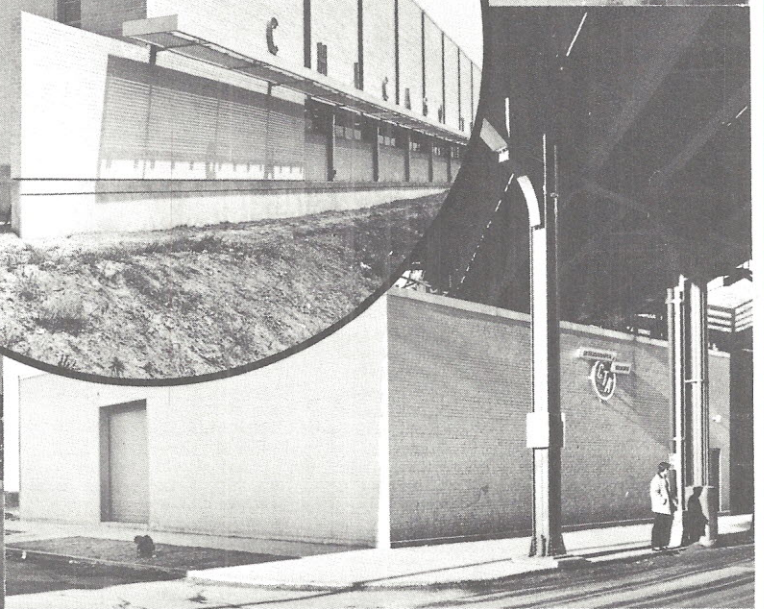


Transit News

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

1962 in Review



MARCH, 1963



1962

in Review

ON ALL counts, 1962 was one of Chicago Transit Authority's best years since it began operations October 1, 1947.

Major plant improvements during the year, all of which contributed substantially to better transit service, included:

Elevation of the $2\frac{1}{2}$ mile street-level section of Lake rapid transit route at a cost of \$4,000,000;

Completion of the \$1,167,000 rapid transit service and inspection shop at Desplaines avenue, Forest Park;

Construction of a new sub-station at 63rd and Princeton;

Installation of train phones on Ravenswood and Evanston shuttle rapid transit routes for direct communication between motormen of in-service trains and Operations Control at the Merchandise Mart;

Expansion of car storage facilities at 63rd and Loomis, terminal of the Englewood rapid transit branch;

Installation of an automatic signal interlocking plant at 63rd and Stony Island, terminal of the Jackson Park rapid transit branch;

Opening of the Kostner avenue station on the Congress rapid transit route;

Revision and expansion of the off-street bus terminal at Clark and Arthur.

Also at year end, construction of a \$4,000,000 bus overhaul shop at CTA's South Shops complex, 78th and Vincennes, was nearing completion as the final step in consolidating the Surface System's West Shops, 3901 West End, with the South Shops.

Marked progress was also achieved during the year in adding ultra-modern equipment to CTA's bus and rapid transit car fleets. Delivery of the second group of 300 "New Look" buses was underway at year end and CTA engineers were completing specifications for the purchase of 180 "New Look" rapid transit cars. The new rapid transit cars will replace 200 outmoded cars, many of them almost 50 years old, which are now operating on the Lake and Douglas routes.

By year end, CTA had invested or committed more than \$175,000,000 of revenues in buses and cars of the latest designs, and in other modern facilities during the past 17 years. This expenditure for modernization is unmatched in any similar period in the history of transit in Chicago.

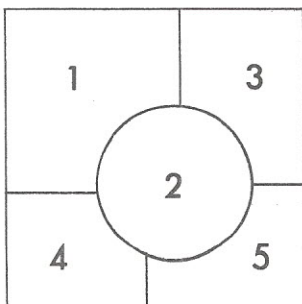
Accidents Reduced for Eighth Year

In the field of accident prevention, CTA for the eighth consecutive year established new records in reducing accidents. The passenger accident frequency rate of 3.8 accidents per 100,000 miles in 1962 was an all-time low, being a decrease of 35.6 per cent since 1954 when the present intensive accident prevention program was inaugurated.

Despite the record-breaking snowfall in January and February, totaling 33.4 inches, the highest for these two months in the past 10 years, Surface System traffic accidents were the second lowest in the history of CTA. The frequency rate of 8.6 was 35.8 per cent below the rate for 1954.

During January and February, when street conditions were extremely hazardous, there was a sharp increase in Surface System traffic accidents, compared with 1961. However, this heavy handicap was almost but not quite overcome during the following ten months. Intensified efforts and splendid cooperation from bus operators reduced the Surface System traffic accident frequency

ON OUR COVER:



FIVE IMPORTANT improvements which highlighted CTA's continuing modernization program during 1962 are portrayed in the pictorial review of the year's progress appearing on our cover. These are: (1) Completion of the Lake street elevation project; (2) Construction of the new rapid transit shops facility at Congress terminal; (3) Installation of trainphones on the Ravenswood branch; (4) Delivery of the first of 300 "new look" buses; (5) Construction of new automatic substation at 63rd and Princeton avenue.

rate to a point substantially below the record low established in 1961 for this 10-month period.

Financially, 1962 was also a banner year for CTA. For only the fourth time in CTA history funds were available, after meeting all fixed charges for payment of compensation to the City of Chicago for use of city-owned streets, subways and other facilities.

The gross amount remaining for city compensation from 1962 operations was \$401,300, the third largest amount set aside for city compensation since CTA began operations. Previous amounts available for city compensation were \$1,035,000 in 1948; \$862,330 in 1950, and \$386,530 in 1952. However, against the 1962 payment, as was the case in 1950 and 1952, amounts owed to CTA by the City of Chicago were subtracted. The net partial payment to the city for 1962 will total approximately \$221,000.

Revenues Reach All-Time High

CTA revenues for 1962 reached an all-time high at \$137,840,949, due principally to the five-cent transfer charge established July 23, 1961. Operation and maintenance expenses were \$115,160,221, an increase of only \$2,542,201, despite substantially higher wage rates and cost-of-living allowances in 1962 compared with 1961.

Required deposits to depreciation reserve were \$11,027,276, due principally to new capital improvements, but CTA actually deposited \$11,870,858 since a deficit of \$843,082 was carried over from 1961.

Originating revenue passengers for the year totaled 504,910,977, a decrease of 0.123 per cent, due primarily to the days of the week on which the Christmas and New Year holidays fell in 1962, both occurring on a Tuesday. This resulted in effect in 5-day holidays for many people, and accounted for a loss of more than 900,000 passengers, as compared with 1961, in the closing days of 1962. For the first eleven months of 1962, originating revenue passengers were 314,124 above the corresponding period of 1961. Despite the substantial loss of riding on the combined systems in December, rapid transit originating revenue passengers for the year were 3.58 per cent over 1961.

It is estimated originating revenue rides for 1962 would have been approximately 11,800,000 greater if it had not been for the depressing effect of the five-cent transfer charge established July 23, 1961. However, this potential loss was almost completely offset by increased riding resulting from improved employment and general economic conditions as compared with 1961.

Primarily because of the unfavorable holidays situation in December, 1962, revenues for the month, after being applied to operation and maintenance expense, and to debt service, were \$486,416 short of the amount required for deposit to depreciation reserves.

Lake Street Elevation Completed

Elevation of the street-level section of Lake rapid transit route, the year's outstanding capital improvement was a triumph for public agency co-operation. Because of the highly desirable public benefits to be achieved in safer and improved street traffic flow, and in better transit service, the public agencies concerned jointly agreed to prorate the construction and materials costs of shifting the street-level operations to the south side of the North Western railroad's adjacent elevated right-of-way.

The cost was shared as follows: The U.S. Bureau of Public Roads and the State of Illinois, \$1,000,000; County of Cook, \$1,000,000; Oak Park, \$800,000; City of Chicago and CTA, \$600,000 each. In addition to its share of the project cost, CTA is paying the North Western an annual rental fee of \$168,800 for use of space for its two rapid transit tracks and station platforms.

Placed in operation, October 28, 1962, the elevation project eliminated 22 grade crossings between Laramie avenue (5200 W), Chicago, and Harlem avenue, Oak Park. Fourteen of the grade crossings were in Oak Park, and eight in Chicago.

Four of the five attractive and convenient new stations along the right-of-way. Central-Parkside, Austin-Mason, Oak Park-Euclid, and Marion-Harlem, have double entrances. The fifth, Ridgeland, is a single-end station. There are automatic escalators at Central, Austin and Oak Park.

New Inspection Shop in Service

The attractive, ultra-modern Inspection and Service Shop at Desplaines avenue, Forest Park, was opened July 28, 1962. It is the first rapid transit shop to be built in the Chicago area in the last 30 years. Covering a floor area of 26,000 square feet, the building is equipped with the most modern tools and machinery, and is large enough for servicing and inspecting 12 cars at a time.

The new shop is a major unit in the west terminal complex for the Congress rapid transit route in the median of the Congress Expressway, which itself was a project pi-

(continued on next page)

1962 in Review (cont'd. from page 3)

oneering the co-ordination of rail and automobile transportation within an expressway right-of-way. Construction of the highway with its median strip rail facilities was financed jointly by the City of Chicago, County of Cook, the State of Illinois, the Federal government, and CTA.

More "New Look" Buses Received

First of the second group of 300 "New Look" buses began arriving just before the year-end holidays. Prior to the New Year, the first deliveries had been run through inspection procedures and were in service.

Costing approximately \$7,800,000, 150 of the buses are being manufactured by the General Motors Truck and Coach Division of Pontiac, Michigan, and the other 150 by the Flxible Company of Loudonville, Ohio.

Latest product of the bus manufacturing art, each of the new units seats 50 passengers. The GM buses are powered by V-6 diesel engines, the Flxible buses by odorless propane (LP-Gas) engines.

Exterior sides of the buses are a combination of fluted and plain aluminum panels. Painted areas are in holly green and primrose yellow, CTA's standard colors. The buses are equipped with streamlined picture windows, extra-large windshields, fluorescent lighting, power steering and power brakes and air cushioned springing for the maximum rider comfort.

Seats are of the Gunlock type, seat cushions being three inches wider. Back frames that are slanted toward the side panels provide a 28-inch wide aisle at hip-level.

Work Proceeding on New Overhaul Facility

At year end, the new bus overhaul shop at 78th and Vincennes was approximately 90 per cent complete. Planned and designed by CTA engineers with DeLeuw, Cather and Company serving as consultants, the new shop will be one of the most modern and efficient bus servicing shops in the transit industry. Facilities will permit the servicing of as many as 74 buses at the same time.

The building will cover an area of approximately 174,800 square feet at the northeast corner of 78th street and Vincennes avenue. It is "H" shaped with wings on the east and west sides of the central

area, and is constructed of dark-colored face brick.

When the shop is opened, probably in May, all of the Surface System's shop work will be performed at South Shops, effecting savings in shops costs that are expected to amortize the cost of the new bus overhaul facility in about four years.

The central section of the bus overhaul shops will be occupied by storerooms and general shops facilities. These include upholstery, woodworking, blacksmith, tin, welding, machine and door shops. Chassis shops will be located in the east wings and body shops in the west wings. These twin shops areas are designed for more efficient repair operations and easier supervision of employees. The paint shop will be in the south part of the west wing.

At the west end of the northwest wing of the new bus overhaul building there will be a new building for supervisory and office personnel. It will be distinguished from the bus overhaul building by the light colored glazed brick of its exterior walls.

Survey Urges Rail Rapid Transit Extension

Late in the year, the nationally known consulting engineering firm, Parsons, Brinckerhoff, Quade and Douglas of New York and San Francisco, which was jointly retained by CTA and the Chicago and North Western railroad, declared CTA's proposed extension of rail rapid transit to O'Hare International Airport via the Northwest Expressway to be the most effective improvement in public transportation that could be made to reduce traffic congestion in the city's Northwest corridor.

Construction of the proposed extension would cost an estimated \$36,000,000. Purchase of new rolling stock would add \$8,200,000 to the project cost. The cost of an alternative solution of the corridor's traffic problem, the engineers said, would be prohibitive.

According to the consulting engineers, the proposed extension would increase CTA patronage by about 9,700,000 riders yearly.

Unable to finance the project out of its revenues, CTA has been seeking funds from other sources, but has been unsuccessful to date. Revenues from the proposed extension, according to the engineers, would meet operating costs, but funds for amortizing the capital costs of the project would have to come from sources other than CTA.

127 SHARE SUGGESTION PLAN CASH AWARDS

CASH AWARDS, totaling \$1,740.00 were shared by 127 CTA employees whose ideas paid off when submitted for consideration by the Employees Suggestion Committee during 1962.

The awards were given to 107 employees whose original suggestions were selected and placed in operation during the year, and 20 employees received supplementary awards for suggestions adopted previously which had been tested in actual operations for one year and after revaluation proved worthy of an additional award.

Winners of the original awards received \$1,310.00 in cash grants and \$430.00 was divided by the winners of supplementary grants, averaging out at \$12.23 each for original award and \$21.50 each for supplementary award.

Adoption rate for the total number of 1,289 suggestions submitted during the year was 8.3 per cent.

Shops and Equipment personnel again received a major share of the awards, collecting 63 for a total of \$990.00. General Office employees were credited with winning 25 awards for a total of \$165.00. The remaining awards were split by Stores and Transportation personnel.

It is estimated after evaluating the merits of the 107 suggestions adopted during the year that savings to be expected

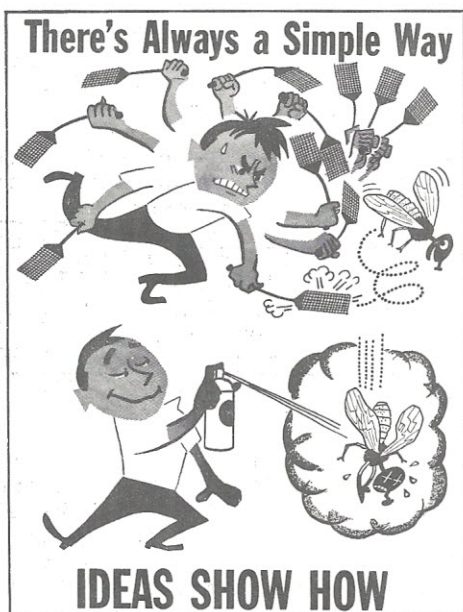


during the first year would amount to a total of \$9,300.00. Since October 1, 1952, when the present Employees Suggestion Plan was established system-wide, to December 31, 1962, a total of 1,167 suggestions have been adopted. The accumulated first year's savings for these suggestions now total \$183,900.00 and the total savings since the plan went into effect amount to \$860,105.00.

The report pointed out that approximately half of the 1,289 suggestions received during the year were found to be worthy of consideration and were given the special incentive prizes of a Parker pen, men's or ladies' wallet, Lufkin rule or a Zippo lighter for their efforts. In addition many will earn a cash award if deemed adoptable by the suggestion committee.

Most of the winners have cashed in on time-saving, material-saving or labor-saving ideas which contribute to improved operating methods or procedures. The standards used in evaluating the suggestions are; (a) How can time be saved by using different materials or forms? (b) How can old material be reused? (c) How can the amount of supplies be reduced for any operations? (d) How can satisfactory substitute items be used more economically?

Administering the Employee Suggestion Plan is Francis C. Knautz, who was appointed executive secretary on June 11, succeeding Thomas P. Lyons who transferred to Skokie Shops.



Approved During 1962

During April, individual report cards showing their credit in the retirement fund as of December 31, 1962, will be distributed to all employees. A facsimile of the card is shown above. It would be wise for employees to save these report cards for ready reference at all times.

Tips To Taxpayers

THE FOLLOWING article is based on information supplied by the Internal Revenue Service and will be helpful in preparing your 1962 income tax schedule. Certain changes have been made in the methods of reporting earnings of which taxpayers should be aware to avoid making mistakes which could be costly.

THE ELECTRONIC computer will soon be the chief tax collecting weapon of the Treasury Department.

By putting every bit of necessary information into computers, it will be possible for the Internal Revenue Service to press a button and almost instantaneously get the answer to whether you have reported the dividends you have received from stock, insurance, savings and other sources. This will be so no matter how many separate payments are made and from how many different parts of the country the payments come.

Under this system each of the millions who pay taxes has a separate identifying number. You will use this number on your tax returns. Then anyone who pays you dividends, interest, rent, etc. generally will have to report the payment and your account number to the Treasury.

In preparing your 1962 return, use your social security number as your account number. You also may have an employer identification number. In preparing Schedule C show both of them if you have two numbers.

If you have never obtained a Social Security number and still don't need one for Social Security purposes, you nevertheless should now apply on Form 3227 to the Internal Revenue Service, P.O. Box 211, Baltimore, Maryland, for an account number and use it on your 1962 tax return.

Let's assume you are married and usually file a joint return with your wife who does not work and has no Social Security number. Will she have to apply for an account number so that you can have a number for each of you on the joint return?

Ordinarily, no. But if your wife owns any stock in her own name on which she received \$10 or more in dividends, or if she

had a gross income of \$600 or more from any sources last year, she should apply for an account number and enter it along with your Social Security number on your joint tax return.

If you get dividends and interest, you probably have been receiving requests for your account number from corporations, banks, saving and loan associations or other organizations making payments to you. This is so they can fill in your number when they are required to report to the Treasury the payments they will make or credit to you later in 1963. Make no mistake on these points. The law requires you to fill in your number and get one if you don't already have one.

In the case of joint returns, the marriage state is favored by the internal revenue code in several ways. When husbands and wives file joint income tax returns it often results in a smaller tax for the family than if separate returns were filed by the couple.

Joint returns can lower the family tax when the wife has less income than her exemption, which is at least \$600; \$1,200 if she is 65 or over. For instance, if the wife has no income and the husband has the benefit of her exemption in a joint return, he saves at least \$120 in tax even in the lowest 20 per cent tax bracket. The same rules apply if it is the husband who has the smaller income or no income.

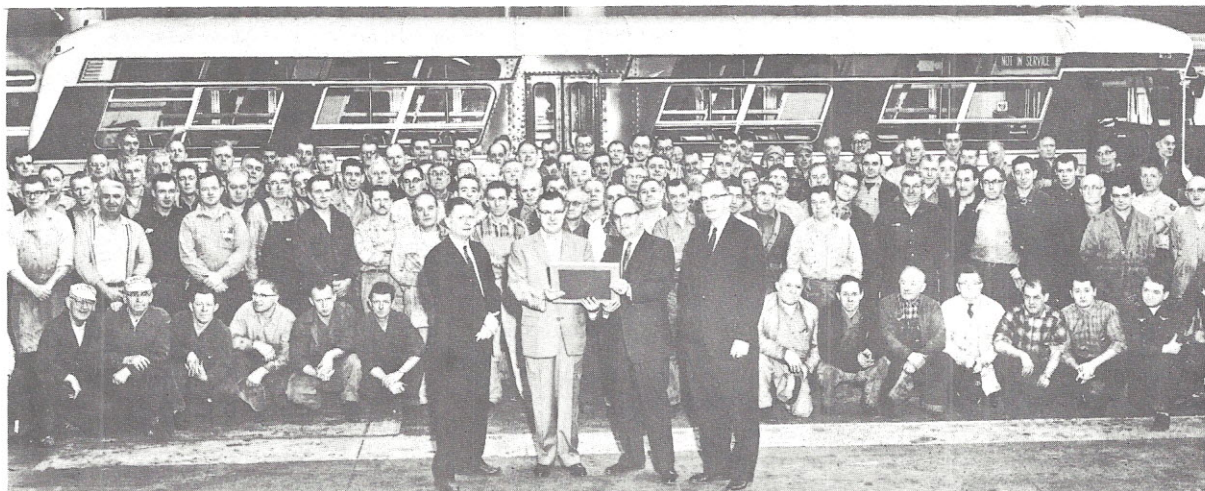
Under some conditions there may be disadvantages in filing jointly. As a safeguard, a married couple, if in doubt, should compute the tax both jointly and separately. In using the optional tax table for incomes under \$5,000, there is no tax saving in filing a joint return for the smallest incomes. The first savings shown in the table is for incomes of \$3,600 or more.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Nappravnik, Edward C.,
Cleaner, Kedzie.
Schmook, Carl W. Jr.,
Operator, Archer.
Wade, Christopher J.,
Conductor, South Section.

RECENTLY RETURNED

Prater, Charles E.,
Operator, 52nd street.
Ruhmann, Robert C.,
Operator, North avenue.
Tranchita, Thomas J.,
Cleaner, Archer.



West Shops Awarded ATA Safety Plaque

WEST SHOPS bus repair unit became the second surface system maintenance facility to win a safety achievement plaque when on February 6 an American Transit Association bronze plaque was presented to its employees' group for completing 250,000 consecutive hours without a disabling on-the-job injury.

Starting its no-accident streak on January 25, 1962, the shopmen had compiled a record of 264,402 man hours without a lost-time injury by the date the plaque was awarded.

Kedzie garage is the only other surface system repair installation to better this performance since the CTA take-over of transit properties in 1947, having exceeded the half-million mark to win the silver award plaque in May, 1961.

To achieve this goal is the aim of West Shops as a further step in their effort to accumulate enough accident-free man hours to equal or surpass Kedzie's fine record.

These awards emphasize the fact that CTA employees are doing a creditable job in the field of industrial safety to go along with the outstanding record in public safety set by Transportation Department personnel over the past eight years.

The accompanying picture shows the men who contributed to the winning of the certificate assembled for the presentation ceremonies. Standing in the foreground are (left to right): Evan E. Olmstead, assistant superintendent shops and equipment, surface division; H. H. Doering, general foreman; Joseph Repplinger, superintendent of surface division shops, and H. B. Storm, superintendent of insurance and pension.

SECOND KISS-'N'-RIDE PARKING AREA ESTABLISHED

A SECOND Kiss-'N'-Ride parking facility was made available to rapid transit riders on February 5 when a section of the Howard "L" terminal parking lot was designated as a restricted area for customers who are chauffeured to and from the station.

The new area is located south of and adjacent to the bus berths in CTA's off-street passenger interchange facilities at Howard-Hermitage, providing an additional convenience for patrons using the terminal station.

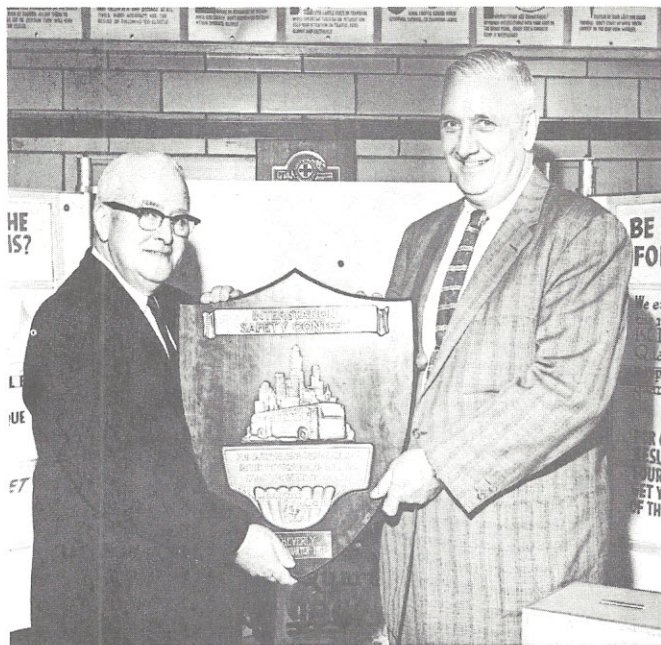
The off-street area enables persons who drive CTA patrons to or from the terminal to park in the special zone up to a maximum of 15 minutes. Cars must be attended at all times; otherwise they may be towed away.

A similar area at the Congress terminal, Forest Park, has proven popular with CTA patrons.

The Kiss-'N'-Ride area, designated with signs and barricades, has parking spaces for 17 autos. Additional space will be made available if the demand warrants it.

The entrance and exit to the Kiss-'N'-Ride area is in Hermitage avenue, just south of the bus exit lanes.

The short-time parking area is part of the extensive remodeling work that is being done at the terminal of the North-South "L"-subway route. A new bus terminal at Howard-Hermitage accommodates buses from three CTA routes -- Clark (No.22), Lunt-Touhy (No.96) and Skokie (No.97). Each route has its own specifically marked bus berthing area in its own lane in the terminal. All buses discharge passengers at a walk leading to the passageway into the rapid transit station.



ROUNDING OUT 1962 with their best public safety record of the year, Beverly and Douglas stations were the winners in the fourth quarter competition for the Interstation Safety Contest awards. Presentation of the plaques were made at the stations early in February. Receiving the award for Beverly is, at left, J. J. O'Connor, station superintendent, shown with T. B. O'Connor, general superintendent of transportation and shops and equipment. In the picture at the right, W. G. Murbach, superintendent of Douglas station, accepts the plaque from David M. Flynn, superintendent of transportation.

Busman's Holiday Takes Him to Paris

A LONG-TIME wish of Operator Louis Bieniek, Forest Glen, came true at last when he and his wife, Irene, boarded a plane at O'Hare field on March 4 on the first leg of a trip to Paris, France.

The trip came as the result of his being named winner of a nine-day all-expense paid trip in a national sweepstakes contest, as reported in the October, 1962, issue of TRANSIT NEWS.

After a stop in New York to change planes, they boarded a Pan-American Jet Clipper and landed in Paris six hours and 55 minutes later. There they were met by a representative of a travel agency which handled all the details of their trip and they began a stay that included accommodations at the world-famous Grand Hotel and a sight-seeing itinerary that took them to many of the points of interest that the city has to offer.

Bieniek, a former GI with the 179th Field Artillery who served on combat duty in France during World War II, had little time for sight-seeing on his wartime trip to Paris. So on this trip he and his wife decided to make the best of it and extended



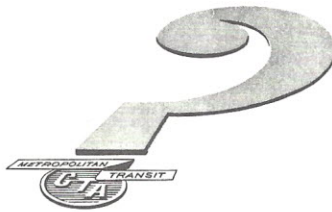
their stay four days at their own expense in order to visit historic shrines and other attractions not on their itinerary.

It was "getaway day" for the Bieniek's when the accompanying picture was taken in front of their home on Chicago's northwest side. Waving "bon voyage" to them are their three children, left to right, Louis, Jr. 7; Johnny, 4, and Marie, 2, who stayed with relatives while their parents were on the trip.

INQUIRING REPORTER: DOROTHY PARKER

LOCATION: LOOP

QUESTION: WHAT IS YOUR FAVORITE
LEISURE TIME ACTIVITY?



ARLENE SWANSON, agent: "I do not have too much leisure time. In the warm weather I enjoy working in my yard and I have a very nice garden. In the winter I do some kind of hand work while watching my favorite television programs. Right now I am doing artist work - painting by number design - which is relaxing and enjoyable."

DOROTHY RICHTER, agent (with Dorothy Parker, reporter): "My leisure time is spent gardening at our summer home in the good weather and watching television in the evening in cool weather. I find it relaxing after my day's work."

JERRY JORDAN, porter: "In my free time I have two sports which I enjoy. Fishing in the spring and summer and hunting in the fall and winter. I also enjoy watching sports events on television."

KATHLEEN McKENNY, agent: "I enjoy driving in the country and spending time at my sister's cottage in northern Illinois during the nice weather. In bad weather I enjoy watching television and my favorite programs are musical such as Lawrence Welk and Mitch Miller."

WILBER E. HOLMES, platform man: "Recently I purchased a home and all my leisure time is spent doing odd jobs around the house. This is a task that will continue for some time and I enjoy every minute of it."



MEDICALLY SPEAKING

By Dr. George H. Irwin
CTA Medical Consultant

LEG PAINS are fairly common. Persons of all ages may have this complaint but it is probably more an affliction of older people. Leg cramps are often considered as the main type of leg pains. However, they constitute only a small percentage of the entire group. Only the more common types will be described in this article.

For the purpose of clarity we will confine this discussion to a brief classification. Such a classification will include leg pains originating from: (1) Neurological or nerve system; (2) Vascular or circulatory system; (3) Traumatic or injury group; (4) Arthritis group; (5) Miscellaneous group.

In the neurological group are leg pains which are due to intervertebral discs. In this type the pain is due to pressure of the disc on the nerve or nerve roots which supply the lower extremities. The discomfort in this type is more apt to be in one leg and varies from a sensation of numbness and tingling to a constant pain. Sciatica, or neuritis of the sciatic nerve, produces similar symptoms. Spinal cord tumors are also capable of producing leg pains. When any of the causes of the neurologic group are present for a long time we usually find atrophy or shriveling of the leg muscles in addition to the symptoms described above. Peripheral neuritis due to various agents such as lead, alcohol and syphilis are in this group. Poliomyelitis and multiple sclerosis also are included in this category.

In the circulatory group we have among the common causes, arteriosclerosis (hardening of the arteries), diabetes, varicose veins, phlebitis (inflamed veins) and varicose ulcers. Pains in this group are due to altered circulation, or blood supply, of the legs. To be specific the lack of blood results in an anoxia - lack of oxygen in the blood - which produces cramps in the leg muscles. Basically, narrowing of the arteries, such as in arteriosclerosis and diabetes or a clot somewhere in the pipeline, is the cause. Buerger's disease, often found in heavy cigarette smokers, frequently accelerates the symptoms of leg pains and cold feet. These patients often have such a poor supply of blood to the extremities that they have to wear overshoes in the summer time. Sometimes the blood supply may be so inadequate that amputation of a toe or feet may be necessary. Quite frequently the pain is associated with walking.

The traumatic group of leg pains include such causes as fractures of the spine,

pelvis, hip or legs. Sprains of the thigh and leg muscles from overuse or injury also are not uncommon.

Sometimes the arthritis group, arthritis of the spine, hips, knees, or feet may be found as frequent causes of leg pains. Occasionally muscular rheumatism and bursitis of the hip or knee may be the cause.

In the miscellaneous group the following conditions should be noted:

Growing pains, a term usually confined to leg pains in children, is a misleading name. Ordinarily growing children do not suffer these pains without some specific pathology. Leg cramps at night are common. In this condition the leg muscles become knotted or so spastic that one has to get out of bed to stretch or relax the muscles. A lack of calcium in the blood is often determined as the cause. A "charlie horse" of the muscles produces a like result. Pregnancy is frequently associated with leg pains. Whether it is due to a lack of calcium or pressure on the vessels and nerves of the legs is a debatable question.

Abnormalities of the feet, such as defective arches or callouses of long duration, also maybe responsible for leg pains.

From this summary, it is apparent that leg pains may be caused by numerous conditions. Only a careful examination by your doctor will determine the exact cause and proper treatment.

man's progress against cancer

	A Generation Ago	Today
Saved, five years after treatment	Fewer than one-in-five	One-in-three
Uterine Cancer	Chief cause of cancer death in women	Death rate cut 50%. Could be reduced much more.
Lung Cancer	Mounting; no hope of control	Still mounting; but 75% could be prevented.
American Cancer Society Research Support	None	More than \$11,500,000

to CURE MORE GIVE MORE to
AMERICAN CANCER SOCIETY

Trainman Takes 53-mile Hike in Stride

SOONER OR later it could be expected that, with the current popular fad for long distance hikes, some CTA employee would - if a pun is permissible - jump in with both feet and give it a try.

Well, it happened on February 17.

Motorman Melvin Clarke, Badge No. 22281, Howard street, who pilots trains on the North-South "L"-subway route, was the man, to attempt it. He slogged his way over a 53-mile course from Evanston to Kenosha, Wisconsin, and he made it.

Clarke, a former Marine who served in the Korean conflict, did a lot of walking while in service and set out to prove that he hadn't grown soft under the less demanding physical circumstances of civilian life.

Carrying a 25-pound field pack containing food and clothing, he started his hike from the South boulevard elevated station in Evanston at 8:00 a.m. Ideal weather conditions prevailed. Following Route 42 (Sher-

idan Road) all the way, he arrived at his destination in Kenosha 15 hours and 45 minutes later. This time included a one and a half-hour stopover at Great Lakes Naval Training station for rest and "refueling."

He might have made even better time had he not encountered difficulties with dogs en route. At various points along the way he was chased by no less than 15 canines who seemed to take a dim view of the stranger in their territory. But their interest in him was limited to barking and he escaped unscathed.

Asked how he felt after the hike was over, the 32-year old ex-marine said, "Good, except I was bothered with sore feet and aching legs for a couple of days."

"But" he added, "any man between the ages of 18 and 50 should be able to walk 50 miles without any pre-conditioning."

White House staff members please take note!

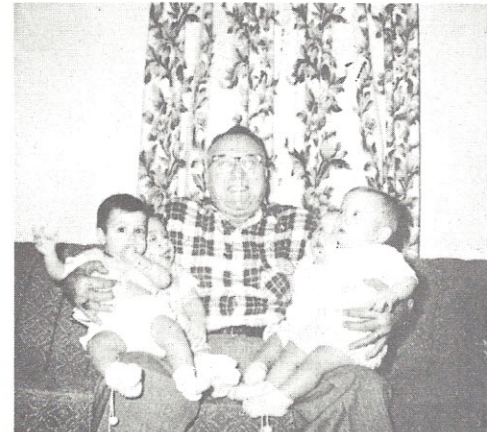
Grandad Gladdened by Two Sets of Twins



A PROUD grandfather indeed is John Ponseigo, janitor at Beverly station, whose two sons presented him with two sets of twins born just 23 days apart as the latest addition to his family circle.

First, it was his oldest son, Joseph, who became the father of twins, Mark and Michelle, on last June 3, and on June 26, the wife of another son, John Allan, gave birth to twin boys, Andrew and Allan.

To draw the parallel further, both sons are teachers, Joseph at Archbishop Ryan High school in Omaha, and John Allan at Highland school in Littleton, Colorado. Both attended grade and high schools in Chicago and matriculated at the University



of Nebraska where both played football as members of the varsity team.

Joseph has three other sons, so the senior Ponseigo and his wife now are grandparents of seven.

At Christmas time the family had a reunion at their son Joseph's home in Omaha where the accompanying snapshots were taken. The picture at the left shows the two fathers, Joseph and John Allan, with one of the twins seated on each knee, and no one needs to tell you who the smiling gent is in the picture at the right. That's grandfather John cuddling the newest arrivals who seem to be wondering what all this picture-taking business is all about.



CTA'S PATRONS are the most important assets to our business. They depend upon us for good service; we depend upon the fares they pay to finance our operations, including meeting the payroll. Patrons are part of our business, not outsiders. They are not cold statistics, but flesh and blood human beings with feelings and emotions like our own, and not persons to bicker or match wits with when they ride with us. Our customers deserve the most courteous and attentive treatment we can give them. A considerate and reliable employee helps to win friends and customers and creates a good impression of our service. On the other hand, rudeness or carelessness on the part of an employee engenders ill-will toward the CTA. It is well to remember that riders are our customers-the life blood of our business. When these facts are recognized by our employees, commendatory letters reflect favorable reactions. Two such letters are printed below:

"A certain operator (Douglas Price, Badge No. 4238, 52nd) employed by you is a credit to your organization. Recently I boarded a bus at Adams and Dearborn to go to the Union station. The bus was marked 'Hyde Park Express-Madison-Canal.' The driver was by far the most courteous it has been my privilege to observe in my daily bus rides between the Union station and my place of employment.

"This particular operator thanked the passengers as they deposited their fare; he courteously answered every question and cautioned all passengers to please watch their step as they left the bus. This young man reflected training by his parents and by your organization. I hope you will commend him for his courtesy. He deserves it. And I wish I could catch his bus every day. It was a refreshing experience."

Irritations caused by adverse weather conditions notwithstanding, the writer of this letter has some kind words for Operator R. E. Butler, Badge No. 5300, 77th:

"I would like to commend one of your operators for the courtesy shown me while waiting for transportation at 60th and Cottage Grove recently. This driver graciously stopped his bus to pick up passengers while his leader on the bus

ahead of him did not even attempt to do so. I can easily understand the operator's position when it is icy and slippery, but with weather conditions as they were - very cold and uncomfortable-it was good to know that this operator was performing the duty that his job calls for and I was very grateful to him."

An example of uncalled for discourtesy and lack of tact is cited in the following letter. The conduct described cannot be excused or justified and can only be classed as an inexcusable display of bad manners on the part of the operator concerned:

"Last evening on an eastbound Lawrence bus at Milwaukee avenue, the operator began questioning two elderly gentlemen concerning their transfers and at no time were they rude to the driver. Yet he persisted in a long and abusive tirade in what seemed to be an attempt to embarrass the two riders. He virtually ripped the transfer from the hands of others who subsequently boarded the bus, and his responses were completely out of proportion to the matter involved. I suggest that the young man be reminded that his offensive attitude in situations like this only reflects upon his own poor sense of job responsibility and belittles him in the eyes of those who witness such an occurrence.

COMMENT: All of our operating personnel have been carefully trained in the proper method of issuing and checking transfers. When for any reason a transfer dispute arises our operators should question the passengers in a courteous manner and explain our regulations. Rudeness in any form is neither condoned nor tolerated by CTA management.

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

	February 1963	January 1963	February 1962
Commendations	94	133	109
Complaints	1082	1281	790

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JANUARY 1963 AND 1962, AND TWELVE MONTHS ENDED JANUARY 31, 1963

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

	Month of January		Twelve
	1963	1962	Months Ended Jan. 31, 1963
Revenues	\$11,274,049	\$11,986,653	\$137,128,345
Operation and Maintenance Expense	<u>10,316,481</u>	<u>10,009,199</u>	<u>115,467,503</u>
Available for Debt Service	<u>957,568</u>	<u>1,977,454</u>	<u>\$21,660,842</u>
Debt Service Requirements:			
Interest Charges	323,169	340,255	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,667	
Deposits to Sinking Funds -			
Series of 1947 (2)	144,887	135,547	
Series of 1952 (2)	33,333	31,250	
Series of 1953 (2)	<u>10,145</u>	<u>9,511</u>	
	<u>678,201</u>	<u>683,230</u>	
Balance Available for Depreciation	279,367	1,294,224	
Provision for Depreciation	<u>901,924</u>	<u>958,932</u>	
Deficit in Depreciation Provision or Balance Available for Other Charges (3)	<u>622,557^r</u>	<u>335,292</u>	
Accumulated Deficit to end of Previous Period	-	843,082 ^r	
Deficit in Depreciation Provision	<u>\$622,557^r</u>	<u>\$507,790^r</u>	

^r - Denotes Red Figure

PASSENGER STATISTICS

Originating Revenue Passengers	<u>41,398,829</u>	<u>44,033,742</u>	<u>502,276,064</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.

Ekelmann Named Charter Service Sales Head

ANNOUNCEMENT OF the appointment of A.A. Ekelmann as charter service sales manager effective February 1 was made following the retirement on January 31 of E.D. Ehrlich, who had served in this capacity since 1951.

Mr. Ekelmann, who had been sales representative and assistant in the Charter Service Department since October 1, 1952, is a former Chicago Motor Coach company employee who joined CTA at the time of the takeover of that company on October 1, 1952.

He started with the motor coach company on November 3, 1923, and served successive-

ly as conductor, receiver and acting garage dispatcher until December, 1928. In February, 1931, he was named safety supervisor in the Accident Prevention Department.

When charter service was resumed in September, 1945, after being discontinued during World War II because of government restrictions on gasoline supplies, Mr. Ekelmann was transferred to the Charter Service Department staff of the Motor Coach company, remaining in that office until the time of the consolidation with CTA properties.

Pensioners Mark 50th, 60th Marriage Milestones

TWO CTA pensioners who recently marked 50th and 60th wedding anniversaries respectively were saluted in newspaper stories relating the family celebrations which took place to honor their long and successful years as partners in matrimony.

They are Charles Gallagher, who with Mrs. Gallagher, lives at 5707 Glenwood avenue, Chicago, and Paul Scaletta, who with Mrs. Scaletta, resides in San Jose, California.

The Gallaghers, who have been Chicago residents for 54 years, celebrated their golden anniversary with their six sons and two daughters at a mass offered at St. Ita's Catholic church by their priest son, the Rev. Charles G. Gallagher of St. John Vianey parish, Northlake. A reception and luncheon at the Belmont hotel followed mass. Born in County Mayo, Ireland, they met in Chicago and were married in Holy Name cathedral on January 29, 1913.

Mr. & Mrs. Paul Scaletta

Mr. & Mrs. Charles Gallagher



The Scalettas, married for 60 years were guests at a surprise dinner hosted by their son and daughter-in-law and their son-in-law and daughter. Both couples reside in San Jose. One of the gifts was an album containing pictures of the Scalettas nine grandchildren and eight great-grandchildren. The Scalettas, natives of Italy, were married in Chicago on January 18, 1903, and have made their home in San Jose since 1947.

Mr. Gallagher entered the employ of the former Chicago Surface Lines on January 22, 1918, and retired as a streetcar conductor on May 1, 1954, after 37 years of service.

Mr. Scaletta was a foreman in the CSL track department who started in April, 1906, and retired on December 1, 1942, after nearly 45 years of service.

Operator Honored by Moose Lodge



OPERATOR LEO J. MONKUS, Badge No. 11224, Forest Glen, was honored by the Loyal Order of Moose recently when he received a Community Service Award from the national headquarters of the Moose organization at Mooseheart, Illinois.

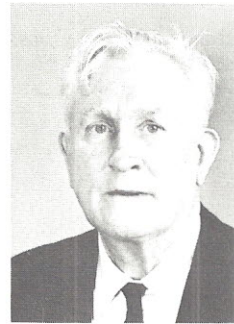
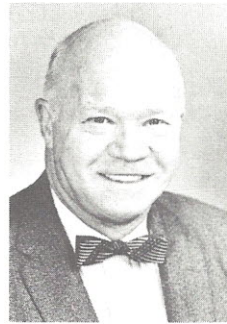
According to the citation, the award was made in "recognition of his outstanding leadership and faithful service as chairman of the civic affairs committee of his lodge, Portage Park No. 220."

As chairman, he was instrumental in soliciting and organizing personnel from the community to aid charity drives in fund campaigns. He also was in charge of the service program sponsored by the Lodge in assisting needy families in distress, such as supplying furniture, clothing and other necessities to victims of fires and other occurrences of an emergency nature.

Operator Monkus, who presently drives a bus on the Central avenue route, has been a CTA employe for 17 and one-half years. He owns a home at 5400 N. Mobile avenue where he lives with his wife and four daughters. At left in the accompanying picture, he is receiving the award from Ray Seymour, editor of the Moose Magazine.

NEW PENSIONERS

J. L. ADCOCK, Motorman,
Douglas. Emp. 7-11-18.
GEORGE BAGGECH, Operator,
Archer. Emp. 2-25-29.
S. D. BARBER, Carpenter,
West Shops. Emp. 6-28-34.
FRANCESCO BRUNO, Laborer,
Track & Struct. Emp. 8-04-29.
J. F. BURKE, Mail clerk,
General Office. Emp. 10-11-27.
WASHINGTON CARTER, Laborer,
Way & Struct. Emp. 9-29-30.
P. J. CONLON, Laborer,
South Division. Emp. 2-19-23.
MICHAEL CRESHAM, Laborer,
Building. Emp. 12-08-41.
H. F. DEETS, Operator,
Lawndale. Emp. 9-29-25.
ROSARIO DeSALVO, Clerk,
North Park. Emp. 5-05-20.
MICHAEL DRNASO, Laborer,
Track & Struct. Emp. 2-09-24.
E. G. ERICKSON, Mat'l. coordinator,
South Shops. Emp. 11-19-28.
M. J. FEILER, Ticket agent,
North Section. Emp. 9-03-42.
M. J. FLYNN, Repairman,
South Shops. Emp. 5-05-36.
T. H. GUSHES, Repairman,
South Shops. Emp. 9-21-36.
EDDY KACZMAREK, Watchman,
Track & Struct. Emp. 9-21-45.
J. F. MALKUS, Platform man,
West Section. Emp. 10-11-43.
WILLIAM McDONALD, Motorman,
South Division. Emp. 9-15-23.
E. R. MOGGE, Ticket agent,
West Section. Emp. 7-18-23.
E. A. ROCHE, Typist,
General Office. Emp. 2-16-43.
M. L. RYAN, Ticket agent,
Lake. Emp. 5-01-47.
P. A. SORICH, Laborer,
Track & Struct. Emp. 6-04-27.
E. F. TAGLIATI, Watchman,
Building. Emp. 6-11-29.
LUIGI TUZZOLINO, Cleaner,
61st. street. Emp. 11-04-30.
ELIZABETH WEST, Ticket agent,
Congress. Emp. 9-20-43.
C. J. WILSON, Repairman,
North avenue. Emp. 4-11-36.
D. C. WILSON, Foreman,
Keeler. Emp. 9-18-23.



AMONG EMPLOYEES who retired March 1, are the three pensioners pictured above who had more than 40 years of service each. They are, from left to right: Joseph Adcock, Patrick Conlon and Rosario DeSalvo.



FETED RECENTLY at a luncheon honoring her retirement was Nell Roche (at end of table), who served in the general office of the CTA and predecessor Surface Lines for 20 years. Friends and co-workers pictured with her are members of the Law Department and Public Information Department, where Nell worked when she took her pension.

TO MARK the retirement of Mail Clerk Jerry Burke (center) recently, a buffet-style luncheon was served for employees of the Office Services Department. As a memento of the occasion, a gift was presented to Jerry by mail room Supervisor Austin Hough. Jerry was formerly an operator at North Park, prior to that he worked on streetcars from several North Side carbarns.

DISABILITY RETIREMENTS

J. A. CONWELL, Ticket agent,
West section. Emp. 4-10-31.
PETER FRIEL, Foreman,
Maint. of way. Emp. 7-01-26.
EDWARD IVY, Operator,
77th. street. Emp. 5-10-51.
V. M. LORUSSO, Operator,
Kedzie. Emp. 2-17-43.
J. P. PEDERSEN, Conductor,
Lake. Emp. 1-09-22.
M. J. STENSON, Supervisor,
District "B". Emp. 4-30-42.



—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

- Gilbert Andrews



FAVORITE SUBJECTS of Copy Cameraman GENE SULLIVAN, Photographic Department, are his two daughters, 20-month old PAULINE and five-month old GEORJEAN, who obliged him by posing for this picture. With such cute and willing models, it's no wonder that Gene makes good use of his photographic experience at home. The question is who works the hardest for a good picture - Gene or his wife, PAULINE, whose job it is to dress and pose the children?

HEADACHE CURE-OSTIES

SOME OF THE REMEDIES SEEMED TO BE WORSE THAN THE HEADACHE ITSELF!

IN CONSTANTINOPLE IN 375 B.C. A SWALLOW'S NEST THOROUGHLY MIXED WITH VINEGAR AND THEN RUBBED ON THE FOREHEAD WAS SAID TO GET RID OF A HEADACHE.



ANOTHER POPULAR REMEDY OF THE DAY WAS TO DRINK FROM THE WATER HOLE AT WHICH AN OX HAD JUST DRUNK.

IN COLONIAL TIMES IN THIS COUNTRY, TYING SLICES OF RAW ONION ON THE SOLES OF THE FEET AND THE PALMS OF THE HANDS WAS THOUGHT TO HELP.



IN GRANDMA'S DAY, RUBBING A LITTLE SKUNK GREASE ON THE FOREHEAD WAS REPORTED TO WORK WELL.

**(Courtesy of Buffen's)*

FOREST GLEN -

OPERATOR KEN FUERY and his wife were blessed with an eight-pound baby boy on December 23...OPERATOR JOHNNIE WALKER and his wife were blessed with a seven-pound baby girl on January 14. OPERATOR LARRY HARRIS was the Godfather.

Something new will be added and is slated to go into effect about April, 1963. It will be possible for members of the Federal Credit Union to save through the payroll deduction plan. Contact your local credit union for complete details.

I would like to remind members of the Little Flower Society (St. Joseph Branch) that the time is on hand to renew their membership. The next communion breakfast will be on March 31. Contact your committeeman for a bus reservation to attend the breakfast. Let's all join forces and have a good representation.

Another system seniority pick is taking place and we at Forest Glen would like to say "good luck" to those leaving and "welcome" to the newcomers...Deaths reported recently are: RICHARD G. LINDROTH, father of OPERATOR WALTER LINDROTH, and the mother of OPERATOR JOHN SCHODORF at Kenosha, Wisconsin.

OPERATOR and MRS. GEORGE NEAD celebrated their 30th wedding anniversary on February 15. We wish them many more years of continued happiness...OPERATOR and MRS. ALVIN POLOWCZYK recently adopted a daughter, DANUTA, a 14-year old from Poland. The Polowcyk's began adoption proceedings two years ago and Danuta arrived on November 6, 1962. They have three other children, JOSEPH, 11; ALLYN MARIE, 9, and MARY MARGARET, 4. We would like to say "Welcome, Danuta to these United States and may your new home fulfill the many dreams stored up during the two-year waiting period."

OPERATOR MARTIN CAREY will be well prepared for the next arctic blast that comes this way. He received a pair of snuggles from the Lost and Found return list.

PENSIONER FRED LANGNER, former operator at Devon, presently is confined in Hines hospital. For the information of his friends he is in Ward E2.

- Frank Carpius

GENERAL OFFICE (Training & Accident Prevention) -

JIM TRETTON's wife, ELIZABETH, recently received a cash award for her "Topsy-Turvy" Chocolate Cake recipe which was entered in the favorite recipe contest sponsored by the North Side community newspaper "The Sunday Star." Mrs. Tretton is known as an enthusiastic and creative cook as well as an expert party planner. She became interested in culinary arts when she was a member of the Indianapolis Home Economics club. Mrs. Tretton's Topsy-Turvy cake is a cross between pineapple upside down and chocolate cake. It is Jim's favorite and Mrs. Tretton always bakes a very special one for his birthday in January. If any of our CTA's would like to have a copy of this prize recipe, call this reporter on Ext. 426.

Congratulations were extended to BERNIE FORD and his wife, EDNA, on the birth of their youngster, CHRISTOPHER MICHAEL, born February 21 at St. Joseph's hospital. The Ford's other children are BERNARD JOHN, age 2, and BETH ANNE, age 1.

RONALD KRAMER was welcomed to the department. Ronald transferred from Public Information and replaced RICHARD KOPROWSKI as Accident Record Clerk

TRANSIT AD

FOR SALE: Storkline baby carriage, de luxe, full size, all nylon, chrome bumpers. Like new - \$25.00. Call Dick Meisner, 763-0481.



II...DAVE BARROWMAN has returned to work after a two-week stay in the hospital.

(Traffic Engineering) -

Congratulations to HAROLD ROWBOTTOM and his wife, LOIS, on the birth of their seventh child, LAURA JEAN, who was born January 31. Standing in line to greet her when she came home from the hospital were: MICHAEL, 15; GARY, 11; RICHARD, 7; LYNN MARIE, 6; STEVEN, 4, and 21-month-old NANCY.

(Specifications) -

LEE DeSUTTER and her husband, FRANK, recently drove off for a Florida vacation in a beautiful new white Pontiac with red leather interior.

(Employment) -

AUDREY SZCZEPANEK is a newcomer to CTA. She is a sister to COLLETTE SZCZEPANEK in Transportation. .CLAIRE LIGHTHALL was welcomed to the department after her transfer from Public Information...Our best wishes for a rapid recovery is extended to MARGE HANSON, who has been confined to the Frank Cuneo hospital.

- Mary E. Clarke

GENERAL OFFICE (Transportation) -

RAY DAGENAIS, district supervisor, and his wife, SYLVIA, recently celebrated their 30th wedding anniversary, with the assistance of their two offspring, RAYMOND and MARY LOU...JERRY PIERCZYNSKI, Central District, and his wife, FRANCES, also celebrated a wedding anniversary, their 25th. Their oldest son, JERRY, age 21, acted as master of ceremonies assisted by the eight other Pierczynski children.

Information Operator JOE KIRK and his wife, TINA, recently set a record of becoming grandparents to five in a period of 18 months. They were the children of Joe's five sons and their wives. This brings the total grandchildren to seven girls and nary a boy.

DISPATCHER ROBERT TALBOT recently returned to the Radio Room minus his gall bladder, which he presented to the Veterans hospital. Another gall bladder victim is A. J. DINNELLA, assistant superintendent, CTA Police Department, who underwent the same operation at Resurrection hospital at exactly the same time as Mr. Talbot was undergoing surgery. Afterwards Mr. Talbot and Mr. Dinnella met in the Radio Room for an old fashioned organ recital.

RONALD MANCAL, who transferred from the Treasurer's Department to Transportation, is now breaking in as a telephone information clerk. When he completes his training period, Ronnie will be able to answer any requests as to where to go, what to see and how to travel.

(Stenographic-Duplicating) -

THOMAS DUNN transferred from Duplicating to Public Information. He is taking over the duties vacated by RONALD KRAMER, who transferred to Accident Prevention Department...WALLY FEULNER, whenever time and opportunity permits, will see the U.S.A. in his Chevrolet-a bright and shining 1963 model...

There are also sportsmen among the stalwart lads in Duplicating. JIM RIZZUTO is coach of the Don Bosco Youth club basketball team, while TOM BOLDT is a proud card carrying member of the American Bowling Association. Tom's average in one league is 182, and in another, 201.

(Insurance) -

When your scribe solicited news from the Insurance Department for the magazine, all personnel were so busy taking care of flu patients among CTA clientele, that not many news items were available. However, CYNTHIA VRANA transferred from Employment, and is now assigned to Insurance. Cynthia, who enjoys bowling, should meet up with some of the bowlettes in other departments of the CTA.

- Julie Prinderville

KEDZIE -

We welcome to Kedzie those who came here in the system pick and hope they enjoy working with us. To those who picked away from Kedzie, good luck at your new location...Our sympathy is extended to the family of PATRICK O'BRIEN, chairman of the West Side "L" Little Flower Society, on the recent loss of his wife...We also extend our sympathy to the wife of Retired Motorman FRANK KRSKA of Blue Island, who passed away recently.

Haven't much news this time as I am on vacation at this writing, but hope to have more news next month.

- C. P. Starr

KEELER -

Wedding bells recently rang out for the following operators: WALTER JONES, who was married to ANN SHORTER at the Zion Baptist church on November 1, 1962; DON LEBOW, who married MILDRED HUBBARD on December 28, 1962, reports a wonderful trip to Hot Springs, Arkansas, and ALLEN HOYER who was married to BARBARA ROSZKOWSKI at St. Wenceslaus church on February 16. The happy couple boarded a plane for Tampa, Florida.

OPERATOR GEORGE GRAFER and his wife announced the birth of their son born on February 4. The proud dad passed out the cigars...REPAIRMAN LOUIE OLANDESE



LUCKY WINNER of a suit and topcoat, given as a prize by a popular men's clothing store celebrating its 75th anniversary recently, was none other than ROD RUSAKIEWICZ, Purchasing Department file clerk. In the above picture, Rod is being presented his new attire by the manager of the store.

and wife announced the birth of a daughter. Their wish came true as they already have a family of seven boys...REPAIRMAN BOB McCABE and wife announced the birth of a son.

WHITEY SZYMELL, a proud granddad, is always bragging about his grandson. He's some boy says grandpa.

Our deepest sympathy to the family of OPERATOR ROBERT LAMPING, who passed away on January 29, and to REPAIRMAN BOB YOUNG on the loss of his granddaughter, and OPERATOR ROBERT O'NEAL on the loss of his mother.

- Elmer Riedel

LOOP (Agents) -

We are very happy to report Agents MARY BROWN, MARY FLANAGAN and MARIE McINERNEY are back to work. Glad to see you girls and hope your health has improved...It is also a pleasure to see District Superintendent FRED TILL back on the job and feeling better after his recent illness.

We have had to say goodbye and good luck to PORTER STEVE STUBER, who retired on pension February 1 after 20 years of service...AGENT JAMES CONWELL retired on pension March 1. James was employed by the Surface Lines in 1931 and transferred to the Rapid Transit in 1954. We will miss you both.

Loop Supervisor JOHN GILHOLLY has gone to Guayama, Puerto Rico, to soak up some of that Caribbean sunshine as prescribed by his doctor. John will also visit his daughter, SISTER JOHN TERRANCE, who is stationed in the convent there.

AGENT CHARLES HILL has returned from a wonderful vacation trip. Charles says he traveled 6,000 miles, visiting Arizona, California and Nogales, Mexico, just to mention a few of his stops...AGENT HELEN PALLISTER spent her vacation helping her family celebrate birthdays of which I am told there were quite a few...AGENT VIRGINIA CASHION spent two weeks in Clearwater, Florida, visiting friends. Tell me, Virg, what crystal ball did you use to miss Chicago's sub-zero weather?

AGENT MARIE McINERNEY would like to thank all her friends for the cards and gifts received while on the sick list...A speedy recovery is wished for AGENT MARGARET BRENNAN, who has been ill for some time. Hurry back, Marge, we miss you badly.

The Metropolitan "L" Federal Credit Union held its 26th annual meeting on January 26 in the grand

THE RETIREMENT of Keeler garage Day Foreman DON WILSON on March 1, brought to a close a 40-year career in the bus repair department of the CTA and former Chicago Motor Coach company. Mr. Wilson was employed as a mechanic by the Motor Coach on September 18, 1923, at the 52nd street garage. In January, 1929, he became assistant foreman at that location. He was promoted to day foreman of the Ravenswood garage in January, 1946, and subsequently served in that capacity at the Rosemont, Kedzie and Keeler garages.

Mr. Wilson was born and raised in London, England. He served in the Royal Air Force for a year and a half during World War I, and acted as a civilian advisor to the Motor Transport Corps from 1942 to 1946. Along with his wife, Edith, he moved to a home in Fort Lauderdale, Florida, which he has owned for several years.



ballroom of the Oak Park Arms hotel. The meeting was attended by 200 persons. All officers were re-elected and will serve for the year 1963. The meeting was preceded by a delicious chicken dinner accompanied by some excellent entertainment and a drawing for door prizes. The Metropolitan serves all employees of the West Section with the exception of the Lake Street branch, who have their own credit union. The officers wish to inform all members and prospective members, that payroll deductions will take effect in May for those who have signed up for it.

- Dorothy Parker

LIMITS -

OPERATOR ROBERT LAMPING, who started his career at Ravenswood garage, passed away in February after an illness of several years. Bob was one of the organizers of Local 1381 and served as its president from 1946 until 1953. He was an executive board member at Keeler garage from 1953 to 1960. Surviving him are his wife, two daughters, and seven grandchildren. His son is a Chicago policeman assigned to Town Hall Station. Mrs. Lamping asked me to thank all of Bob's friends in the CTA who were so kind to her in her bereavement.

INSTRUCTOR BRUNO KARP and his wife celebrated the 22nd anniversary of their marriage on February 8. They enjoyed a short second honeymoon at the New Sahara Inn leaving the boys, KEN and TERRY, at home. We met MIKE COLLINS, who retired in November 1953, after 41 years of service. Mike, who has six children and 21 grandchildren, is in the best of health. His daughter, SISTER MARY MARGIE, teaches the fifth grade in St. Francis school in Joliet.

RETIRED OPERATOR EDWARD BENSON passed away in February. He had retired two years ago...Bus Placer L.O. BILLSTEN and his wife were called to West Virginia recently due to the death of the latter's father...At this writing, AUDY WENDT, who is on disability pension, is confined to Hines hospital, Ward 50 C...At the recent pick of clerks and receivers RECEIVER HENRY ZYCH came to Limits from Kedzie Depot.

Former Motorman LEONARD JANICKI of Limits passed away suddenly on Saturday, February 3...OPERATOR BOYD HAMPTON is a Medical patient at Illinois Masonic hospital at this writing...Remember the Little Flower Communion Sunday is on March 31. Bus will leave Limits at 7 A.M. Breakfast is on the officers of 241.

- George Clark

NORTH AVENUE -

Congratulations to MICHAEL O'MALLEY who married RITA HERBERT on January 19 at St. Ignatius church... Also, congratulations to GEORGE "SINATRA" KUENSTLE, who became a proud grandpa on February 8. Baby's name is JEANINE MARIE ZICKY. Mike and George are of the repair department.

Sorry to hear that RECEIVER BILL PINASCO was off sick with the flu. He's back to work now...PENSIONER JOHN WNUCK is ill and would like to hear from his friends. The address is R. 1, Aurora, Indiana... Seven-monthold THOMAS ANDERSON, son of OPERATOR and MRS. ROBERT ANDERSON, is recovering from openheart surgery at Presbyterian-St. Luke's hospital. We pray that he will be home again and well soon.

JOHN HUSSEY, repair department, is back at work after a month's illness...We were sorry to learn that OPERATOR JOHN CRAIG was shot in the hand and shoulder by holdup men while driving a bus on Lake street. He was taken to Presbyterian-St. Luke's hospital where he underwent surgery. All of his co-workers at North are pulling for him.

RECENT DEATHS AMONG EMPLOYEES

E. H. BENSON, 68, Limits.
Emp. 9-12-28. Died 2-03-63.
G. A. BJELOGRLICH, 75, Track.
Emp. 4-22-25. Died 1-07-63.
FRANK BLAZEIVICH, 72, Track.
Emp. 3-16-27. Died 1-20-63.
G. D. BOORAS, 73, 69th street.
Emp. 11-07-12. Died 1-29-63.
L. A. COOK, 69, South Section.
Emp. 2-04-46. Died 1-23-63.
WILLIAM CRYDER, 90, Devon.
Emp. 10-07-05. Died 1-30-63.
A. F. DELIS, 73, Devon.
Emp. 1-02-14. Died 1-18-63.
J. J. DEVITT, 78, 69th street.
Emp. 2-26-15. Died 1-12-63.
PHILIP DOLAN, 76, West Section.
Emp. 6-06-27. Died 12-25-62.
WILLIAM DOMARK, 75, Kedzie.
Emp. 8-27-17. Died 1-20-63.
R. J. DOOLEY, 70, West Section.
Emp. 8-09-44. Died 1-26-63.
A. T. DRESLER, 65, West Section.
Emp. 3-06-29. Died 1-24-63.
R. C. ELSER, 64, General Office.
Emp. 8-04-13. Died 2-02-63.
F. J. FRANK, 81, 69th street.
Emp. 12-06-01. Died 1-14-63.
L. A. GLASER, 73, General Office.
Emp. 6-17-43. Died 1-17-63.
BRUNO S. GRODEK, 51, Lake street.
Emp. 11-6-45. Died 1-27-63.
H. M. HIGGERSON, 69, Electrical.
Emp. 5-20-20. Died 1-27-63.
ISOM JONES, 30, Archer.
Emp. 9-8-58. Died 2-9-63.
W. A. KASPER, 73, 69th street.
Emp. 1-06-20. Died 1-29-63.

F. J. KONCAR, 60, Forest Glen.
Emp. 5-14-29. Died 1-16-63.
E. W. KRUGER, 80, Armitage.
Emp. 5-07-18. Died 1-07-63.
ROBERT LAMPING, 59, Keeler.
Emp. 7-28-33. Died 1-29-63.
JOSEPH LILLEY, 77, 77th street.
Emp. 7-18-14. Died 1-21-63.
ROBERT McCLELLAND, 42, 69th street.
Emp. 11-20-46. Died 1-30-63.
JOHN McGUINNESS, 81, Devon.
Emp. 1-06-20. Died 1-15-63.
DAVID O'MEARA, 58, 77th street.
Emp. 2-2-37. Died 2-12-63.
JOHN O'SULLIVAN, 91, 77th street.
Emp. 2-05-07. Died 1-11-63.
S. J. PALLAGI, 68, 77th street.
Emp. 12-30-19. Died 1-13-63.
M. J. REGAN, 76, North avenue.
Emp. 7-14-13. Died 1-16-63.
A. J. SALMON, 74, Limits.
Emp. 7-13-21. Died 1-11-63.
C. F. SIEGAL, 90, Kedzie.
Emp. 12-14-01. Died 1-10-63.
CARMEN SIMONETTI, 71, Kedzie.
Emp. 8-20-20. Died 1-22-63.
A. B. STREHLAU, 72, West Section.
Emp. 1-07-21. Died 1-18-63.
FRANK SWAUFIELD, 87, North avenue.
Emp. 12-30-19. Died 2-03-63.
T. P. SWEENEY, 85, Division.
Emp. 11-26-17. Died 1-25-63.
JOSEPH TRYBA, 81, Armitage.
Emp. 6-12-13. Died 1-14-63.
A. J. WOJTAS, 85, West Section.
Emp. 9-11-42. Died 1-31-63.
JOHN J. ZAGORSKI, 52, Forest Glen.
Emp. 5-29-43. Died 1-26-63.

Our best to FOREMAN JOHN McMAHON and his crew who have left North-Lamon garage for Keeler garage... CLARENCE WILSON of the repair department took his pension on March 1. Best of luck, Clarence...Bon Voyage to OPERATOR NELGO CASE, who went to visit his mom, dad and his wife on March 8 in Clarendon, Jamaica...Night Foreman ERNIE PEARSON has been enjoying ice-fishing at Green Lake and Lake Geneva...GEORGE BUTLER vacationed at St. Petersburg, Florida.

Our sympathy to the family of PENSIONER HERBERT ALMOND, who passed away on February 8...REPAIRMAN GEORGE SLADEK currently is confined to Lutheran Deaconess hospital with a heart condition. We all wish him well and hope he will be back on the job soon.

Bill Miedema

NORTH SECTION (Agents) -

JOHN ROSENGARTNER, son of PATRICIA, is enjoying Chicago. He had been living with his grandmother in New Orleans and is making new friends here fast.

RAYMOND BERCHE has been confined to Ravenswood hospital. We all wish him speedy recovery...MARGARET LAVIN was called to Phoenix, Arizona, to attend the funeral of her brother, PATRICK...LEONARD BLONIAZ is home recuperating after spending some time in Cuneo hospital...EVELYN LANZ is in St. Francis hospital.

MARGARET MINNEWEGEN is happy as a lark, looking forward to February 23 when she will be married to Dale Potter at Our Lady of Mercy church. Dale is one of our CTA policemen. Congratulations!

Our sympathy is extended to ANNABELLE DREW, on the passing of her father...LYDIA STONE, pensioner, is enjoying the Florida sunshine.

- Elizabeth Hawkins

SKOKIE SHOPS -

Welcome back to SIGMUND LUKAS, electrician, and JOSEPH REDA, shopman, who have just returned to work after a long illness. CARL SCHNEIDER, electrician, has also returned to work.

Recently heard from PENSIONER DAVID GURWICH who is spending the winter at his son's home in California...FRED FEINENDEGEN, electrical foreman, is vacationing in Florida...PETER EHMKE, machinist, is also down there absorbing the wonderful sunshine.

JAMES WELTON, electrician, is entering the hospital for treatment of ulcers.

CATHERINE ANNE HARNETT, typist, attended the Mardi Gras at New Orleans and had a wonderful time.

- Everett E. England

SCHEDULE - TRAFFIC -

The son of Schedule Maker ROBERT SEDLACK, ROBERT M. SEDLACK JR., was united in marriage to JUDITH LYNNE MATHEWS at a lovely candlelight service in the First Congregational church, Crystal Lake, on January 26. After the ceremony a delicious buffet was served at Martinetts to 235 guests. Robert and

Judith are both students at Northern Illinois university. The newlyweds drove to Florida for a honeymoon.

WALTER SCHWEINFURTH, traffic checker, and MRS. SCHWEINFURTH vacationed in California. They visited Walter's mother and sisters in Hollywood and then did a little sightseeing around San Francisco. JOHN NEWELL, traffic checker, transferred to the Claim Department as a locator. RUSSEL C. ELSER, traffic checker, who was on total and permanent disability, passed away February 2.

- Gertrude Anderson

SOUTH SECTION -

It seems like everyone has had a bout with the flu bug or bad colds this winter. Hope everyone has recovered by now! Spring is right around the corner now and it can't arrive soon enough for me. We have had enough of winter.

SWITCHMAN JOE HEROLD has just returned from sunny Phoenix, Arizona, where he was vacationing. He got a nice coat of tan and says that the climate is just right for him and he is feeling in tip-top shape since his trip down there. Yard Foreman JOE PUGH joyously announced the birth of a baby girl named LEISA, born December 23. This makes three children for the Pughs.

The abandonment of the North Shore Line brought a touch of sadness to everyone on the South Section who had worked with the North Shore personnel. It was like the loss of a friend. Quite a few pleasant memories are wrapped up in those North Shore trains.

Many happy returns of the day to AGENT JEAN KEATING, who was married to EDWARD WALINSKI recently. Best wishes to MOTORMAN JOHN LAUGHLIN, who went on pension February 1. He and his wife have moved to California to live. MOTORMAN ANTHONY JAGLA and his wife recently took a trip to Miami Beach, Florida, to soak up the warm sunshine and while there they visited with Retired Supervisor HUGH KELLEY and Retired Towerman PAUL ZOSEL and his wife in Homestead, Florida. They send their regards to everyone here.

TOWERMAN LEONARD DeGROOT was all smiles while telling us that his wife is home from the hospital now and is recuperating nicely. Good luck to CONDUCTOR CHESTER ZIELINSKI and COLLECTOR JIM BLANEY who recently became carpenters in the Shops and Equipment Department. Also, JOHN YEAGER has left us to be a Plant Guard in the CTA Police Department.

Passing out cigars with a happy grin was CONDUCTOR JOHN DANKE, when he told us that he became a grandfather, the second time with the arrival of JIMMIE ROBERT, born February 9. Back at their posts and off the sick list are: CONDUCTOR CARL SCHEUERMAN, AGENTS CLEO NEWSOME, JOSEPH WATT, LEO DILLON, MARY CARSON, AMELIA JONES and INSTRUCTOR DICK STANTON.

CONDUCTOR THOMAS WHITE, who was on the sick list recently, took his pension February 1. We hope that your health improves rapidly, Tom. AGENT PATRICK WALSH also went on pension February 1. We didn't find out until MOTORMAN CHARLIE LOUGHRAN returned from Ireland, that his father had passed away while he was there. Our sincere sympathy, Charlie.

MOTORMAN JOHN BURNS was in an automobile accident recently and broke one of his fingers and injured another one. He is on the sick list. He hopes to be back to work soon.

Salutations to our new agents: ALEXANDER BRAND, JAMES GRANAHAN, MARINUS DYKHUIZEN, PEGGY COLEMAN, WEINAND SPRINGER, CARL ROGERS and ANNIE ALTER. Peggy Coleman is the former PEGGY TWINE, who pre-



IN TRAINING for future stardom as an athlete is two-year old BERNIE JOHN FORD, son of BERNIE FORD, training assistant in the Training and Accident Prevention Department. The youngster seems already to have mastered the technique of clutching a football under his arm and when he is older, no doubt, will be a likely candidate for halfback.

viously worked here and has since married. Annie Alter is the wife of deceased North Section Clerk LOUIS ALTER.

Shop Clerk JIM DALEY has gotten away from our cold weather by taking a trip with his brother and sister-in-law down to Miami Beach, Florida. CONDUCTOR CHRISTOPHER WADE has joined the marching ranks of the U. S. Army for his military training. The apartment building where AGENT LAURA PEPPERL lived had a terrible fire. Luckily she was at work at the time and not injured. She had to go out and find a new apartment though because the building was ruined.

INSTRUCTOR DONALD MURPHY and his wife, GEN, became grandparents for the fourth time when PATRICIA ANN EGGARS made her entrance into the world on January 21. Condolences to AGENT JOSEPH ROCH, whose father passed away recently at the age of 83. Also, our sympathy goes out to MOTORMAN DELMUS ALLEN, who lost his father recently.

We are delighted to hear that AGENT GENEVIEVE WASHBURN was recently appointed assignment agent. SWITCHMAN ED REILLY is on the sick list at the present time, he fell on an icy sidewalk and injured his hand. MOTORMAN PAUL SCHILLE is also on the sick list at this writing. We wish them both a speedy recovery. AGENT ALFRED HYLAND vacationed in Santa Ana, California, and reports an enjoyable time. MOTORMAN HARRY MENKE received a passenger commendation and a \$5 reward for finding a woman's purse.

MOTORMAN ED HENNESSY has returned from his vacation in Phoenix, Arizona, and says he visited Retired Conductor JOSEPH SCHUMACHER and his wife and Retired North Section Conductor FRED BECK and his wife. We wonder if Joe, who has always been a rabid Sox fan, is changing to a Cub fan now that he lives so close to the Cub's spring training camp.

The South Side "L" Credit Union is going to have payroll deductions starting in April. See FRED GRONEMEYER, treasurer, and sign up. There is no easier way to save money than through payroll deductions.

The Agent's Pension club held their annual dinner a short time ago at Nielsen's restaurant and guests of honor were Retired Motorman CHARLES McMORROW and Retired Supervisor ROBERT BROWN. A gift was presented to them from the members of the Club. The dinner was attended by 115 people and everyone had a most enjoyable evening. It was fun to reminisce over old times with all the pensioners.

It is good to report that Retired Agent EDNA BELL is feeling much better these days. Retired Agent LAURETTA COOK passed away recently. Retired Conductor DENNIS BARRY was over at 61st street to see all the boys and he is looking good for himself.

Condolences to Retired Agent ANNE GORMAN, whose sister passed away recently. Maybe some of you pensioners will remember RICHARD (DICK) CONWAY, a former employee. He stopped in for a visit and said that he is living in St. Paul, Minnesota, and has just retired from the railroad and wishes to be remembered to everyone he used to know. Retired Agent PHYLLIS HINES McDONALD and her husband are living out in California now, but expect to pay a visit to Chicago this summer.

- Verna Hartney

WEST SECTION -

Logan Square Conductor HARVEY JOHNS was returned a boy's ring from the Zelienople High school class of 1960, from Lost and Found. Harvey took the ring home and his wife read the inscription and thought K.E.L. were the boy's initials. Zelienople, thought Mrs. Johns, is a city in Pennsylvania. So Mrs. Johns decided to write to the editor of the Zelienople local paper in order to reach the owner of the ring. The editor of the paper included the item in the paper. The item worked! They found the owner, who was very happy and wrote a fine letter of thanks to Mr. and Mrs. Harvey Johns. It was not the dollar value because it was a very inexpensive ring, but the sentimental value was great to KENNETH LEWIS of Zelienople, Pennsylvania.

Mr. and Mrs. Harvey Johns' grandson, FRED JOHNS, who is 6 years old, went bowling with Harvey recently. He was watching Harvey bowl a while and finally said, "Grandpa, do you want to know how to get a strike? All you have to do is roll two balls down the alley with a stick in the middle."

Logan Square Conductor MILO BROWN's mother and father, MR. and MRS. FRANK BROWN, celebrated their 60th wedding anniversary and on the same day Frank became 83 years old. They reside in Kewanee, Illinois. Logan Square Extra Guard JOE MULE and his wife celebrated their 20th wedding anniversary recently. On that evening Mr. and Mrs. Mule attended the Metropolitan "L" Federal Credit Union Annual Dinner at which Mrs. Mule won a door prize of an electric clock and lamp combination. She was very happy.

Lake Street Motorman THOMAS KING recently found a lady's purse and turned it into the Lost and Found. The owner recovered her purse and wrote a fine letter of commendation to Thomas, which made him feel life worth while. Congress Terminal Extra Guard WILLIAM HEALY and his wife announced the birth of their first child, AILEEN THERESA, who weighed in at 6 pounds-9 ounces. Douglas Park Terminal Yard Foreman JOHN L. CLARK is undergoing surgery for a hernia at this writing. We hope a speedy recovery, John.

Pensioner LEO SENCKE is now hospitalized in the Resurrection hospital. He called your Scribe and said to tell all his friends thanks for the get well cards, letters and phone calls which made him very happy. Pensioner A. CSABA, in Plant City, Florida, sent your Scribe a Christmas card and somehow it was filed away and no recognition was made to Mr. Csaba for which I am very sorry.

- John Hanning

WEST SECTION (Agents) -

Wishes of many more years of marital happiness were extended to AGENT and MRS. GEORGE BOHAKEL who celebrated their 29th anniversary February 12. For the past few weeks George and his wife have hosted his sister and her husband, MR. and MRS. ALBERT ABOWD, who came all the way from Antioch, California, where they own and operate one of the largest eating establishments in that part of the state.

Glad to hear that AGENT BERT LINNE is back to work after being on sick leave for quite some time. AGENT BEULAH FIELDS returned from a vacation which took her to South America. AGENT MARY FLEMING is spending her vacation around the kitchen stove. AGENT MADALINE HAYES came back from her vacation looking well rested.

Returning to work after an enjoyable vacation spent enjoying the sights in and around the city is AGENT HELEN PALLISTER.

Sorry to learn that AL RHODES, member of the porter staff, is still unable to return to work. PORTERS S. P. STUBER and LOUIS WELZIEN joined the ranks of the retired on February 1, and we wish both these gentlemen an abundance of happiness and good health in the years to come. I would like to ask all agents on the retired list to drop me a line or stop by and let us know of your whereabouts and activities.

- Gordon Kelly

69TH STREET -

JOE, son of OPERATOR JOHN THOMAS, is a member of the Mt. Carmel High school senior debate team that took third place in a tournament at St. Rita High school on February 2. He also is entered in a debate tournament at Georgetown university, Washington, D.C., February 15. While there he visited his brother, AIRMAN 1ST CLASS JOHN, stationed at Bolling Air Force Base. Joe is in the honors class at Mt. Carmel High.

OPERATOR ED BEHRENS and his wife left on a two-week vacation February 17 to visit their daughter and son-in-law in North Carolina. OPERATOR ART KRUEGER and his wife had a wonderful two-week vacation in Florida. OPERATOR HOWARD SANGER's daughter, ROSE MARIE, and JERRY SARKOS were married on February 23 at St. Mary Star-of-the-Sea church.

GEORGE L. JAROS, son of OPERATOR GEORGE J. JAROS, ended his semester on the honor roll at De La Salle High school where he is going into his third year.

At the time of this writing we are sorry to report that former OPERATOR JOHN E. LANE is back in Christ Community hospital. He has been working as a watchman in the Way and Structure Department. Lots of luck to former OPERATOR PAUL J. STAHULAK who has transferred to the Electrical Department. It's nice to see former OPERATOR RUDY HAAS back at work as a collector after his long illness.

Our deepest sympathy to the following families: OPERATOR JAMES HICKS, whose mother passed away on January 20; OPERATOR HANK RISCH, who suffered the loss of his wife on January 25, and to the family of FOREMAN BOB McCLELAND whose death occurred suddenly on January 30.

- Thomas Elphick

PENSIONERS MEET

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

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

BAD WEATHER

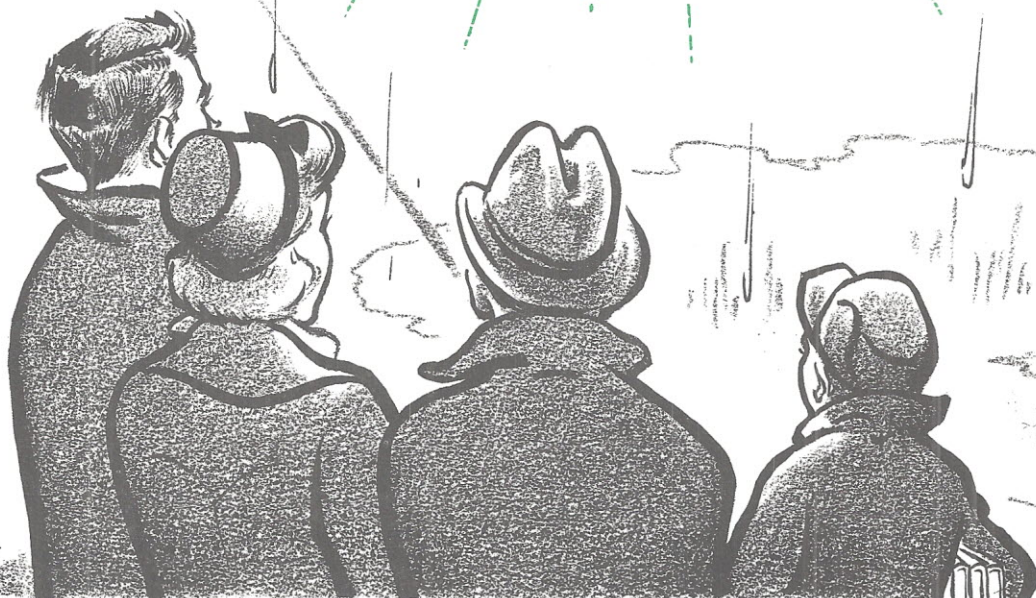
IS OUR CHANCE TO shine!

**RESPONSIBLE
ALL-WEATHER
SERVICE**

NO PASSUPS

**DEFENSIVE
DRIVING**

**COURTEOUS
PERSONAL
ATTENTION**



*Ferd
Himmes*