

'City Watch' is CTA System Bonus

By Jeff Stern

Chicago has an extra public service asset that reaches beyond transit, although transit is the reason it exists. You might call it a "round-the-clock community alarm system" extending to every street and right-of-way that a CTA bus or train travels.

"Alerts" are frequent as CTA bus operators and motormen get on the radiophone to report incidents on their routes which may warrant an emergency response from other city agencies.

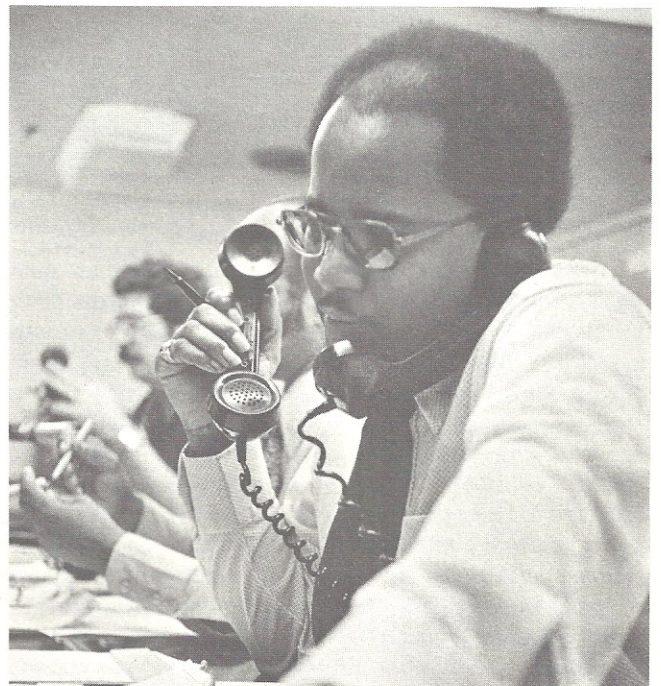
While "lookout" duty is not prescribed in the operating rulebook, it is exercised continuously, demonstrating the outstanding sense of community responsibility that the CTA "volunteers" possess.

The CTA Control Center in the Merchandise Mart has direct flip-a-switch contact with police and fire departments, city and state highway authorities and other service agencies. Alerts can be relayed to them almost instantaneously, giving extra assurance to citizens that help will come quickly when they need it.

Recently, an operator on Lake Shore Drive called the Control Center to report that a plane approaching Meigs Field had fallen into Lake Michigan. It turned out that this was the first call to be relayed to the fire department about this accident.

In another demonstration of concern, the operator of a 67th Street bus saw a woman who was trying to cross the street get hit by a truck. He immediately called the Control Center to send a fire ambulance to the scene. (Continued Page 2)

Here's how CTA's additional community service works. Motorman on train notices suspicious action near rapid transit station. He alerts a controller at Merchandise Mart who relays information to Police Department. Squad car reports at "L" station within minutes, sometimes seconds. Same type of communication alert can be called in by bus drivers.



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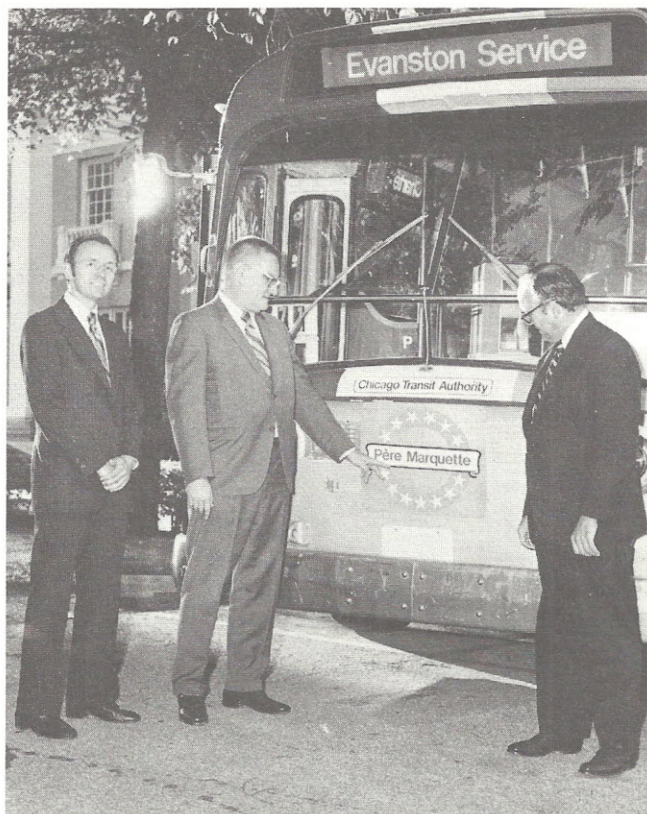
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cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
AUGUST, 1976



Evanston Gets A '76 Bus

Harold Geissenheimer, general operations manager, points to the Pere Marquette name on the latest Spirit of '76 CTA bus dedicated for use in Evanston service. Officially "receiving" the bus is Mayor Edgar Vanneman Jr., right, and representing CTA at the ceremonies in front of Evanston's City Hall is Lawrence G. Sucsy, resident of Evanston and Transit Board member. The missionary-explorer Pere Jacques Marquette and his party camped in December, 1674, at what later became known as Gross Point, where the lighthouse stands in northeast Evanston. Already in service on the Evanston-Wilmette elevated route is a Spirit of '76 train named after William Dawes, who shared the midnight ride assignment with Paul Revere in sounding the alarm to Lexington-Concord countryside.



More Honor For Oak Park

In honor of the Village of Oak Park, a CTA service area town, one of the Spirit of '76 trains has been named for a city rather than a person prominent in U.S. history.

It's all appropriate enough for the Bicentennial since the distinction celebrated is Oak Park's designation as All-American City for its civic improvements, such as its downtown mall, and its spirit of community enterprise.

At the christening ceremony, above, one of Oak Park's citizens, left, general manager George Krambles is shown "presenting" the train to village President James J. McClure, center, as Harold Geissenheimer, general operations manager, looks on.

System Bonus (continued)

Double attention was given to a fire in a car on the Kennedy Expressway when both the operator of a Montrose bus and the motorman of a Milwaukee route train spotted the same vehicle from different vantage points and called for the dispatch of fire equipment.

An operator on Diversey passed a drug store while on an owl run and requested that the Control Center report a burglary in progress to the police. He knew that the person he saw moving about in the unlighted store didn't belong there.

Among the most helpful "watchmen" at night are

rapid transit motormen, who are often the first to report back porch fires in buildings bordering 'L' tracks. Ticket agents and supervisors also are quick to report incidents that many times are unrelated to CTA operations but serve citizens needing help.

"We'd like all our operating people to be aware of the valuable communications tool that's available to them," says Bruno Gorski, coordinator, Control Center, about the radiophones.

"You never know when your own problems can be helped by someone else's alertness, so it's a good idea to keep your eyes open and use the phone whenever you think it's necessary."

New Model Preview

CTA's new model rapid transit cars are on the test track at the company's Skokie "proving grounds."

The cars are being tested for performance at various speeds, for noise and vibration, for ride quality, for passing noise and wayside vibration. Training of crews in handling the new cars is also being staged.

Next comes 600 hours of testing under actual service conditions.

At this time, the cars will be used at random in various trains at various hours. No public announcements will be made so that the cars will be used and treated by riders exactly as they do every day.

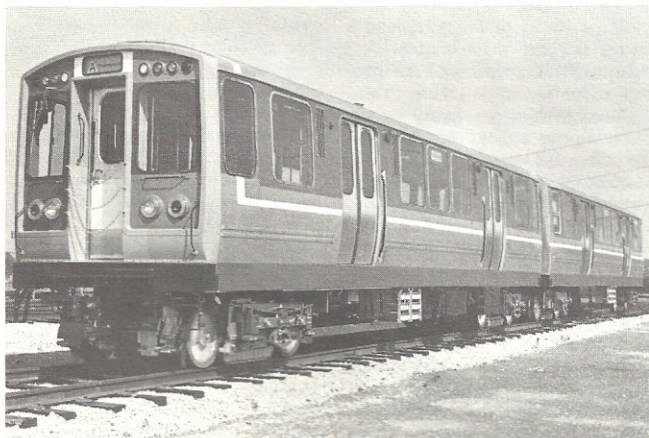
A preview of the new CTA cars is being staged at the Boeing Vertol manufacturing plant in greater Philadelphia late this August. Dignitaries from the nation's capital and the transit industry are participating in the ceremonies, including the administrator of the funding agency, the Urban Mass Transportation Administration.

CTA General Manager George Krambles and acting Chairman James J. McDonough have been inspecting progress on the cars regularly.

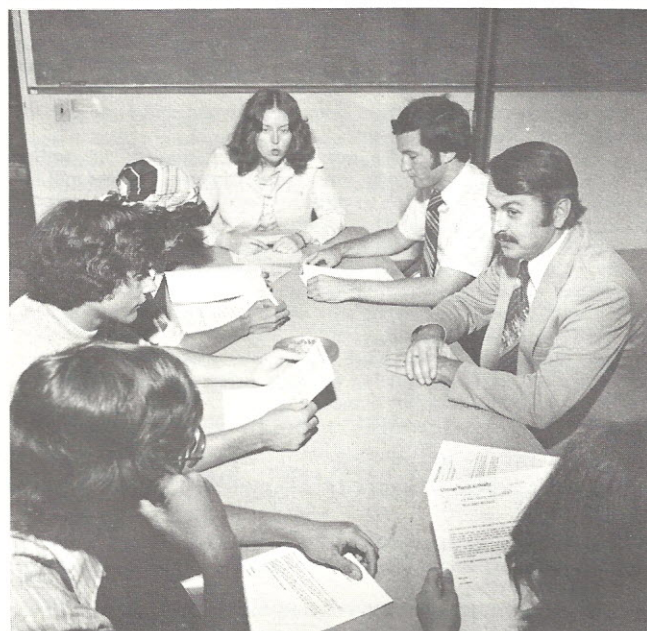
They made a trip to Philadelphia to see the first trial run a few weeks ago and were on hand for the introduction of the first "married pair" of new cars in mid-July.

The new model cars have a sculptured design by Sundberg-Ferar. The bodies are of stainless steel. The trim is similar to the bicentennial decor of the CTA's Spirit of '76 fleet.

Air conditioning, for the all-season comfort of riders, and automatic cab signalling, for increased safety, are both standard equipment. The generous use of color at the ends of each "married pair" of cars improves visibility for the motorman under all types of environmental conditions, adding an extra safety precaution. Design of the cars decreases wind friction and thus reduces noise.



Unloading the train at Skokie.



Sharing CTA Job Experiences

Six trainees in CTA's Cooperative Education Program (getting on-the-job college credit for their related CTA assignments) here share their working experiences at a roundtable meeting in the Operations conference room. Clockwise, Stan Kaderbek, Illinois Institute of Technology whose internship was in plant maintenance; Tom Haynes, Northwestern, a co-op in the same field; Doris Hightower, NU, operations planning; CTA's Norine Nowak, training coordinator; Greg Fleming, Illinois, signal engineering; Mike Smith, CTA superintendent of management and career development; and Marilyn Bloom, Roosevelt, personnel development. Not shown is John Shebelski, IIT, signal design.

Skokie Shop's Olson Is First Aid Expert

By Anit Leppiks

CTA Carpenter Gary Olson's always on the job - - even when he's not plying his trade.

Olson, 47, who works at CTA's Skokie Shops repairing rapid transit cars, is also a paramedic. For the last three years, that's meant being on call whenever he is home - - 24 hours a day, if necessary.

When he isn't rebuilding the floor of a Ravenswood train, he might be giving artificial respiration to save someone's life. Or he could be racing a fire engine through the quiet suburban streets of Buffalo Grove or sitting in a classroom learning the latest lifesaving techniques.

It's not that Olson would ever consider going into medicine full time.

"I love my job at CTA," he explains. It's just that, three years ago, he discovered a need to be able to help people in need.

Since then he's learned how to douse fires, save heart attack victims, start intravenous solutions, and drive a fire truck.

He's used the greatly publicized and successful Heimlich method for saving the life of a person choking on food, as when he held an infant upside down and pressed against his stomach to "pop out" a chicken bone that threatened the baby's life.

Two weeks after his certification as a paramedic, Olson brought back to life a 17-year-old whose heart stopped beating for 1½ minutes.

Olson says he's never hesitated to help, once he's reached the scene.

"There's no time - - you see what has to be done and you do it. The time for the shaky knees comes after you've done your job," he says.

At CTA, he doesn't have the time pressure to "save a car," as he has to save a human life, but CTA carpentry does hold some parallels to his paramedicine.

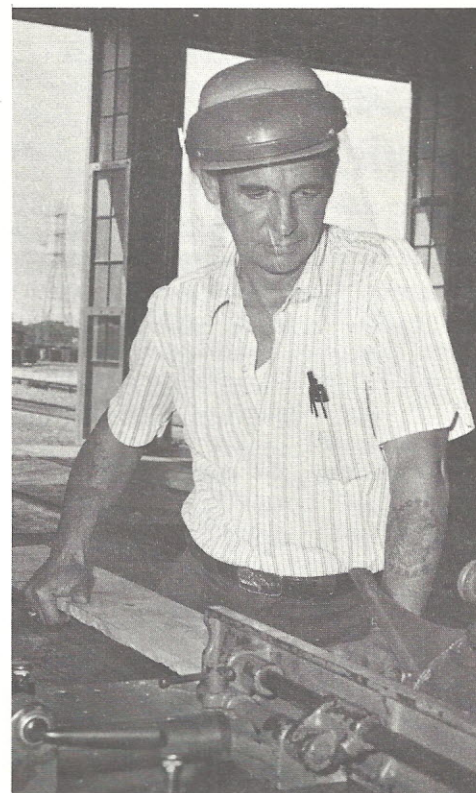
For instance, Olson's current assignment in the mill is to cut the wood to repair floors of rapid transit cars.

He builds new floors in the cars, when necessary, and the trolley beams for the 'L'. Along with three other carpenters in the mill, he constructs the boxes in which to pack various rapid transit equipment to ship to terminals where local inspection and repairs are done.

"Just like parts of the human body give out with use, so some of the train parts deteriorate with extensive wear. We're here to keep these trains in shape and running," he says.

If something ever goes wrong with the human machinery at Skokie, Olson is the man who is called.

Olson remembers 29-year-old Bobby Johnson, electrical apprentice, who had a sudden onset of a fast heartbeat when he was playing softball during his lunch hour last summer.



Olson
at
work.

Olson massaged the arteries in Johnson's neck and applied pressure to his eyes to reduce his heartbeat from 190 to under 100 beats a minute - - all before they arrived at the hospital. Without such a reduction of heartbeat, Johnson, still in his twenties, would have had a heart attack.

Olson also teaches a first aid course, offered yearly at the Skokie Shops as it is throughout CTA's shop system.

He says his most difficult cases have involved extracting victims from car accidents, when the car is on fire and it's impossible to open the doors.

"All you can do is climb in the window and start an I.V. on the person as quickly as possible," he says.

Meanwhile, as her daddy's off reenacting a real life "Emergency!", Olson knows his nine-year-old daughter, Mary, is at home, dreaming of becoming a nurse.

"What else would she be?" he says.

Good Curbing Featured In Driver Refresher Campaign

The regulation regarding the curbing of buses is No. 103a in the rule book for operating employees, but it can seem No. 1 on the list of concerns for certain riders.

The growing number of citizens and handicapped persons taking advantage of CTA's reduced fare privileges, are those to whom good curbing is of greatest importance. All riders, however, appreciate convenience in boarding a bus. So, the Transportation Department believes it is good marketing as well as good public service to conduct a "reminder" campaign.

In a note to all drivers recently, George Krambles, general manager, said, "I know that the vast majority of our operators are doing their job and that only a few fail to follow standard curbing procedures . . . However, to make certain that every operator bats as close to 1,000 per cent as possible in curbing, we are starting a refresher campaign to reinforce good curbing procedure."

The campaign has included a review of existing standards. Robert Julun, supervisor, Methods/Standards, Support Services, said no re-

visions were necessary in the rules which already handle the subject adequately.

A bulletin reaffirming the rule has been posted on every garage bulletin board. A slide show has been developed for presentation in every garage.

While focus of the campaign is on drivers, there is recognition that causes beyond their control frequently prevent proper curbing procedure. Riders who wait for buses in the street, for instance, are being handed leaflets urging them to wait at the curb instead.

Also, drivers are being instructed to report all parking violations involving bus zones. The Control Center passes this information on to the police for appropriate action.

Meanwhile, score cards are set up in garages to tally the number of commendations and complaints on curbing received from both riders and supervisors; signs and posters are on display in all train rooms, and supervisors are being issued curbing rating slips to hand to operators when getting off buses.

Tuition Aid Notice

Three major revisions have been made in CTA's tuition aid program which take effect with fall 1976 enrollments. First, the aid limit for undergraduates has been raised to \$500, the same as for graduate students. Second, associate degree work is now eligible for Level II reimbursement (written verification in a specific degree program must be obtained from the college or university). Third, for maximum reimbursement, the student need no longer be enrolled in courses related directly to his present CTA position, but may be taking courses that should enhance ability to further career objectives at the CTA. Employees can pick up the new tuition aid brochure and application blank from supervisors.

CTA Speaks On Fare Increase

By George Krambles
CTA General Manager

EDITOR'S NOTE: These excerpts from General Manager George Krambles' statement before the Chicago public hearing of the Regional Transportation Authority (Aug. 23) on transit fare increases proposed by the RTA are printed in Transit News so that CTA employees will have ready reference to CTA's position plus well-stated new evidence of CTA's impressive social and economic value to our community.

Chicago's public transportation service is overall the best in the country, judged by comprehensiveness, quality, efficiency or any other reasonable test. To operate it for the 1977 fiscal year will probably cost, all told, around \$450 million, of which the riders themselves will pay the greater share. Under the fare proposal before you, CTA riders will be the largest single source of revenue for the operation of the system as a whole. They will have supplied about \$200 million, which will be at least 10 per cent greater than the total to be met by RTA through its public transportation fund, supplemented by pass-through allotments from the general revenues of the city, the county and the federal government.

CTA Serves Everybody

... the everyday job of CTA is to meet the journey needs of about a fourth of the population of the city and suburbs in our service area. Nearly 3/4 of the people downtown depend on CTA buses and trains. The other carriers swell this total and extend the benefits beyond the CTA watershed. But even those persons who do not personally regularly ride the system benefit in ways that ought not be overlooked. For example:

-People who do not regularly use transit need a standby service when their cars are not available.
-People who do not use transit need the goods and services provided by those who depend on buses and trains to go to work.
-People who do not use transit sell their goods and services to those who do use it to travel to earn their living and to shop.
-People who do not use transit would find streets impossibly congested if no one else used transit.
-People who do not use transit want access to points of mutual interest for family and friends who do use transit.

Favorable Fare-Funding Ratio

... the vitality of the region and of its carriers has minimized the public funding burden. This is evident when the assistance provided to keep up CTA service is compared with that provided in other great cities.

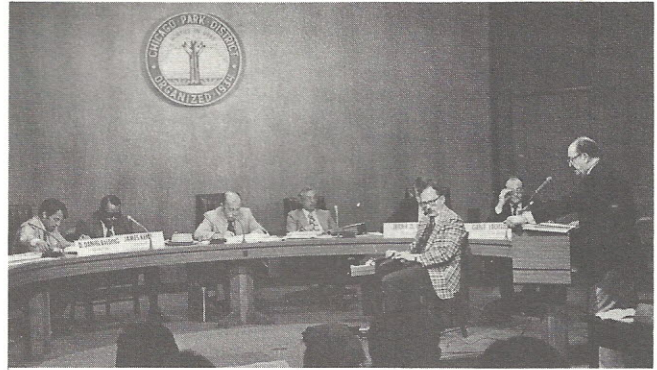
For example, to operate transit in Atlanta or Boston, it takes nearly \$3 in public funding for every dollar collected in the fareboxes.

San Francisco, Los Angeles and Pittsburgh need \$2 help for every farebox dollar and Philadelphia hardly squeaks by with dollar-for-dollar matching help.

In striking contrast, to meet the total cost of CTA service, only about 50¢ will have been appropriated by RTA for every dollar of CTA farebox revenue. That CTA has the right service in the right places at the right times is evident when that level of assistance is compared with what's needed in other cities. We at CTA are proud of being recognized throughout the industry as an efficient public service, for running a tight-ship, and we intend to keep it that way.

CTA Fare Still A Bargain

As you can appreciate, CTA regrets the necessity to ask its riders to pay an increased fare. On the other hand, while the cost-of-living escalated over 40 per cent in the last six years, this proposed fare increase, the first for CTA riders in that long period, will amount to only about 10 per cent. Actually during the last few years, CTA introduced a few fare reductions such as the one-hour transfer pass, bargain Sunday and senior citizen fares with stimulating effects on ridership, currently up 4 per cent from last year. In the same period the quality of the CTA product has improved, with hundreds of new vehicles, expanded amenities such as air-conditioning and better lighting, extended radio and train signal systems, intensified supervision, numerous route extensions, and so on. Levels of maintenance were improved for greater service reliability and appearance. Only by intense effort has CTA avoided the blighting effect of the community of graffiti saturated vehicles and premises being experienced in some other cities.



Krambles presenting CTA statement at RTA hearing.

Nevertheless, judging from past experience, there is a risk that even the modest fare increase proposed may cause as many as 15,000-18,000 people to stop riding CTA---18 million less rides per year! Many of these people, not having autos available to them, will simply be unable to make some trips, and this, as an unwanted side effect, could contribute to an economic and sociological erosion in the region.

Increase Won't Meet The Needs

Moreover, the five cent increase you are considering is not enough to deal with the whole problem. It will probably meet no more than half of the \$29 million shortfall in CTA funding projected in (the RTA's) proposed FY'77 budget. CTA would still be forced to curtail or discontinue certain services. We have already activated a service adjustment program, which is an ongoing procedure of pruning away lightly used bus and train trips, inactive periods of station entrance operation and of overlapping and duplicating services. But this process, which is a healthy thing to do if carried on with a light touch, becomes counter-productive if pressed at a rate even close to what would be required to save the balance of the \$29 million that would not be yielded by the nickel fare raise.

As a house of cards can be destroyed, so do service cuts threaten to undermine the revenues of a system such as CTA's. For example, taking away all weekday owl service may not only lose the fare of the midnight rider, but if one could not get home by bus, it could become necessary to go by auto so as to be able to get home, thus two fares would be lost for every owl journey not served.

One way to avoid the destructive impact of such service cuts would be to utilize toward RTA's FY'77 budget an additional approximately \$10 million in federal Urban Mass Transportation Administration Section 5 operating assistance funds.

This opportunity arises from the federal government's willingness to allow RTA to draw the succeeding quarter's allocation of funds to which the Chicago area is entitled. This is possible because the government is right now changing the fiscal year and a "fifth quarter" has been designated by the government as transitional. In view of the present crisis, CTA most strongly urges the RTA Board to utilize this source of funds immediately, rather than defer it.

Most CTA Riders Must Ride

CTA points out that transit fares are of special significance to CTA riders, for the majority of them are completely dependent on public transportation for getting to and from their jobs as well as their educational, recreational and shopping resources. The price of a CTA ride is not a discretionary item with these riders, but an essential element in the family cost of living.

In line with national goals, public transportation is obliged to do everything possible to encourage people to leave their automobiles at home more often and thus to conserve energy, control air pollution and relieve strangulation of our towns and cities by street traffic.

For these reasons, CTA would much prefer to maintain or even reduce existing fares. But we do recognize that this fare increase would contribute to the resolution of RTA's immediate economic dilemma. CTA, therefore, urges the Board of RTA immediately to commission a study leading to recommendations of legislative, administrative or other actions to modify the resources available to RTA to provide a more realistic funding base on which RTA may accomplish its essential objectives with stability.

CTA Known South of Border

Report from Venezuela

By Arline Datu

That Chicago has one of the best public transportation systems in the U.S. is a fact not just confined to the nation's industry. CTA's reputation really manages to get around. In fact, it's traveled all the way to South America.

In Caracas, Venezuela, Elio Ohep is putting CTA know-how and expertise to good use. A former employee in CTA's marketing department, Elio is now chief of the Transportation Systems Division, under Venezuela's Ministry of Transport (OMT).

A native of Venezuela, Elio left the CTA late last year to work for the governor of Caracas as a transportation adviser. After three months as the governor's consultant, he was appointed to his present position.

On a trip I made there in June, I talked with Elio and some of the people who head the transportation offices. These interviews will be used in a forthcoming CTA Quarterly feature.

There are more than 120 bus routes in Caracas, a city of 2½ million people. But according to Elio because of poor organization, inefficient practices, and badly coordinated operation, this mode of public transportation is far from being as effective as it could be.



Need a ride? Just make yourself noticed. There are no bus stop signs in Caracas.

On personal vacation in Venezuela, Arline Datu took time to act as CTA's "foreign correspondent."



Under construction—an above ground station for Caracas' first rapid transit subway system. The station, Agua Salud, is the first of 22 to be built along the length of the city. Completion of the entire project is scheduled for 1982.

As the governor's consultant, part of Elio's job was to try to help change this situation. What he did was to contribute several suggestions, based on material he gathered at CTA, to be implemented in a new, re-structured bus system.

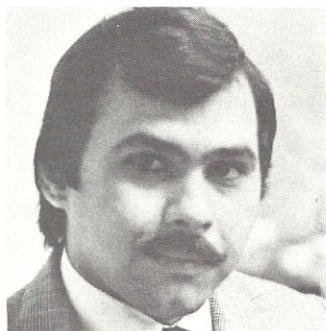
One of his projects was to develop an operating rule book, using CTA's as the model. He also proposed a training program for bus operators as well as prepared a study on location of bus stops and use of bus stop signs. As yet, Caracas has no formally designated bus stops or bus stop signs. Buses stop arbitrarily on any street corner to pick up or drop off passengers.

Elio's office (OMT) also works in conjunction with Oficina Metro de Caracas (OMC). OMC is now involved in the planning and construction of Caracas' first subway.

In 1971, during the early planning stages of the subway, the OMC director requested information from CTA in a letter which said, "Because of . . . your knowledge in the development of your rapid transit system, we feel you could contribute valuable assistance in this matter."

Caracas is one of the most highly developed areas in South America, and building up the public transportation system is one of the city's major concerns.

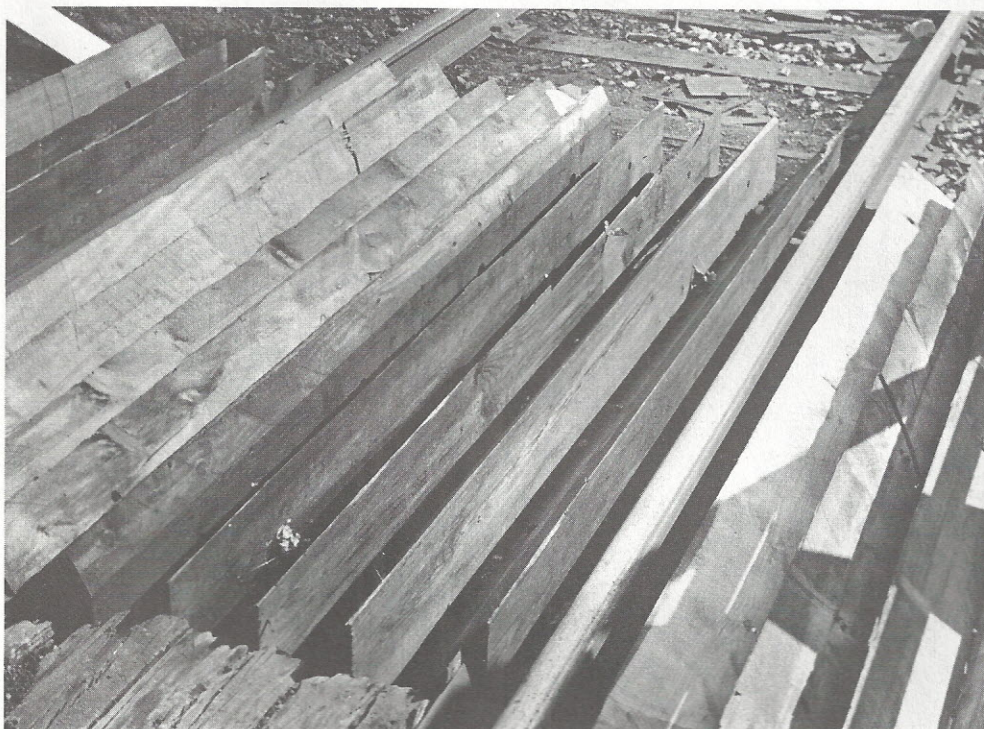
It's accurate to say that as improvements are made in Caracas' bus transit system in the coming years, part of the credit should go to CTA.



Ohep: He's applying CTA expertise in Caracas.

cta engineering department projects in progress

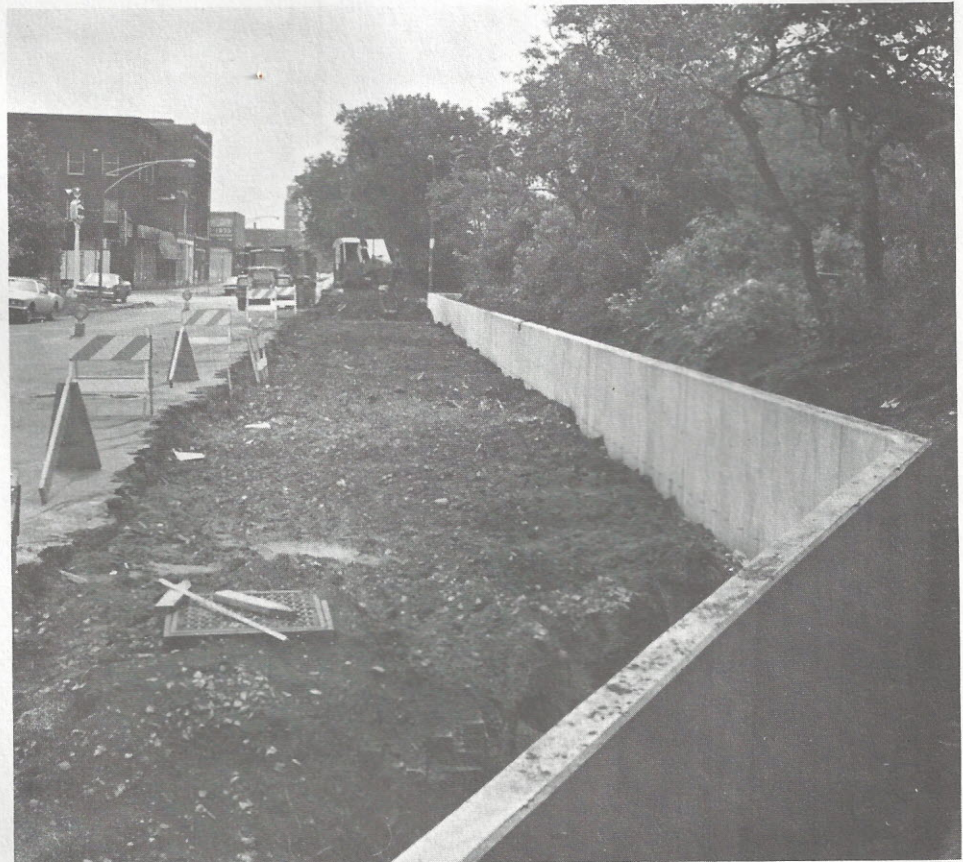
STRUCTURE REMOVAL: CTA ironworkers provided more light at street level in the Loop by removing 4,642 feet of unused platforms and stations on Wells street, Van Buren street and Wabash avenue. Stations were also removed from Dearborn/Van Buren and State/Van Buren. Existing store connections from the rapid transit to Sear's, Goldblatt's, Carson's and Wieboldt's were removed by private contractors.



CROSSING SAFEGUARD: New trespass barriers of this special jaw-like design have been installed at 23 rapid transit crossings to stop persons or animals from getting on the right-of-way at grade crossings. The barriers consist of a series of sharply pointed timbers parallel to the running rails on each side of the crosswalks. They were developed, fabricated, and installed by the CTA at a cost of \$183,000.



TRACK RENEWAL: The structure track renewal project between Indiana and 59th Junction has been completed ending a major capital improvement program. The project included the renewal of rail and timber ties on the southbound track between Indiana and 51st street and on the northbound track between Indiana and 51st street. Elevated open deck track between 18th street and 59th Junction on the South Side Main line was also upgraded.



TURNAROUND CONSTRUCTION: The Wilson/Ravenswood bus turnaround project is part of an overall program for turnaround installations which are designed to eliminate the necessity for CTA buses standing on public thoroughfares and to make difficult maneuvers on narrow and congested streets. Construction of these facilities will thus improve service and promote public safety.

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Judge Kenesaw Mountain Landis A Real Volcano!

By W. B. Wolfan

It occurs to this reporter whose baseball writing career flourished briefly in the far long ago that the present day major leagues should add a new dimension to their official family—a commission of judicial inquiry.

The Charley Finley hassle with Commissioner Bowie Kuhn over the sale of several star Oakland ball players points up a salient fact—namely that someone should be running baseball and NOBODY is.

The function of the baseball Commissioner is to investigate whatever he considers to be not in the best interests of baseball and to impose such penalties as he feels are justified.

The penalties include reprimand, suspension and fines—none of which was imposed in the Finley case by Commissioner Kuhn.

Back in 1940, the late Judge Kenesaw Mountain Landis descended with indignant fury upon the St. Louis Cardinals and the Detroit Tigers.

The charge was illegal machinations within the farm systems of the two clubs.

Judge Landis decreed that 92 ball players belonging to the Cardinals and Tigers were free agents as of that day.

Most prominent among the liberated chattels of the two major league clubs was a young second baseman named Benny McCoy who had been playing for Fred Haney with the Toledo Mudhens of the American Association.

When Charley Gehringer, Detroit's Hall of Fame second baseman, was hurt in midseason, McCoy was called up to fill in for him. In 55 games, McCoy hit .305 for Detroit.

So when he was declared a free agent by Landis, the bidding escalated and 10 major league clubs were involved in seeking to sign McCoy. When it was all over, Connie Mack, who had broken up the great Philadelphia Athletics by selling his stars, won out. The price—a \$45,000 cash bonus and a two-year contract worth \$20,000 more. That was a lot of "bread" at 1940 currency valuation, and McCoy

became the most famous free agent of his time without ever going to court.

Judge Landis never conducted a Gallup poll as to what he would do if somebody—big or small—fell out of line. He acted firmly and decisively and there was no retreat, or law suits. His ruling stood and that was the way it was and everybody knew it.

It is a safe guess that such a case as the Finley ball player sale would have angered Landis. And that was definitely the wrong thing to do with Judge Landis, who didn't give a "tinker's dam" where the chips fell. No question about it, Landis was the game's czar. There was no defiance of his authority and baseball attained its peak under his guidance.

In 1922, a year after Landis was named baseball Commissioner, Associate Justice Oliver Wendell Holmes of the U.S. Supreme Court delivered an opinion that baseball is a sport rather than an interstate business within the meaning of the federal antitrust laws. This was reaffirmed by the High Court on November 9, 1953, by a vote of 7 to 2.

It seems that John Q. Public, who pays the freight at the box-office, is rapidly becoming disenchanted with baseball's affinity for the courtrooms of the land. The players still bat, pitch and run on the diamond, and a law degree is not essential for a successful slide into second base.

There yet may come a day when the fan who coughs up the dollars from his hard-earned wages to buy tickets might feel that he's had enough and stay home. Boxing gates no longer attract and for good reason—you don't get your money's worth.

The bleacherites get their kicks from base hits, not legal depositions. Baseball needs to police itself more strongly and a major step would be to choose a Commissioner who would not hesitate to clamp down on owners, managers and players alike, if necessary to preserve the game as the grand sport we knew as our national pastime. It would behoove all sides to recognize what Justice Holmes meant about baseball as a sport, and keep it from becoming a conglomerate with a lawyer sitting in each dugout to determine the legality of who has a right to sit there.

It is absolutely ridiculous for suit and counter-suit to distract attention from the standings.

No longer does one ask who's leading the league. More likely the question is who's suing who. It's high time for an awakening to what the public really wants—a ball game.

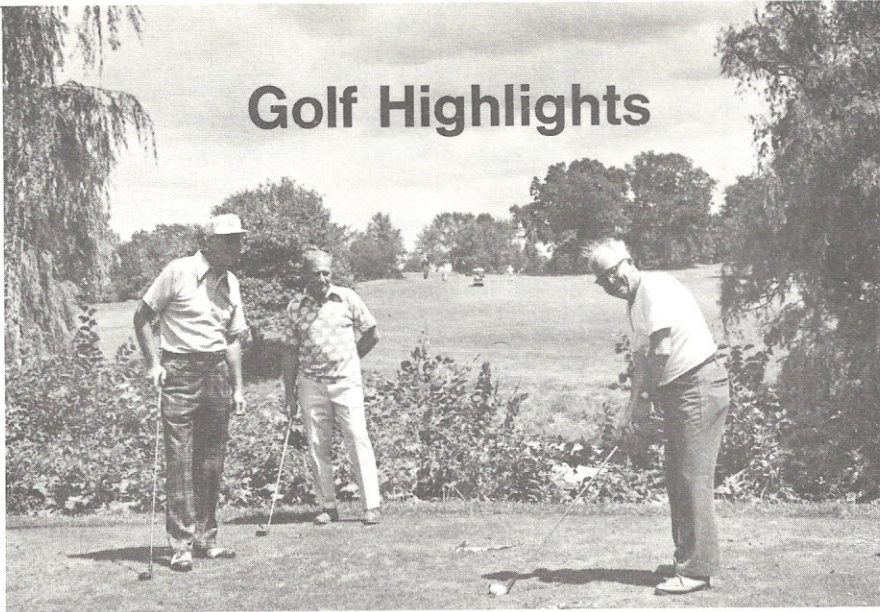
Media Women Tennis Tournament

Contact: Betty Edwards, Public Affairs
Play tennis with such celebrities as Lerone Bennett, Jr., senior editor, Ebony - - Chicago Postmaster Emmett Cooper - - Channel 5's Russ Ewing - - Loretta Lang (Susan of Sesame Street) - - Renee Poussaint of Channel 2 - - Channel 5 weatherman Jim Tilmon. Entry donation per player is \$8, including admittance to awards party. Or just watch the celebs play for \$4, \$5, \$6, or \$10 donation. It's all for benefit of Media Women's Scholarship Fund. Saturday, August 28, 0900 to 2000 hours, Chicago State University, 95th Street and King Drive.



CTA's women bus drivers took time out on their day off to ride on the Local No. 241 float which was in the 47th annual Bud Billiken Day parade. Sitting at the front of the float was Jackie Robinson, also a member of Local No. 241 and one of the directors of CTA's sports program. There were ten young women, each representing one of the ten CTA bus garages. Also joining the thousands of dignitaries who marched and rode in the parade was Clarence Wardlow "the happy bus driver" who drove the CTA's Spirit of '76 "I Will" bus which was coupled with the "Yankee Doodle" mini-bus.

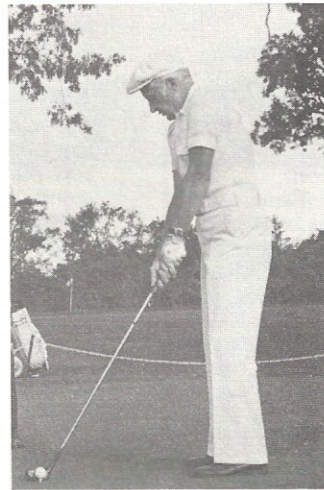
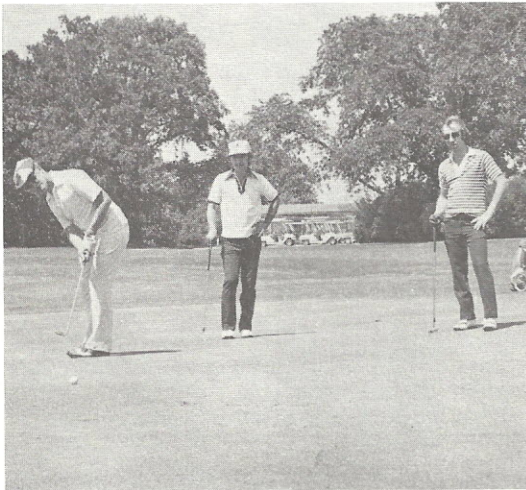
Golf Highlights



A field of 67 golfers competed in Division 241's 10th annual golf tournament at Cog Hill Country Club. The tournament was favored by good weather and excellent conditions of greens and fairways. Tom Biebel was the winner with a score of 74.

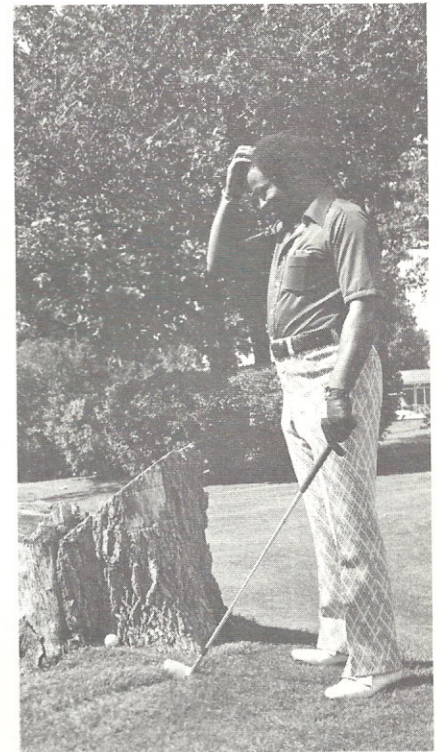
Will Candy, featured in last month's Transit News, was forced to quit after 12 holes due to an injury.

The tail-end finishers reported that it was a pleasure to play on such a beautiful course.



Fore! That's what Bill Rooney, top photo, is probably saying as he tees off. Keeping a close watch are Roger Jestice and Mike LaVelle. Willie Jett, 77th Street operator, below, seems a little puzzled. How's this for a stymied lie?

Ray Colello, above, has his putt on a straight line to the cup as Gene Jendrach and Ron Cabai wait their turn. Right is Tom Stiglic who seems to be reflecting on every lesson as he prepares to tee off. Below is one group of participants. Left to right first row: Bob Legg, Joe Lynch, Bill Rooney, Mike LaVelle and Joe Iacono. Standing, left to right: Ed Juric, Nick Zahn, Frank O'Dowd, Roger Jestice, Don Gilligan, Ken Czachowski and Bob LaVoie.



cta sports

Mel Alexander, Sports Editor

The CTA softball playoffs ended in a big upset. The 77th Street Streakers, highly favored to win after going unbeaten in regular season play, were defeated by the 69th Street Raiders, 8 to 5.

The Raiders were greatly aided by the outstanding fielding plays of Lawrence Hale. His spectacular catches of balls hit to his left field position rivaled major league performance and prevented the Streakers from cashing in on their batting prowess.

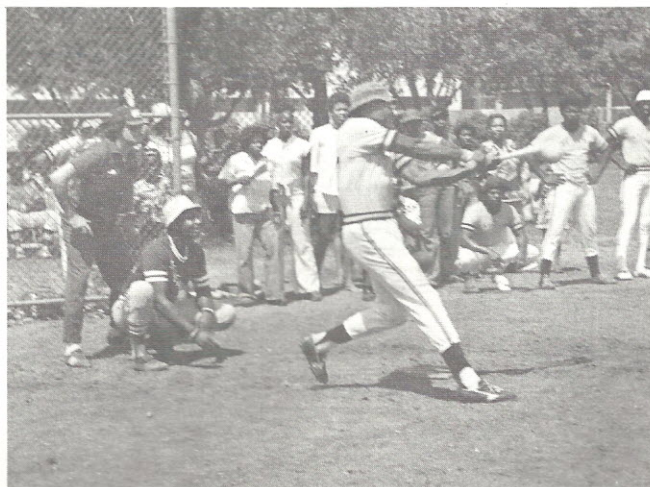
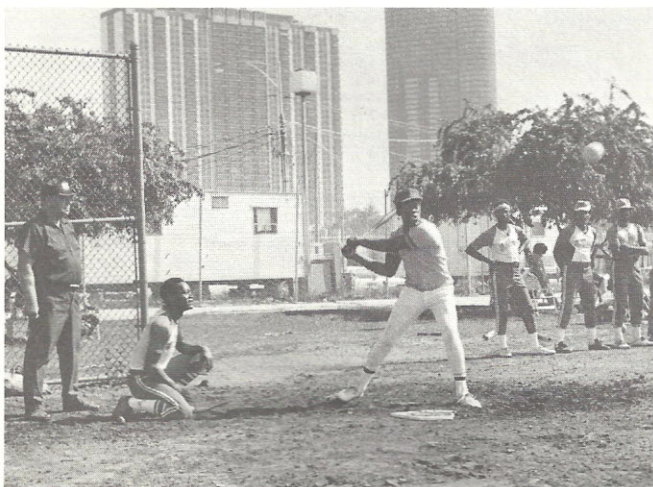
In the consolation game for third place, the 308 Rail Runners defeated the Archer team by a score of 10 to 6.

John Eckel, coordinator for the softball league, says that this softball season enjoyed record participation and was featured by relative "peace on the playing field."

Softball Windup

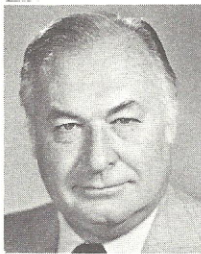


PLAYOFF CHAMPS: Pictured top photo left to right, kneeling: L. McNeal, W. Johnson, L. Baughn, C. Dickerson, W. Nash and D. Eichelberger. Standing: J. Hawkins, L. Harris, T. Little, E. Hollis, A. Henson, J. Milbrook, S. Morgan, J. McKinney, J. Dixon and L. Hall. In left photo, W. Watson, 77th Street, is an easy out as J. Milbrook, 69th Street, reaches for the ball. Right, R. True, Archer, almost makes it as W. Murphy, 77th Street, takes throw from third. Bottom left, L. Harris, 69th Street, gets ready to swing as 308 catcher J. Hinton and umpire O. Cox await the result. Bottom right, T. Little, 69th Street, connects solidly as 77th catcher G. Jackson and umpire J. Eckel keep a close watch.



Service anniversaries in August

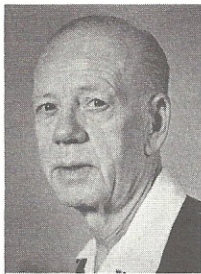
40 years



H. F. Brown,
Accounting



J. S. Cervenka,
South Shops



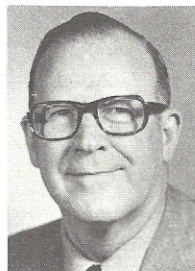
C. G. Dandy,
Archer



W. J. Donahue,
69th Street



M. J. Dorgan,
Utility



R. K. Keag,
Kedzie

35 years

J. P. Appelt, Archer
E. Brest, Archer
J. D. Brogan Jr., Forest Glen
V. H. Chambers, 69th Street
M. J. Fiore, Forest Park
C. W. Gibes, Transportation Personnel
T. R. Gorski, Kedzie
R. A. Gustafson, North Park
H. P. Hansen, North Avenue
J. Kalinowski, Rail Vehicle Shops
C. M. Kemp, North Park
B. J. Kosiek, 98th Maintenance Terminal
F. A. Kouba, Limits
W. J. Lemke, Forest Glen
J. J. Lyons, Beverly
D. W. Magee, Print Shops
J. M. Mahnke, Forest Glen

C. L. Mielke, North Avenue
J. I. Murphy, Forest Glen
J. F. Musser, Archer
W. C. Pantle, Schedules
E. J. Puntil, Limits
S. Raven, Rail Vehicle Shops
H. G. Rohlen, 52nd Street
E. J. Rooney, Limits
C. P. Sandrik, Kedzie
R. J. Schramm, Beverly
W. F. Stokell, Trans. Bus Service
E. G. Stupay, Archer
A. A. Thiel, North Avenue
F. H. Tunaitis, Archer
O. R. Williams, North Park
E. J. Young, 69th Street
P. S. Zazula, Claims Law & Real Estate

30 years

R. J. Friestad, Limits
S. E. Hall, Stores-South
J. J. Hester, Transportation Personnel
A. Hodo, 77th Street
E. W. Kniaz, 77th Street
J. M. Lee, 69th Street
G. W. Linden, Stores-North
R. W. McCarthy, Purchasing
J. Mitaraky, North Park
E. S. Nausiedas, South Shops
W. N. Naylor, North Park
M. Neffas, Travel Information Center
W. R. Parnum, Transportation Personnel
J. P. Roche, Electrical
D. T. Serritelli, 69th Street
J. J. Sestak, Archer
A. H. Tonner, Photographic
J. M. Toolis, Purchasing
E. R. Tronvig, Forest Glen
J. Wisniewski, Forest Glen

25 years

H. E. Blake, 69th Street
B. C. Burns, Archer
W. Byrd, Archer
T. W. Cook, 69th Street
G. R. Ferguson, 69th Street
W. L. Garvin, 77th Street
R. J. Grajek, South Shops
J. A. Hodge Jr., 77th Street
E. R. Johnson, District B
C. Jozefiak, Rail Vehicle Shops
N. Lichvar, Howard Terminal
J. M. Majszak, Forest Glen
C. A. McWorter, North Avenue
T. J. Meagher, Forest Glen
C. W. Michalko, Forest Glen
M. P. Miller, North Park
W. F. Mincey, North Park
W. Neal, Kedzie
A. Parrillo, North Avenue
L. E. Reyes, Harlem Terminal
C. Sims, Electrical
G. H. Vaught, 77th Street

NEW PENSIONERS



JOINING THE ranks of the retired on August 1 was **MARY A. WELSH**, law clerk I, Claims Law and Real Estate, who had more than 41 years of service with CSL and CTA.

EDWARD BAKANOWICZ, Bus Repairman, North Park, Emp. 7-23-47
STANLEY E. BOUDREAU, Operator, Forest Glen, Emp. 1-09-46

THOMAS FOY, Carpenter A, South Shops, Emp. 2-11-46
JOHN H. GALLAGHER, Supervisor, District D, Emp. 12-10-40
ALPHONSE A. GREZLIK, Operator, North Avenue, Emp. 7-22-43
VITO J. GRICKETT, Operator, Archer, Emp. 5-20-52
CAROLINE GULJAS, Wrapper, South Shops, Emp. 2-27-50
JOHN J. JEARAS, Operator, Limits, Emp. 8-11-41
JULIA A. MATTRAN, Ticket Agent, West Section, Emp. 12-01-62
JOHN T. MAYFIELD, Operator, North Avenue, Emp. 2-18-42
JEROME M. MORIARTY, Upholsterer, South Shops, Emp. 11-21-47
ANTHONY J. ODROWSKI, Foreman, Kimball, Emp. 2-18-37
MARIE E. PASS, Ticket Agent, North Section, Emp. 4-04-59
CHARLES L. RAMSEY, Operator, 69th Street, Emp. 3-03-47
ORLANDO SIMMONS, Janitor, State/Randolph Rail, Emp. 12-19-66

SEYMOUR STEINBERG, Operator, North Park, Emp. 3-03-43
VERNER SWANAGAIN, Collector, 77th Street, Emp. 2-13-45
RAYMOND M. SWITAL, Operator, North Avenue, Emp. 8-27-36
NELSON G. TICE, Bus Repairman, Limits, Emp. 9-20-46
MARY A. WELSH, Law Clerk I, Claims Law & Real Estate, Emp. 4-01-35
SIGMUND F. WODARCZYK, Janitor, 69th Street, Emp. 4-01-42

DISABILITY RETIREMENTS

RONALD W. BRIGGS, Operator, North Avenue, Emp. 1-21-65
JOSEPH DE BENEDETTO, Yard Foreman, West Section, Emp. 2-12-46
BENNIE HARRIS, Ticket Agent, South Section, Emp. 10-02-51
DONALD A. MARR, Janitor, Limits, Emp. 7-22-63
ALBERT W. SCHNELL, Assistant Foreman, Howard, Emp. 11-17-41

Suggestion System Gets a New Lift

By Jeff Stern

There is a new direction to the Employee Suggestion Plan that's providing employees with a faster response to their suggestions. Efforts are under way to expand the program so that more suggesters will be eligible for awards.

Leon Berry, suggestion analyst, took over responsibility for the plan in April. He and stenographer Mrs. Jan Olson are now processing suggestions and posting the results on bulletins within four weeks of receiving them.

Berry, a 30-year CTA veteran, calls the suggestion plan "an excellent communication tool between management and employees." He says a more personalized method of responding to suggesters is currently being developed to explain the reasons for acceptance or rejection of their ideas.

In a move aimed at greater employee participation, a subcommittee has been formed by the Executive Decision Committee to reconsider the regulation that prevents foremen from receiving awards for suggestions involving their own areas of responsibility.

If you've wanted to make a suggestion to improve some aspect of CTA operations, but think your idea may not be worthy of consideration, do it anyway. You would be surprised at the variety of suggestions that have been adopted and rewarded.

Cash awards have been presented this year, in fact, for such ideas as installing a larger sign, with an arrow, directing bus operators to the dispatcher's office at South Shops, and for recommending that surge tank doors be prepainted before being installed on buses.

Among the recent cash and merchandise certificate award winners was Americo DiGianfilippo, a car repairman at Wilson Shop. He suggested that a breaker bar be used to remove stud bases from those parts of the accelerators on certain rapid transit cars that are hard to reach when working from under the car.

IDEA?

Here's What To Do

All you need to do to submit a suggestion is to fill out one of the employee suggestion blank forms that are available at work locations throughout the company and send it to the Employee Suggestion Plan Office, Room 444-35, in the Merchandise Mart.



Employee suggestions are being handled by a new team in the Suggestion Plan office under the direction of Leon Berry, suggestion analyst, right. Mrs. Jan Olson, stenographer, left, has been assisted this summer by file clerk Colleen Cannon.

Other cash winners were Anello DiGianfilippo, David Guereca and Grant W. Greene, all shopmen at Skokie; Anthony J. Zajac, bus repairman at Limits, and Claudette Powell, utility clerk, Claims Law & Real Estate.

Supplemental awards, which represent a portion of additional savings to the company resulting from previously adopted suggestions, went to Marion Janicke, now retired, and Frank Sprovieri, both carpenters at South Shops; Jack Vitale, bus repairer, Forest Glen, and Peter Gaza, air conditioning man, Harlem. Each also received a merchandise certificate.

Second Honorable Mention Awards are given to employees who have submitted more than one suggestion that was adopted in the same 12-month period. Winners of the \$25 cash prizes, together with merchandise certificates, are: Robert J. Barrett and Ozane Farmer, carpenters at Skokie Shops; Kenneth R. Pott and T. H. Tadevic, painters at South Shops; Frank Sprovieri, and William Wong, garage instructor, TABEC. Barrett, Farmer, Pott and Sprovieri also each won an additional Honorable Mention certificate.

Other Honorable Mention merchandise certificates were won by Colleen Caniano, hospital clerk, Insurance; Frank J. Cihak, director, Technical Services; Mitchell Kitzman, equipment technician, Engineering; Bennie F. Ficke, patrolman, Security; Winscott G. Stokes, supervisor, Methods and Standards, and Bill Slankard, senior travel information representative.

Certificate winners from the Transportation Department are: Bruce J. Anderson, switchman, Skokie Shops; Ennis L. Scott, operator, Beverly; Leon Moore, conductor, West Section, and Charles Fronczak, operator, Forest Glen.

Maintenance Department recipients include Herman E. Izzo, car repairman, Foster Ave., and Richard R. Reutell, electrical worker apprentice, Skokie Shops. South Shops winners are Walter Radke and Riley January, machinists, and Robert E. Kman, laborer.



Time out

with Anit Leppiks

Things to do in the Chicago area

Explore and Inspect

ART INSTITUTE OF CHICAGO--The Joseph Winterbotham Collection opens Sept 18, A. Montgomery Ward Gallery. American Institute of Architects: 1976 Honor Awards opens Sept 18, Lacy Armour Gallery. Jacques Villon thru Nov 28, Gallery 108. Art Nouveau In France and Belgium thru Oct, East Wing. The World of Franklin and Jefferson thru Sept 5, Morton Wing. T'Ang Dynasty Pottery from the permanent collection, continuing, Gallery 116. Mon-Wed, Fri-Sat from 1000-1700; Thurs from 1000-2030 (free); Sun, hol from 1200-1700. Junior Museum closes ½ hr. earlier daily. Suggested fee: \$1.50; students, seniors, 50¢. Michigan at Adams. 443-3500.

AUDITORIUM BUILDING HISTORICAL EXHIBIT traces construction and uses of the Adler and Sullivan architectural masterpiece. Designated a National Historic Landmark, the building was completed in 1889 and housed a theatre, hotel, and office complex. Mon-Fri from 0900-1800; Sat, Sun from 0900-1700. 430 S. Michigan. 341-3803.

CHICAGO HISTORICAL SOCIETY--Creating A New Nation: 1763-1803 exhibit includes an original broadside of the Declaration of Independence, continuing. Summer Dresses thru Sept 19, Costumes Alcoves, first floor. A Salute to St. Luke's 50th Anniversary, exhibit of fashions associated with prominent Chicagoans participating in past fashion shows, Costumes Alcoves, first floor. Mon-Sat from 0930-1630, Sun from 1200-1700. Adults, \$1; children (6-17), 50¢; seniors, 25¢. Clark at North. 642-4600.

COLLECTION OF AMERICANA,

including original letter signed by Benjamin Franklin, Sept 7-24, Chicago Public Library Cultural Center. Third floor Civic Reception Center, Washington at Michigan. Mon-Thurs from 0900-2100, Fri from 0900-1800, Sat from 0900-1700. Free.

FIELD MUSEUM OF NATURAL HISTORY--Between Friends/Entre Amis, documentary exhibit of 220 photos along 5,525 mile stretch of United States/Canadian border, thru Sept 7, Hall 26. Man In His Environment, continuing, Hall 18. Pliny's Natural History: The First Encyclopedia, continuing, South Lounge. Mon-Thurs from 0900-1800, Fri from 0900-2100 (free). Adults, \$1; parents w/children, \$2.50. Roosevelt Rd at Lake Shore. 922-9410.

LINCOLN PARK ZOO--Animal of the month for August--Demoiselle Crane. Daily from 0900-1700. Children's Zoo from 1000-1700. Farm-in-the-Zoo, 1900 N. Stockton Dr, from 0945-1700. 2400 north in Lincoln Park.

MUSEUM OF CONTEMPORARY ART--Fashion Photography: Six Decades, thru Sept 6. American Crafts '76 thru Sept 6. Mon-Sat from 1000-1700 (Thurs till 2000); Sun from 1200-1700. Adults \$1; students, children under 16, 50¢. 237 E. Ontario. 943-7755.

MUSEUM OF SCIENCE AND INDUSTRY--Republic of China (Taiwan) thru Oct 12. "Fourth Part of the World": Australia exhibit traces development during the past 200 years. Dental Screening Program, free for children weekdays from 1000-1600 thru Sept 3. Fragments of a Light Year, collection of neon sculpture by S. Thomas Scarff, thru Sept. Kaulfuss Birds, 30 papier-mache birds, thru Nov. Water Is America's Future, continuing, Museum Balcony. Petroleum, continuing. Daily from 0930-1730. Free. 57th & Lake Shore. MU 4-1414.

Ride and Stroll

BIKE TOUR of Frank Lloyd Wright homes Sept 12, 19, 26 at 1400. \$2. From Unity Temple, Lake and Kenilworth, Oak Park.

Bring your own bike. 326-1393.

BUS TOUR of Chicago Architecture (3½ hrs) starts from Architecture Center, Sat at 0930. \$7; reservations. 111 S. Dearborn. 782-1776.

LOOP WALK Tues-Sat at 1000, 1400; Sun at 1400. \$2. From 111 S. Dearborn. 782-1776.

WALKING TOURS--Graceland Cemetery Sept 5, 12, 19, 26 at 1400. \$2. From cemetery entrance, Clark & Irving Pk. A Restoration Walk traces history of Near South Side Sept 12, 26 at 1400. \$2. From Glessner House, 1800 S. Prairie. 326-1393.

Sit and Listen

"A PHOENIX TOO FREQUENT," opens Sept 8 at the Drama Shelter. 2020 N. Halsted. 549-6020.

"ALL THE WAY HOME," opens Sept 9, Wisdom Bridge Theatre. 1559 W. Howard. 743-6442.

"BILLY BUDD," opens Sept 16, Magic Circle Theatre. Baird Hall, 615 W. Wellington. 929-0542/327-4982.

CHICAGO CHAMBER ORCHESTRA CONCERTS--Bicentennial Theme Sept 5 at 1530. Music of George Frederic Handel Sept 12 at 1530. Music for Brass Sept 19 at 1530. Chamber Orchestra Pop Sept 26 at 1530. Lincoln Park Zoookery. In case of rain, concerts will be held in the Zoo Lion House. Free.

CHICAGO MUSICAL COLLEGE of Roosevelt University--Faculty Recital by Robert McDowell, piano, Sept 10 at 2000. Faculty Recital of instrumental and vocal works, Sept 15 at 2000. Rudolph Ganz Memorial Hall. 430 S. Michigan. 341-3787.

COMPANY thru Sept 12, Athenaeum Theatre. \$2.50-\$3. 2936 N. Southport. 622-5159.

GLENVIEW COUNTRY HOUSE DINNER THEATRE--"Four Orchids Dancing," thru Sept 12. "Any Wednesday," with Virginia Graham, opens Sept 17. 1560 Waukegan Rd (one block north of Lake), Glenview. 729-1620.

"THE COLLECTED WORKS OF BILLY THE KID," opens Sept 16, St. Nicholas Theatre. Thurs-Sun. 2851 N. Halsted. 348-8415.

WELCOME ABOARD!

New Members Of The CTA Family

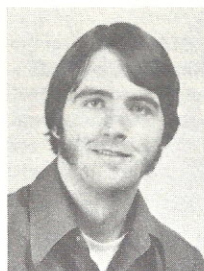
OPERATING PERSONNEL

Bus Drivers

Julio Adorno, 77th Street
Juan R. Alameda, North Avenue
Janet C. Cooper, 77th Street
Albert Dayan, North Park
Vilora Gregory, 77th Street
Stein G. Gunderson, North Park
Michael Harris, 77th Street
Martin K. Hessen Jr., 69th Street
Sidney James Jr., 69th Street
Lovie L. Kimmons, 69th Street
Christine M. McCord, North Park
Dorothy Murdock, Archer
James A. Norwood, 77th Street
Flippo Pagano, North Avenue
William G. Pappas, Forest Glen
Rogelio Ruiz, 77th Street
Robert R. Sevier, 69th Street
Maurnice Thuesdee, Forest Glen
Edward Townsend, 69th Street
Stanley E. Trotter, 52nd Street
Ernest T. Ware, North Avenue
Clarence R. White, Kedzie
James T. Williams, 69th Street
Jacques Yezeguielian, Forest Glen

Conductors

Stephen A. Culbertson, North Section
John S. Sifuentes, North Section



Skips Trip

For A CTA Job;

Happy About It

If you were a student and had an opportunity to visit Europe for a summer, would you turn it down for a job instead?

Harvard University bound James Mulqueeney, a 1976 honor graduate of Ignacius high school, did just that to accept a position as a full time temporary CTA ticket agent. When offered the job, he had already won a trip to Finland in an essay contest sponsored by the Bicentennial Courier Project of Youth for Understanding, an international exchange program.

Mulqueeney entered a short story on the subject of national security which he had originally written for his course in English. Although teachers gave him an excellent rating on the paper, Mulqueeney was told that it was too much like an essay.

"I entered the same paper in the contest," he said, "because I wanted to see just how flexible the rules were, but I didn't have any idea that I'd win." It placed sixth among 200 entries received.

Mulqueeney says he decided to forego the trip to Finland on the student exchange program because he had visited Europe in 1973, and thought the job experience would add more to his experience.

A collector of CTA memorabilia since childhood, Mulqueeney enjoys his CTA work very much and is now looking forward to another summer on the job.

Due to his high test scores on the Harvard University entrance examination, the CTA ticket agent will enroll in the Ivy League school this September as a sophomore.

IN MEMORIAM

HALVOR AMUNDSEN, 88, Way & Structs.,
Emp. 3-24-21, Died 6-18-76
CARL ANDERSON, 92, South Shops,
Emp. 2-15-35, Died 6-7-76
EARL ANDERSON, 77, CTA Police,
Emp. 1-4-36, Died 6-18-76
CASIMIR ANDREWS, 69, Forest Glen,
Emp. 1-14-36, Died 6-27-76
NICHOLAS ANDRIUZZO, 86, Kedzie,
Emp. 3-4-07, Died 5-26-76
GEORGE BERRESHEIM, 65, South Shops,
Emp. 11-17-36, Died 3-5-76
PAUL BURGE, 64, North Avenue,
Emp. 6-27-51, Died 2-19-76
JOSEPH CARROLL, 63, South Shops,
Emp. 5-12-47, Died 5-11-76
DOANE CLARK, 74, Steno Department,
Emp. 6-5-33, Died 6-28-76
BERNARD CONSIDINE, 67, Archer,
Emp. 4-20-34, Died 6-16-76
SHERMAN CRAIG, 69, Utility,
Emp. 1-28-45, Died 5-5-76
GABRIEL DeJONGE, 69, Beverly,
Emp. 4-14-42, Died 6-5-76
CHARLES EGGERT, 77, West Section,
Emp. 2-12-29, Died 5-26-76
KAREN FRIDDLE, 74, South Section,
Emp. 12-15-47, Died 5-31-76
GUS GRILLAERT, 55, Congress Terminal,
Emp. 2-16-67, Died 6-12-76
HERMAN HACKER, 86, 77th Street,
Emp. 12-10-23, Died 5-8-76
JERRY HALEK, 50, West Section,
Emp. 12-21-48, Died 6-15-76
JARVIS HAMMONS, 62, Limits,
Emp. 6-16-55, Died 5-19-76
FRANK HANZLIK, 63, Beverly,
Emp. 9-4-45, Died 6-26-76

WILLIE HARRIS, 30, Archer,
Emp. 8-27-70, Died 6-3-76
M. J. HAYES, 75, Kedzie,
Emp. 10-5-44, Died 6-5-76
JOHN HOLAKOVSKY, 69, West Section,
Emp. 5-23-29, Died 5-9-76
HARRY HOSANG, 68, Stores,
Emp. 8-8-41, Died 6-12-76
ESTELLE JOHNSON, 64, South Section,
Emp. 10-14-67, Died 5-30-76
MICHAEL JOYCE, 79, North Avenue,
Emp. 8-26-43, Died 6-14-76
ALBERT JUEHKLE, 76, North Park,
Emp. 10-3-23, Died 5-27-76
RUDOLPH KADLEC, 82, 69th Street,
Emp. 2-6-18, Died 6-13-76
EDWARD KAROSS, 71, Property Acctg.,
Emp. 3-3-20, Died 6-12-76
JOSEPH KORAL, 62, Transportation,
Emp. 8-10-49, Died 5-26-76
FRANK KURA, 85, 69th Street,
Emp. 8-1-23, Died 6-14-76
BERT LEEPER, 84, Devon,
Emp. 7-14-25, Died 6-12-76
ALBERT LONG, 69, Congress Terminal,
Emp. 11-28-42, Died 6-11-76
THOMAS MARONEY, 90, Lawndale,
Emp. 6-23-20, Died 6-13-76
JOHN McMAHON, 70, Campaign Area,
Emp. 1-4-30, Died 5-6-76
THOMAS McMAHON, 71, Archer,
Emp. 11-1-27, Died 6-29-76
PATRICK McNICHOLAS, 85, 77th Street,
Emp. 12-23-13, Died 6-12-76
EMIL MIKULECKY, 86, Lawndale,
Emp. 5-23-17, Died 5-30-76
OBRAD MILJANOVICH, 82, Way & Struct.,
Emp. 5-6-21, Died 6-11-76
LEONE NELSON, 71, West Section,
Emp. 10-3-22, Died 6-30-76

OSCAR NELSON, 81, Beverly,
Emp. 12-21-16, Died 5-18-76
STEPHEN OGAREK, 76, Stores,
Emp. 10-1-28, Died 5-18-76
WALTER OLSON, 71, General Office,
Emp. 10-31-22, Died 5-28-76
JOHN OSVALD, 77, South Shops,
Emp. 6-18-23, Died 5-15-76
VINCENZO PANEPINTO, 87, Way &
Structs., Emp. 5-4-22, Died 5-27-76
GILBERT PANUCE, 68, North Section,
Emp. 12-19-47, Died 5-30-76
NATHANIEL PERKINS, 63, 77th Street,
Emp. 8-20-47, Died 5-16-76
WILLIAM PORCELIUS, 52, Utility,
Emp. 9-24-42, Died 6-21-76
ALBERT PRIEBE, 90, Elston,
Emp. 5-9-16, Died 6-10-76
CORNELIUS RIORDAN, 71, 61st Street,
Emp. 8-7-28, Died 6-3-76
MARIANO SCALES, 74, North Park,
Emp. 2-27-43, Died 5-24-76
DOMINICK SCUCCIMORI, 75, Electrical,
Emp. 4-16-24, Died 6-3-76
JAMES SIMPKINS, 71, 77th Street,
Emp. 2-18-29, Died 6-13-76
CLINTON SONDERS, 77, Lawndale,
Emp. 3-17-17, Died 5-26-76
LAWRENCE STEPHENS, 73, General
Office, Emp. 1-11-26, Died 5-7-76
THOMAS WALSH, 69, District C,
Emp. 1-23-34, Died 3-6-76
GEORGE WHITE, 76, 61st Street,
Emp. 9-17-30, Died 5-4-76
MINNIE WOOD, 91, West Section,
Emp. 6-13-06, Died 5-12-76
CLARENCE ZEIGER, 75, General Office,
Emp. 8-16-43, Died 5-30-76
FRANK ZIDEK, 76, West Section,
Emp. 4-15-48, Died 5-18-76

cta people

The standing-room-only crowd in Personnel Administration recently was for the surprise reception in honor of RAY RUTZICH's 40th CTA anniversary; BARBARA MARTIN supervised the staging...JERRY THOMAS, receiver in the central assignment office, West Section, went fishing on the Rock River in Wisconsin and hooked a 21 pound pike on an angle worm...FRANK MISEK, director of routes & systems, Operations Planning, has been elected chairman of the Transit Carriers Coordinating Committee for the official year beginning in September...GEORGE HAENISCH, Maintenance, draws a "very high" rating from the American Institute of Industrial Engineers for his paper on "Increasing Productivity In Bus Maintenance Functions," a CTA case study presented at the AIEE convention in St. Louis.

...WILLIE MCGEE, Accounting, a former 77th Street garage bus driver, conducted his trial sermon on a recent Sunday at Mount Carmel Baptist Church, 2978 S. Wabash. CARL GIBES, Transportation's director of personnel, was among CTA employees visiting the church to see McGee receive a license to preach from the Rev. Dr. J. B. Felker. Ministers attending the service included a member of CTA's Transporta-



tion Support Service section, the Rev. MARIO I. McMANUS, associate pastor of Friendship Baptist Church. . . RAYMOND KOCMOUD and his wife, LUCILLE, celebrated their 40th wedding anniversary on July 11 with a "rewedding ceremony" at Holy Night Church in Cicero with more than 50 in attendance and open house at their new residence in Des Plaines; Ray is chief clerk at 77th Street...GENE SULLIVAN, Library Services, has been commended for his quick rescue service in applying first aid to a girl worker whose breathing was blocked by a piece of lettuce during lunch hour in the CTA cafeteria. . . A 55th wedding anniversary was celebrated by Pensioner PHILLIP and CELIA DeFRANCO on July 24 with dinner for two. May you have many many more...Catholic deacon WALTER STONE, operations

control analyst (Transit News, Sept., '75) has a new family distinction; his daughter, WINNIE, won the senior division of the 4-H public speaking contest in her region and was sent to the finals at the Indianapolis State Fair Grounds...Pensioner BILL MIEDMA, former bus driver out of Forest Glen, calls to report that his son, DAVID, was selected as the Billionth Customer of the Chicago Cubs out of 31,000 at a recent Sunday game at Wrigley Field; it was a big thrill for the youngster who is a collector of baseball memorabilia and received new



personal recognition to add to his collection...Happy anniversary wishes to Pen-



sioner BILL LOOS and his wife on their 50th wedding anniversary July 17...BETTY EDWARDS, Public Affairs, a director of the Cosmopolitan Chamber of Commerce, is a member of the committee planning the group's major annual event, the "Evening With Friends" dinner on October 16 at the Conrad Hilton.

PENSIONER NEWS: The CTA Pioneers Club will hold its next meeting on Tuesday, September 14, at the Golden Flame, Higgins Road and Nagle, at 1 p.m. Chicken, beef and polish sausage will be on the menu. The Chicago Police Department will show a movie on con games and burglary which should be very interesting and valuable. All pensioners are invited to join us. This will be Ladies' Day so bring your Mrs. or girl friend along.

september mexican fiesta events

OFFICIAL PROGRAM OF EVENTS ORGANIZED BY THE MEXICAN CIVIC SOCIETY OF CHICAGO TO COMMEMORATE THE 166th ANNIVERSARY OF THE MEXICAN INDEPENDENCE.

Sept. 15 — 8:00 PM. Civic Ceremony at the Bandshell of Grant Park on the lake, headed by the personal representative of the President of Mexico and officials from the State of Illinois and the City of Chicago. A colorful artistic show featuring dancers, singers and mariaches performed by local and Mexico City performers.

For information call Mr. Padilla at 254-1623.

Sept. 17 — 7:30 PM. Azteca Banquet, Artistic Show and Dancing at the Lindheimer Grand Ballroom of the McCormick Place. Highlight of this event will be the coronation of the Queen and a spectacular show by professional talent performing special Mexican Dances in a dramatic sequence. Dancing with one of the best local bands until 2:00 AM. This elegant event will be televised live on Channel 26 from 9:00 to 11:00 PM.

Sept. 18 — 1:00 PM. Grand Parade of Independence on State Street. More than 150 floats will participate in one of the most colorful parades ever presented in Chicago. All businessmen and organizations and general public are urged to participate.

For information call Mr. Saldaña at 666-5955 and 521-5706.

In view of these upcoming events of special interest to our Spanish-American employees, CTA Transit News is happy to carry this supplement to TIME OUT, Page 14.

Reprinted from bulletin of Sociedad
Civica Mexicana
Contact: Elda Leal, Public Affairs

PROGRAMA OFICIAL DE EVENTOS ORGANIZADOS POR LA SOCIEDAD CIVICA MEXICANA DE CHICAGO PARA CONMEMORAR EL 166 ANIVERSARIO DE LA INDEPENDENCIA DE MEXICO.

Sept. 15 — 8:00 PM. Ceremonia Cívica y artística del Grito de Independencia en la Concha del Grant Park. El representante personal del presidente de México oficiará el acto cívico. Un selecto grupo de artistas locales y otro traído especialmente de México presentarán un bonito programa artístico para deleitar los miles de mexicanos que año con año concurren con sus familias y amigos a celebrar esta gloriosa fecha.

Para mayor información dirigirse al Sr. Padilla al 254-1623.

Sept. 17 — 7:30 PM. Banquete Azteca en el Lindheimer Grand Ballroom del McCormick Place. Suntuosa ceremonia de coronación de la reina electa, baile hasta las 2:00 de la mañana. Además se presentará una variedad artística para deleite de los asistentes. Este banquete será televisado vivo por el Canal 26. Cupo limitado para mil personas. Donación \$25.00 por persona incluyendo cena y dos bebidas.

Para mayor información llamar al 521-5706.

Sept. 18 — 1:00 PM. Gran Desfile de Independencia de México por la calle State, con asistencia del representante personal del Presidente de México, así como de los oficiales del Estado y de la Ciudad de Chicago.

Se invita a los comerciantes, organizaciones y público en general a participar con carros alegóricos, grupos de marcha, o con su asistencia para dar mayor lucimiento a este evento.

Para mayor información llamar al Sr. Saldaña a los teléfonos 666-5955 y 521-5706.

'Behind The Lines' Cusack Looks Back On CTA Career

By Anit Leppiks

Michael Cusack is an unusual kind of CTA employee. He never, never, never wanted to drive a bus or train. And he never did, during almost 40 years in Chicago transit.

Instead, he did what he likes best--"behind scenes" support. His assignments included everything from stalking streetcars in the middle of the night to lining up masses of buses for a Soldier Field charter trip.

"The CTA is more than what you see--there are a thousand people and parts behind it to make it go," says Cusack.

"I like being one of those movers," he says.

Move he did--sampling a goodly variety of clerks' jobs as the Chicago Surface Lines evolved into the CTA and the CTA expanded its services.

He learned that a clerk was just as necessary to the CTA as a driver is. It was clerks who prepared transfers, took in receipts, and held onto lost items until they were claimed by their owners.

Even Cusack's first job--that of a CSL register clerk--was essential to the ongoing motion of a viable business.

"The old streetcars had a system of registering fares that could both tell us how many people were using the system and what kind of demand we had on certain days--workdays, Sundays, and holidays. Because of this register, we could adequately plan how many cars would be needed on any day," he says.

Looking somewhat like a miner, bedecked with headlight and flashlight--quite the contrary to his shirt and tie of today--Cusack would be off on his nightly rounds, recording the fares from these registers.

Running through parked streetcars, he would shine his spotlight onto the fare register, hanging inside each car to jot down the number before he ran off to do the next car and the next.

All night Cusack jogged through the streetcars, first at the Lawndale depot, then at Blue Island. He finished up at Lawndale again, working until all 150 meter readings would be registered. He started at 1800 and quit at 0230, taking home a weekly paycheck of \$9-10.

Cusack became a station clerk in 1938. He was sometimes a receiving clerk, counting the money drivers turned in until the exact fare system was adopted in November, 1969.

At other times, he would put up the transfers for each driver. With a station like North Park, which had up to 1,400 drivers serving 18 bus routes daily, this was a full-time responsibility.

Cusack also worked under the pressure imposed when a bus driver could not meet his schedule, usually because of illness. Sometimes this meant finding a



It's not the familiar picture of a CTA employee -- decked out in uniform aboard a CTA bus or rapid transit train. But CTA retiree Michael Cusack says he never wanted to drive a bus or train. Instead, he devoted his almost 40 year transit career to "behind the scenes" support.

replacement in less than 20 minutes before a driver was due to be on the street.

His ability to produce bus drivers upon demand stood him well in charter sales, where he handled the multiple order charters since 1971 until his recent retirement. It was an everyday affair for Cusack to line up 50 or 100 buses, as he did for Mayor Daley's Little League World Championship last August. It had to be. The six-man department handles over 15,000 charters a year.

Cusack says the job gave him a lot of personal satisfaction.

"It's a tough sell--trying to convince people they can have the convenience of chartering their own bus and saving money," he says.

He remembers the most complicated charter order--a six day convention last February--involving 592 buses which met passengers at the various air terminals at O'Hare. Not only did these people speak no English--but their flights--all at different times--often arrived late.

Cusack and his crew were able to adjust to the situation, however, and pleased the travelers by providing CTA literature in their native languages.

It has been 40 years since Cusack took his first job in transit, but his philosophy still has not changed. He is still doing what he likes to do. This time, as a retiree, it is fishing and golf.

Tirement, Pre and Re— Other People

By Jack Smith

One of the under-recognized, fringe benefits of a job is regular association with other people.

This is also a bothersome void for many workers when they enter retirement.

If you have a busy business life--busy from the standpoint of mixing and communicating with others--it is wise to start building a substitute for this life before R-day arrives.

Retirement is not one of those phases like going to school for the first time where you arrive on the threshold of a new institution with a bunch of other people who are sharing your experience.

All at once, you are isolated--cut off from those with whom you have been working every day. And, even though there may be some you have been waiting to get away from, you miss them anyway because they have been your contact points with the outside world--its problems, its challenges, and its joys.

Because you've associated with others, your process of learning has continued. You've explored subjects and "toured" places that you'd never have done

all by yourself or even with your own family.

Worktime associations have been "just about right" in that you have been able to "leave them at the garage or the office" when you go home. That sounds callous, perhaps, but we all need friends that we do not have to be so involved with that we wrestle with their problems, day and night, as well as our own.

When retirement comes, we need a place in which to pick up new associations of this type.

That is not apt to be our neighborhoods for most of the people who live next door will still be "going to work" as we used to do. The only exception to this situation is if we should move to a so-called retirement community.

The locations in which we are most likely to find quick and easy associations with others--the kind we had while on the job--are:

- .. volunteer work with a public service institution;
- .. church service;
- .. community club and lodge activities;
- .. a part-time retirement job.

These have the advantage of being regular activities bringing repetitive associations that don't go home with you at night.

Part of pre-retirement planning should be sociological, seeking to build these connections so that they are "in place" when R-day comes.

CTA Retiree Is In Mayor's Hall Of Fame

One of the highest recognitions a senior citizen can receive for continued community service has been awarded to Norman B. Loderhose, who retired as a clerk at Jefferson Park terminal in 1971 after more than 45 years of CTA service.

Loderhose, 69, of 7730 West Clarence, has been named to Mayor Richard J. Daley's Senior Hall of Fame.



NORMAN LODERHOSE
Hall of Fame 1976

Now in its 15th year, the Hall of Fame consists of 50 men and women over the age of 62 who have "responded to the challenge of retirement by enriching each others' lives."

Loderhose was honored for two years of service as president of the Senior Adult Center of the Leaning Tower YMCA on Touhy Avenue. During his term, Loderhose helped add 50 new programs to the Center's curriculum, including an outreach program for homebound senior citizens. The "friendly visitor" program sends four volunteers out to pay frequent calls upon isolated seniors in their own residences.

Loderhose also conducted classes in pre-retirement planning at a nearby high school and directed more than 250 volunteers in 80 action programs.

The expanded activity generated by Loderhose was responsible for doubling the membership of the Leaning Tower Center over the two years and increasing its financial support. Attendance at the meetings of the Center runs between 2,500 to 3,500 each month. Public service projects include the collection of food for the needy, the making of cancer bandages, and the distribution of food and gifts at holiday time.

Loderhose's picture--and those of other Hall of Famers--has been displayed in the Civic Center as part of Chicago's tribute.

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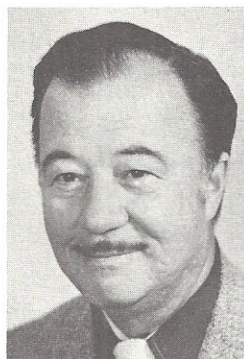
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Zupko Heads Agents; 47 Others Promoted

John Zupko, supervisor of janitors for the past two years, has been named superintendent of ticket agents. Zupko, 53, is a 30-year transit veteran who began his career as a streetcar conductor for the old Chicago Surface Lines.

Before becoming a supervisor in 1959, Zupko served as a bus operator. He has also been an instructor, training assistant, superintendent of agents and janitors, and a relief station superintendent.



In other job changes—John Baxter, former sub-unit supervisor, Agents, has become an assistant superintendent, Terminals; John Ward, material coordinator, South Shops, was named supervisor, Production/Supply Control, at the same location, and Alfred Jackson, stock clerk, Materials Management, took over as supervisor, Storerooms.

Norine Nowak, former clerk/typist, Operations Planning, is now training coordinator, Personnel Development, and Ronald Tuck, former motorman, North Section, has become personnel analyst, Employee Relations.

John Blum, former safety inspector, has become public safety promotion and inspection coordinator, Safety Department. Howard Means, Jr., former conductor, South Section, has been named yard foreman.

New service truck chauffeurs in Transportation are former operators Amos Foster, Beverly, and Daniel Gordon, Limits. Also in Transportation, Henry Chamblis moved from relief clerk, 77th St., to station clerk, 69th St., and Roy Jackson became a station clerk after serving as shop utility clerk, South Shops.

Remaining at South Shops in new jobs as material coordinators are James Corbo, former material handler, and Leo Smith, unit exchange clerk. Two openings for senior combination clerks, Rail Vehicle Maintenance, have been filled by Richard Spolec, former combination clerk, Dan Ryan, and Jack Dorsey, terminal combination Clerk, Wilson.

Michael Cochran, car repairman, 61st St., has been re-assigned as substation attendant, Plant Maintenance. Also now in Plant Maintenance are Robert Buegel, machinist, who was in a similar position at Skokie Shops; Kenneth Kleich, former signal draftsman, Engineering, now material and assignment dispatcher, and William Cooper, former operator, Forest Glen, now a carpenter.

Other former bus operators in new jobs include William Melfi (Forest Glen), now payroll clerk, Accounting; Frank Hubbard (Kedzie), special delivery mail clerk, Management Services, and Anthony Major (52nd St.), carpenter, South Shops. In Materials Management, Dorothy Harmon has moved from invoice clerk, Purchasing, to records clerk, Stores, and in Maintenance, Skokie Shops, Robert Lemkow, former production clerk, has been named production control coordinator.

At South Shops, James Haynie, painter helper, has become painter "A". Also in Maintenance, Richard Fabry, former material coordinator, has been selected as supply control coordinator, Skokie Shops. Gloria Mosqueda, former clerk/stenographer, Grant & Property Accounting, is now stenographer, Operations Planning.

Now in Plant Maintenance are Ralph Ziegler, a painter and former car serviceman at Wilson; Claude Cracco, electrical and acetylene welder, formerly a blacksmith/welder at South Shops, and Kevin Shannon, former trackman, and Ronald Cheney, former switchman, West Section, now both helpers.

Also new in Plant Maintenance are Carroll Dalton, a sheet metal worker formerly at South Shops; Mark Fitzpatrick, former stock clerk, Materials Management, and now substation attendant, and Bennie Wardlow, iron worker helper and formerly a trackman.

Michael Bartolai, former car serviceman, Congress, is now blacksmith and welder apprentice, West Shops, while Brady Mason, Jr., bus repairer, 69th St., has become bus and truck mechanic, South Shops.

Sophie Reynolds, former typist, Labor Relations, is now clerk, South Shops; William Uhl, former purchasing clerk, Materials Management, has been named shipping clerk, Skokie Shops, and John Gill, former stock clerk, Materials Management, has become senior storekeeper in the same section.

Walter Paszyna, former unit exchange clerk, South Shops, is now a technical draftsman, Technical Services; Michael Kristman has moved from multilith machine operator to duplicator operator, Administrative Services, and Edward Adamowski, former audit clerk, Internal Auditing, has become bank ledger bookkeeper, Treasury.

George Griffin, former traffic clerk, Operations Planning, is now schedule clerk in the same office, and James Chmill, former station clerk, North Ave., has become general clerk, Engineering.

Pamela Marshall has moved from Engineering to Personnel Development as clerk-stenographer, while Susan Jensi, stenographer, has been reassigned from Comptroller to Operations Planning. In Employee Relations, Nancy Kurowski, former personnel record clerk, has been named personnel clerk.

Chicago Retirement Club Notes

The CTA Retirement Club has scheduled the following programs for September and beyond:

- .. Consumer protection measures as described by the Better Business Bureau
- .. "City Out Of Wilderness," concerning the founding and development of Washington, D.C.
- .. A report on the energy situation in the U.S. entitled "When The Circuit Breaks"

Meetings are held on the fourth Monday of each month at Mangam's Chateau, 7850 W. Ogden Ave., Lyons. Time is 1900 hours. Dinner is \$3.50 and reservations should be made in advance with Joe Nolan, general manager, phone 287-9058.

Call For Help

Youth Workers Wanted For Rally's Return Engagement

If you would enjoy associating with the best of Chicago youth - - and, at the same time, orienting young people in the transit-riding habit that will make your own business prospects even better in the future - - here's your opportunity:

VOLUNTEER for one-Sunday CTA special service in conducting the second annual Explorer Mass Transit Rally on the CTA bus and rapid transit system. The date: October 17.

You will be part of what the Scouting organization, here and nationwide, regards as the most successful and valuable urban transit rally project ever staged.

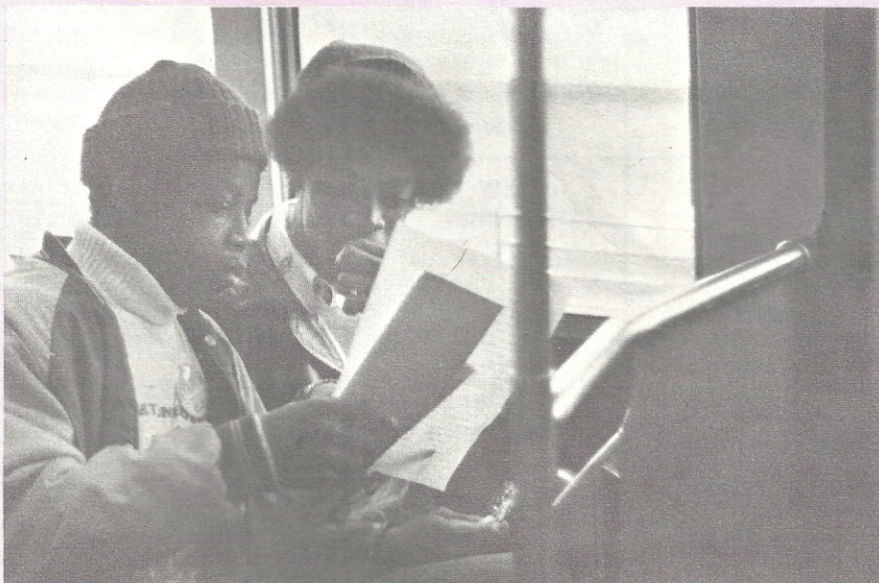


Last October, 312 young men and women competed in the rally, figuring out routes to the First National Bank plaza in the Loop from coded route sheets involving numerous transfer points. Meanwhile, as they rode, the teams of Explorers worked to complete written tests based on Chicago history and CTA facts. The Rally "course" will vary this year, but the format for judging will be the same and here is where volunteers are needed:

1. To serve as captains at established checkpoints on the system, validating the fact that teams have followed their prescribed routes
2. To help grade groups by their ability to stay on schedule and figure test scores at the rally terminal point.

To volunteer your services drop a note to Robert Heinlein, Public Affairs, who again this year will coordinate CTA logistics and participation. Or, if you prefer, call him on Extension 812 and say:

"Count on me."



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