL, who is in the army, is stationed down in Homestead, Florida. They had a nice visit with him and also with Retired Towerman PAUL ZOSEL, who says he is enjoying life in Florida. They report that the temperature was a warm 74 degrees.

PORTER JOE GAINES spent the Christmas holidays visiting with his folks in Nashville, Tennessee... MOTORMAN JOHN BURKE who is on the sick list is home from the hospital recuperating. Hope you have a speedy recovery, John... CONDUCTOR JOHN DANEK received a passenger commendation recently for his courtesy to passengers.

INSTRUCTOR JOE TVRDIK and his family spent the holidays down in Atlanta, Georgia, visiting his wife's folks. While there, Joe and his son did a lot of hunting... Part-time Agent KAREN CONNORS received a nice Christmas present, a baby sister named SAUNDRA HELEN, who made her entrance into this world on December 25.

AGENT JEANNETTE FULSANG, who has been on the sick list for some months, is starting to improve in her health. We hope that you continue to improve and soon will be completely well... Two of our employees recently brought down their chihuahua dogs for us to see. AGENT HENRY GALLOIS'S chihuahua is named Peppy and MOTORMAN FRED KLOCKLING brought his sister's three dogs named Princess, Poncho, and Cisco. They are the cutest little dogs.

TOWERMAN LEONARD DeGROOT'S wife is ill in Christ Community hospital at this writing. Best wishes for a speedy recovery... Received a report from MOTORMAN CHARLES LOUGHRAN, who is vacationing in Ireland that the weather there is very cold with heavy snow. Otherwise he is having a good time visiting with his father, brothers and sisters.

The South Side "L" Federal Credit Union held its annual meeting on January 20 at Viking Temple. After the meeting refreshments were served and all who attended had a good time.

Retired Agent EDNA BELL was ill in the hospital recently, but is home now recuperating... Retired Conductors RAYMOND PENSINGER, THOMAS McMAHON, REINHOLD PEARSON, and JOHN (ED) ZAPF passed away recently.

Had a nice visit with Retired Motorman JOHN ENGLISH and he is looking hale and hearty... Retired Switchman ROBERT JOHNSTON, who is living in St. Petersburg, Florida, is ill and in the hospital. We hope he gets his release soon.

Retired Towerman ELMER PIPKORN and his wife spent the holidays with their relations in North Carolina... Received word that Retired Switchman JERRY CHLUM passed away in Ventura, California, recently.

- Verna Hartney

WEST SECTION -

Douglas Park Extra Guard HAROLD PAPPAS announced the birth of his first daughter on January 19. SUSAN MARIA was born at Walther Memorial hospital and weighed five pounds, eight ounces.

CLERK DANIEL E. DOYLE and his wife, MILDRED, who is a West section agent, announced the marriage of their daughter, PATRICIA ANN, to ENGLAND ETLEY, former West Side trainman, now in military service, early in January. They held a reception at All-gauers' restaurant, 7701 S. Kedzie. Sixty people were in attendance.

- John Hanning

WEST SECTION (Agents) -

After many years of faithful service, AGENT HUGH KEANY joined the ranks of the retired on February 1. Best wishes for many years of happiness and good health... AGENT and MRS. FRANK ZIMA are vacationing in Long Beach, California, this month. It will be their first glimpse of sunny California and both of them have been eagerly looking forward to this trip.

Sorry to learn that ROBERT, husband of AGENT LOUISE DREWS, was confined to the hospital where he underwent surgery, but we are happy to report that he is doing nicely at this time, recuperating at home... Sympathy is extended to AGENT MARTIN BEGLEY and family in the recent loss of his beloved spouse.

Sorry to learn that AGENT BILL FITZGERALD has been on the sick list, and we extend best wishes for a rapid recovery... We were all shocked to learn of the sudden death of AGENT FRED MANGEL, early in January.

- Gordon Kelly

69TH STREET -

OPERATOR JOHN J. KELLY and his wife, PEGGY, became the proud parents of a baby boy born on December 29... CAROL CASS, daughter of OPERATOR EDWARD BEHRENS, gave birth to a baby boy on December 28. Carol's husband works on the rapid transit at Loomis street. Carol is a former employe of CTA's Insurance Department.

OPERATOR JACK HEAVEY will go into retirement February 1, after 39 years of service... Lots of luck to former Operator JOSEPH MUELLER on his new job in the Schedule Department... JAMES ERONCIG, son of COLLECTOR JIM ERONCIG, is a student at Southern Illinois university. He has been elected president of the engineering and radio club and also teaches one day a week. James is majoring in electrical engineering.

OPERATOR JOSEPH DAVIDSON and his wife celebrated their 33rd wedding anniversary on January 20... LAWRENCE BECKER and DIANE PALMER will be married on February 2 in Wheaton, Illinois. Lawrence is the son of Day Clerk BARNEY BECKER.

The following operators have been on the sick list for some time: TOM FLANAGAN, WILLIAM F. BYRNE, MARTY READY, RUDY HAAS, PAT MURPHY, and T. CARLSON. Hope to see all you fellows back on the job soon. Our deepest sympathy to OPERATOR GUS MELANDER on the loss of his brother, OSCAR, on January 11.

OPERATOR LEE GRIFFIS became a proud grandfather for the first time on January 16 when his daughter, MELANIE BALDERMAN, gave birth to a baby boy named JOHN LEE... Our deepest sympathy is extended to the family of COLLECTOR THOMAS PELLACK, who passed away on January 16. Tom was known to his friends as "Sarge."

Assistant Foreman GEORGE SCANLON recently retired. The fellows in the Repair Department wish him many years of good health and happiness... Pensioner TOM McHUGH recently paid the fellows in bus repair a visit after returning from his extended trip to Ireland, Scotland and England.

- Thomas Elphick



**WE HAVE A NEW MARK
TO SHOOT AT !**

*HERD
HIMMEZ*