



The Chicago Transit Board wishes everyone
a super holiday season
and a wonderful year ahead.

James J. McDonough

Acting Chairman

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

Ready When You Are, Suzy Snowflake

The CTA is well prepared for whatever this winter brings.

Ten new dump trucks with snow plow attachments have been added to the CTA's existing fleet of 16.

These modernized trucks, previewed to the Transit Board at the November meeting, are also equipped with tail-gate spreaders to spread salt on icy pavements.

Funds for purchase of the new trucks were provided by the federal government's Urban Mass Transportation Administration and the Illinois Department of Transportation.

The CTA will use the equipment to plow and to spread salt at bus turnarounds and at CTA parking lots and garages as well as on suburban streets where CTA operates. In Chicago, streets in which CTA buses run are cleared by the city's Department of Streets and Sanitation.

To assure immediate notice of developing weather conditions, the CTA retains a private weather service, Murray and Truttel, located in Northfield.

Whenever there is a snow warning, the office director of service at CTA headquarters alerts all transportation districts. This is a round-the-clock operation.

The radio code alert for snow and ice hazards is 10-59.

The 121 drivers of the Utility department of Transportation provide the basic pool from which drivers of snow trucks are drawn. In addition, a number of bus drivers at each garage are trained to operate the



New dump truck, with snow plow attachment, shown in front of Mart at Board preview, is one of 10 new such vehicles joining fleet for winter service.

equipment in case they are needed.

James J. Roche, director of Utility, coordinates the entire operation.

Rock salt is stored at seven locations throughout the CTA service area. In addition, transportation supervisors all carry bag salt in their station wagons so that they can quickly take care of minor trouble spots at bus stops and on hills without waiting for a snow truck to arrive.

CTA works closely with "Snow Command" of the City of Chicago, exchanging information on driving conditions.

Mexican Christmas

CTAers interested in celebrating pre-Christmas the Mexican way are invited to join a North avenue procession to St. Michael's church at 1730 hours on Sunday, Dec. 19. The procession is a native custom arranged for the residents of Chicago for more than 19 Christmas seasons by Fred Camacho, a native of Oaxaca and owner of Cafe Azteca at 215 North avenue. The procession will include carollers playing the roles of the three wise men, St. Joseph, and the Virgin Mary, who will be seated on a live donkey. The paraders will be served Mexican chocolate by the sisters at St. Michael's and will then proceed in the neighborhood, according to tradition, asking for "posada" (shelter). They will then return to Cafe Azteca where children and adults will break Mexican piñatas to find gifts. Post-ceremony dinner reservations at the cafe may be made by calling 944-9854.



CTA Team Keeps Adding Movie Credits

With the emergence of Chicago as a major "sound stage" for theatre and TV movies, as a result of the city's encouragement, the CTA system, with the skyline as background, is naturally becoming a more frequent setting for movie scenes.

Each time a new film is made on CTA, there is a big coordination job to be handled--arranging and scheduling use of equipment, facilities and services of CTA personnel; providing counsel and assistance to director, cast and crew as sequences are filmed; and expediting necessary paper work.

Bob Heinlein of Public Affairs and Bob Janz of Transportation teamed up as co-project directors for movie-making on CTA earlier this year with the shooting of the full-length NBC feature, "Million Dollar Ripoff."

Latest movie project of the Heinlein-Janz team is the Paramount feature film based on the novel, "Looking For Mr. Goodbar," starring Diane Keaton and directed by Richard Brooks. Pictures on the next two pages were made during the Goodbar filming.

But, shooting is only the climax to the coordination story.

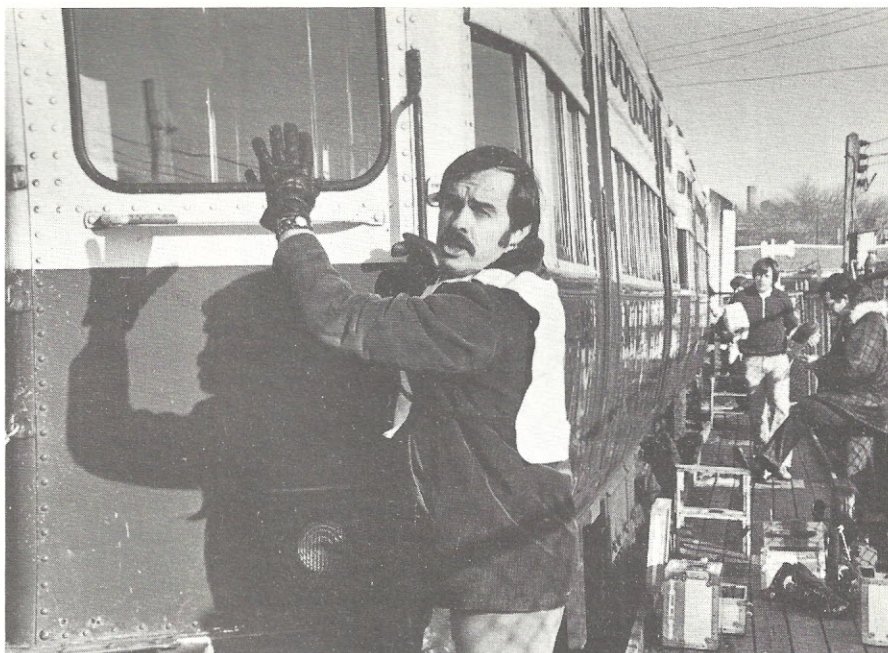
After the initial request by the movie maker, one of the first CTA officials to be contacted is William Ashley, manager of insurance and pensions, concerning insurance coverage while the movie crew is on CTA properties. Assisting Ashley are Donald Lemm, director of insurance, and Ralph Lewis, insurance analyst.

Harold F. Brown, director of accounting, determines the CTA costs to be billed to the movie producer.

Edward J. Heatter, area superintendent, rail service, Transportation, oversees the chartered train operation. William Rappold, senior power supervisor, determines when and where third rail power can be turned off for movie shooting purposes.

John Blum, public safety promotion and inspection coordinator, safety department; Richard Dickieson, charter service sales supervisor; and Robert A. Roesing, superintendent, rapid transit janitor service are also involved.

Heinlein, Janz, and Blum visit various sites called for on the script that may be suitable for filming. When this is completed, Janz coordinates the movements of the production crew with Heatter and other Transportation department officials.



Bob Heinlein, coordinator from Public Affairs, is shown above helping evaluate a camera angle on a rapid transit car for the "Looking For Mr. Goodbar" filming. Below, Bob Janz, coordinator from Transportation, confers with Betty Stephenson, agent supervisor, and Tom Shera, right, agent supervisor, all of whom assisted with the night sequence at the subway station at State and Monroe.



cta engineering department projects in progress

SMOOTHER CROSSING: Close-up shows improved crossing surface being installed at 19 of CTA's rapid transit grade crossings as part of a current renewal program. Surface crossing materials, of rubber construction, are the most effective available today. Upgrading of the crossings also includes complete renewal of ballast ties and running rail. Crossings at Cicero avenue and 49th on the Douglas branch of the West-Northwest route were the first to get the improvements, co-ordinating with the planned remodeling of the Cicero station.



LIGHTING TEST: Night photo of Merchandise Mart rapid transit station indicates effect of new lighting being evaluated through test installation of low pressure sodium and fluorescent fixtures. If this new lighting proves acceptable in all phases of operation, the sodium fixtures (foreground) will be used in the open platform areas and fluorescent fixtures (background) will be used under canopies at 14 stations. Transition between the two types of light is one of the factors being studied.

cta engineering department projects in progress

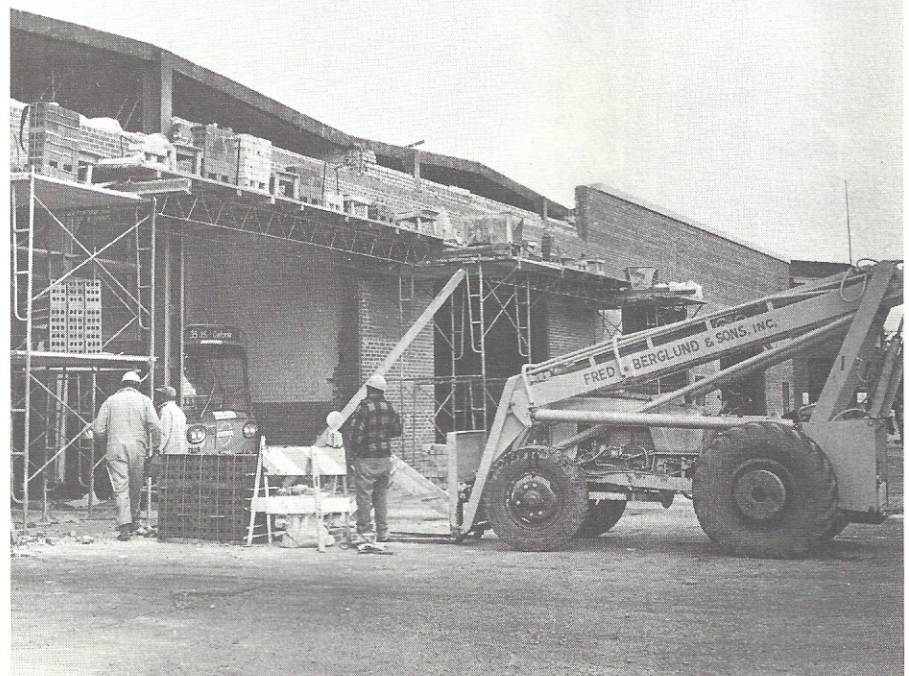
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HEAT TO THE ROOF: Swinging to the roof of the Archer garage is the first of two new heaters with a 2.5 million BTU capacity per unit. The new units replace two smaller heaters which had been used for 10 years. Steel structure of the building was altered to accommodate the larger units and new wiring was installed. The \$45,000 project also includes improved heating in the bus fueling and washing bays.



ARCHER DOOR PROJECT: Other renewal work at Archer garage includes widening of doors, here shown under construction. Renovation of the doors, originally designed for streetcars, will reduce repair costs. Project, which is on schedule, will be completed in late summer of '77.

Big Mail Days

Are Year-Round Routine At CTA

Santa may have a lot of seasonal mail to deliver for a few weeks, but CTA's own mail service handles nearly 1.2 million pieces of mail every year, and sometimes 9,000 pieces of mail in a single working day.

The mail service delivers inter-office and regular mail to and between 42 city-wide locations and the company general offices in the Merchandise Mart where the central mailroom is located.

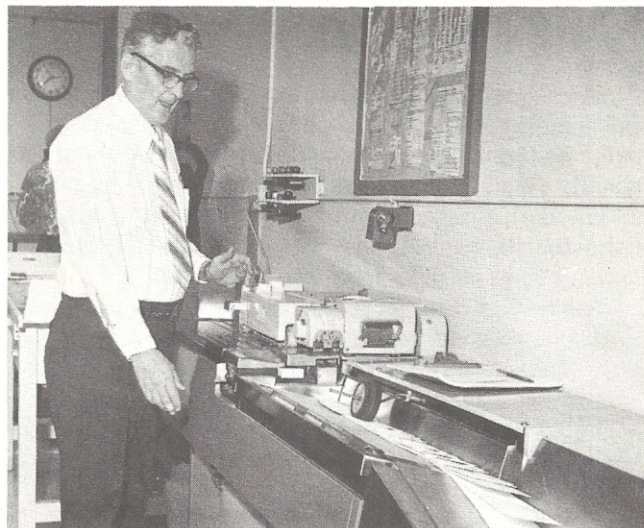
Here are some highlights of that service as related by Leonard Skrine, supervisor of the mail room since 1964:

- .. The mailman comes to work at midnight, beginning pickup at all transportation locations and then bringing mail to the central mailroom on the 7th floor of the Mart for sorting;
- .. An early morning crew sorts the inter-office mail (including that from Mart-located departments) and gets it delivered to general office addresses on the 0815 run, to outlying locations between 0800 and 1100 hours;
- .. Deliveries are made four times a day to 52 offices in the Mart; two deliveries are made each day to outlying locations;
- .. A special messenger works out of the mailroom, regularly delivering correspondence to downtown platform locations, City Hall, RTA, the Civic Center, the Chicago Public Library, and CTA's Datacenter in the Loop.

Frank Hubbard, the special messenger, has been with CTA for 22 years. Others in the CTA mailroom are John Lambert, principal mail clerk, and mail clerks John Phillips, Harold O'Malley, Walter Norvilas, Alfred Bartalai, Louis Olandese and Edward



In the foreground of this picture of mail room action is John Phillips. He is one of the best-known members of the staff among general office personnel.



Leonard Skrine, supervisor of the CTA mail room, is shown at one of the two metering machines which, when working at capacity, can stamp 375 envelopes per minute.

Antee. Drivers are Frank Fiore, Louis Godalek, Joseph Haas and Sidney Edwards.

The mail service is one of the units under the administration of Charles Zanin, director of administrative services.

Skrine, the supervisor, who was in the U.S. postal service in Chicago before World War II service, joined CTA in 1947. He passes along two tips that would make his mail service even more efficient:

- .. Don't forget to put the zip code on outgoing U.S. mail; the employee's location and department on inter-office mail ("we have 13 departments in room 444," Skrine remarks).
- .. If a reply is requested, ask your correspondent to use the proper room number and department (not just CTA).



Sorting of inter-office and U.S. mail for Mart offices and outlying CTA locations is a continuous assignment. At the job here are Louis Olandese, foreground, and Edward Antee.

Answers To All Suggestions Pledged For New Year

Employees who participate in CTA's Employee Suggestion Plan, with ideas about how to make jobs easier, safer and more efficient, are now to be answered personally regarding the evaluation of every proposal.

Whether a suggestion is adopted or not, the individual submitting it will be notified by letter of the action taken. The new plan goes into effect Jan. 1.

Because of this personal response, the practice of listing code numbers of declined suggestions on bulletin boards will be discontinued. Future bulletins will report only approved awards, descriptions of the accepted ideas, code numbers of suggestions that have been received during the current month, and those that are still under consideration.

Five employees recently received cash awards for suggestions. Noah Lewis, bus and truck mechanic at South Shops, won \$42 for suggesting a new way to balance bus engine blocks scheduled for rotation. Dominick Raffin, resident instructor, Vehicle Maintenance, North Ave., received \$39 for adapting an air conditioning compressor installation tool for use on a dolly.

Michael Keele, electrical worker at South Shops, won \$28 for suggesting a method of retapping the stripped holes on bus air conditioning unit housing ends. Kenneth Rolan, garage instructor, TABEC, received \$25 for recommending that rear-view mirrors be installed on a new loader, and a \$15 prize went to

Chuck Olcik, painter, Skokie Shop, for suggesting that a new office building at Skokie have its own fire alarm code and crew.

A supplemental award of \$47 was given to Kenneth Pott, painter at South Shops, for his earlier suggestion that spray "bombs" be used in bus touch-up paint work at South Shops.

Honorable mention gift certificates were won by Regina Daren, secretarial stenographer, Medical Department; James Schumpp, lineman helper in Plant Maintenance, and Harold Rowbottom, transit project representative, Traffic Planning Section. A second honorable mention certificate and a \$25 cash award went to Francis E. May, bus and truck mechanic leader, South Shops.

New Honor

CTA's Employee Suggestion Plan has gained citywide recognition with the appointment of Leon Berry, suggestion analyst, as chairperson for chapter projects of the Chicago unit of the National Association of Suggestion Systems.

Fire Fighting School Boosts CTA Security

"Firefighting training is an important part of the CTA's Risk Management Program," says John F. Boyce, director, Industrial Safety and Fire Prevention. "It has played a significant part in the continuing decline of the company's fire losses."

Recently, another week-long firefighting institute was completed at Skokie and South Shops. Taking part were some 350 employees (including terminal and shop foremen) who, in groups of 30, were given classroom and field instruction by representatives of a fire equipment supply company.

During the four-hour sessions, each student learned how to handle the various types of fire extinguishers—water, dry chemical and carbon dioxide—that CTA maintains throughout its property. Special attention was given to firefighting technique and to the specific capabilities and limitations of each type of extinguisher.

Boyce says there is little point in stocking fire extinguishers if employees are not skillful in using them. Learning provides the difference between quick control and substantial loss. This, he says, is the result of what happens in the decisive moments between the time a fire is discovered and the fire department arrives.



Assisted by an instructor (left), a CTA employee attacks the leading edge of a gasoline spill fire with a 30-pound dry chemical fire extinguisher during a recent firefighting training session at South Shops.



JAMES R. QUINN
(1890-1976)

James R. Quinn, vice-chairman of the Chicago Transit Authority, and a member of the Chicago Transit Board for 31 years, died Friday, Nov. 26 in St. Francis Hospital, Evanston. He would have been 86 years old on Dec. 27.

Mr. Quinn, who also was a lawyer, former Chicago alderman and Democratic leader, was the only remaining member of the original board of the CTA.

He was appointed to the original CTA Board in 1945 by the late Mayor Edward J. Kelly; was re-appointed by the late Mayor Martin H. Kennelly; and, in recent years, was reappointed by Mayor Richard J. Daley.

Until he became ill earlier this year, Mr. Quinn divided his time between his law office at One North LaSalle street and the CTA headquarters in the Merchandise Mart.

Until recent months, he had been a constant transit rider, taking a combination bus-rapid transit trip to and from his home at 2013 Morse avenue and downtown.

Born Dec. 27, 1890, on Chicago's west side, he first became acquainted with transit by riding horse-drawn streetcars and cable cars which operated until the turn of the century.

From 1931 to 1945, Mr. Quinn was alderman of the 50th ward, and for many years served as the Democratic committeeman of that far north side ward. He was a delegate to the Democratic National Convention in 1940, and was a presidential elector in 1944.

For the 11 years prior to his appointment to the original CTA Board, he was chairman of the Local Transportation Committee of the Chicago City Council.

In that position, he was active in proceedings that led to the construction of Chicago's first subway--in State street--in the late 1930s.

As chairman of the Local Transportation Committee, he subsequently was a leader in the bi-partisan effort that resulted in the enactment in 1945 of the Metropolitan Transit Authority Act by the state legislature for creating the CTA.

In 1912, Mr. Quinn was a member of the second class to be graduated from the Law School of Loyola University in Chicago. Prior to army service in World War I, he was an assistant state's attorney of Cook County and a professor of law at Loyola.

Mr. Quinn is survived by his widow, Helen; a daughter, Mrs. Ruth Bremer; a son, James L.; 15 grandchildren, and nine great-grandchildren.

Mass was offered at noon Monday, Nov. 29, in St. Margaret Mary church, 2324 W. Chase. Burial is in Calvary Cemetery, Evanston.

MEMORIAL RESOLUTION for JAMES R. QUINN

WHEREAS, The Members of the Chicago Transit Board are deeply saddened by the death of James R. Quinn, who served as a member of the Board from its inception in 1945 until his passing; and

WHEREAS, Mr. Quinn was the last remaining original member of the Board and a primary force in the creation and growth of the comprehensive transit system now serving the citizens of Metropolitan Chicago; and

WHEREAS, Mr. Quinn throughout his life and particularly during his thirty-one year tenure as a Member of the Board exhibited an unwavering dedication to public service, even at the cost of personal sacrifice; and

WHEREAS, As Vice Chairman of the Board, Mr. Quinn often served as Acting Chairman and expertly guided the Chicago Transit Authority through numerous crises; and

WHEREAS, His pride and confidence in the Authority, its organization, accomplishments and personnel were an inspiration to the Board and a model of commitment for all Authority employees; and

WHEREAS, In our sorrow, we note our sincere gratitude for his leadership and foresight in the management of the Authority and our deep regret that the public transit industry, the citizens of Metropolitan Chicago and the Nation have lost an outstanding public servant; Now, Therefore:

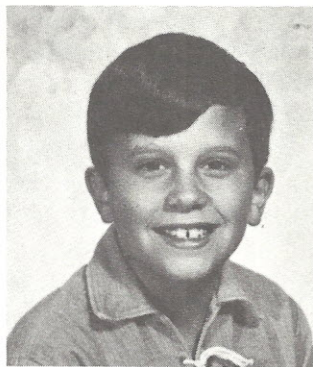
BE IT RESOLVED, That the Members of the Chicago Transit Board, in a Meeting assembled this 1st day of December, 1976, extend our condolences to his beloved family, and that this resolution be spread upon the minutes of this meeting; and

BE IT FURTHER RESOLVED That a suitable copy of this resolution be presented to his family as an expression of our sympathy.

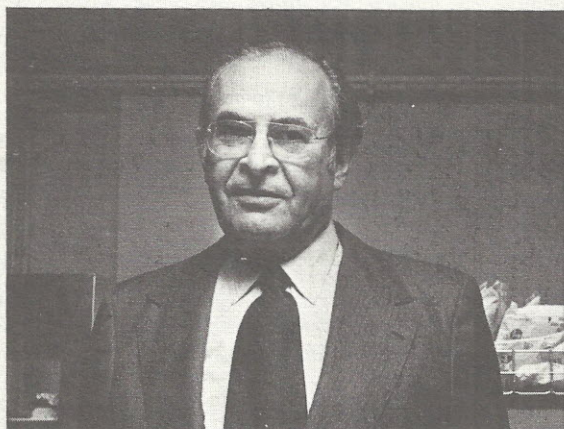
*Adopted by
Chicago Transit Board
December 1, 1976*

cta people

Rightfully proud parents of a "gifted" child are Bill Buetow, cashier in the Treasury department, and wife Marge. Pictured is Ronald Buetow, age 10, who has been named to the "gifted student" program of school district 4, Addison, because of his especially high academic performance . . . Lourdes Covarrubias, token clerk and one of Transit News' "women of CTA" in June lead story, is new mother of baby girl, Laura; she returns to work in '77 . . . congratulations to Alan Glickman, clerk in Claims Law & Real Estate, on his marriage Nov. 14 to Roberta Miller . . . Willis Helfrich (Transit News, June) retired assistant secretary to the Transit Board, has been on another of his international slide-making cruises: Malta, Sicily, Tunis, Gibraltar, Casablanca and the Canary Islands . . .



Ronald Buetow



Cafeteria Choice Be Sure To Vote

Louis Pure, the manager whose picture we missed in the Thanksgiving article on the remodeling of the cafeteria (because he was on a vacation trip to Mexico) is planning a new series of national days, with ethnic dishes, for 1977. These will be held once a month, on or about the 15th, starting in January, Pure says. You are invited to cast your ballot for the native food motif you would prefer to have first in the series - - Polish, Hungarian, Spanish, Greek, whatever. All votes will count because the second highest number of ballots will determine the second month - - and so on. Pure says a ballot box will be stationed near one of the food lines. Sign your name - - your culinary counsel may be helpful in the menu selection.

Safety Contest Awards Made

North Avenue won the third quarter 1976 Public Safety Award in garage competition, showing a decrease of 41 accidents in October as compared with the same month of 1975. North Avenue has now beaten its all-time low accident rates for February, July and October, and has registered 133 fewer accidents for the first 10 months of the year compared with 1975.



Accepting the Third Quarter Public Safety Award from Transportation Manager James Blaa on behalf of North Ave. Garage are operators Linda Tillman and Jerry P. Dubin.

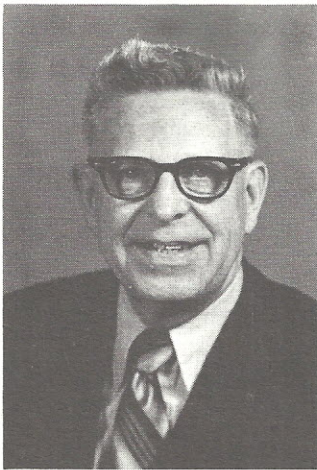
Forest Park was the third quarter winner in rail terminal competition, taking the prize for the 13th time since inception of the award in 1961. The terminal's accident frequency rate was 0.330 per 100,000 miles traveled, which was 54 per cent better than the system average of 0.715.



Motorperson Mary A. Fryar and conductor Robert Crawford hold special recognition certificates they received in connection with the Third Quarter Public Safety Award won by Forest Park Terminal.

Vehicle Maintenance employee safety contest awards for the third quarter of 1976 were won by Limits garage and Desplaines terminal, with one injury each, and by Bus Shops. The awards are based on the lowest frequency rate of personal injuries to employees per man hours worked.

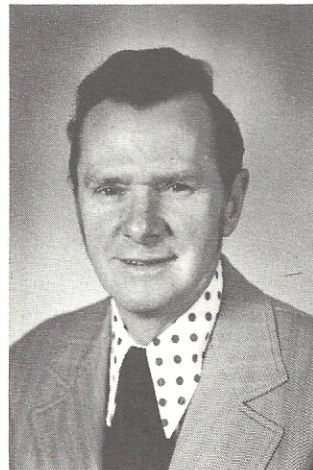
Key Transportation Promotions



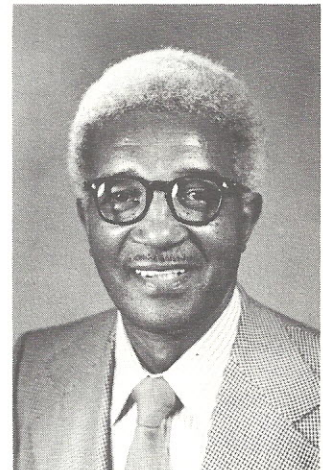
Tracy



Reddrick



LaVelle



Coleman

Major appointments in the department of Transportation are announced by George Krambles, general manager. These are:

Ralph W. Tracy to special assistant to the manager of transportation, James Blaa. He had been director of service. Tracy, 59, joined CTA as a student engineer in 1948.

Harry Reddrick, Jr., to director of personnel from area superintendent, Far South. Reddrick, 50, a CTA employee for 26 years, directs all bus and rail station personnel.

Michael V. LaVelle to director of service from area superintendent, Far North. LaVelle, also 50, has been with CTA

for 28 years. His new responsibilities include operation of all services and for supervisory personnel connected with service.

Vic Coleman to director, security liaison while still retaining his responsibilities as an assistant to the manager of transportation. The Security department has been merged into the Transportation department.

Reporting to Coleman in this new alignment are Jack Sheehy, area superintendent, security/investigations and Thomas J. Biebel, superintendent, investigations.

How To Get The Right Number For H-E-L-P!

Attention, retirees and not-yets.

As part of the ongoing concern of the Insurance and Pension department to provide assistance to both active and retired employees, Craig Heatter, superintendent of pensions, has tracked down an excellent reference book entitled "We've Got Your Number."

The handy-sized publication, distributed by the Chicago Department of Human Resources, lists phone numbers and names of organizations providing services in areas of - -

Consumer protection	Dental care
Community safety	Senior citizenry
Legal problems	Social security
Medical problems	Taxes
Housing problems	Travel

- - and more than 80 other areas of concern. To obtain a copy of "We've Got Your Number," just write to - -

The Department of Human Resources
City of Chicago
640 North LaSalle Street
Chicago, IL 60610

Remember: a well-planned retirement is a happy retirement!



Honored By Board

Three men from CTA's Security section were personally commended by the Transit Board, at its December meeting, for acts of heroism in the protection of CTA properties. Sergeant William Talbert, left, received a message that a supervisor's car had been seized at gun point; he gave pursuit in his car, apprehended the suspect within an hour, and turned him over to the Chicago police. The suspect confessed. Officer Thomas Lorenz, center, and Officer R. C. Jackson, right, apprehended four suspects with two truckloads of stolen CTA property. The arrest resulted from a stake-out planned by the two officers. The security men are shown with James R. Blaa, manager of transportation, left, and Harold Geissenheimer, manager of general operations, who officially presented the honored men at the Board meeting.



Photo by Quentin Dodt, copyright Chicago Tribune

Benjamin Farfan reflects on directions from instructor Edith Carr (right) as he wheels his CTA bus on Peterson Avenue during a retraining session. Having a woman instructor "doesn't bother me at all," says Farfan.

Women Drivers; CTA Loves 'Em

By Jon Van

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A little driving advice from the ladies is not only tolerated, but actually encouraged by the Chicago Transit Authority these days.

Some of the women looked upon as novelties a few years back when they became CTA bus drivers have now earned promotions and work as driving instructors. They're giving men pointers on driving and turning in "report cards" on their students.

At present, 282 women drive buses, 42 work on rapid transit trains, and another 9 women work in the yards cleaning up the trains and buses. The CTA even has one female carpenter's apprentice.

While they are still a minority among the CTA's 12,000 employees, women have demonstrated their ability to handle jobs once performed solely by males.

"For me, they're all people--wonderful people," says Thomas Stiglic, director of instruction for the CTA. "Our record year for safety was '73, and we've got a good chance of beating that this year. That's a chance for a record year with the women included. What could be better?"

Nearly all the men and women hired as CTA bus drivers have no previous experience. They learn how to handle the ponderous vehicles during a 15-day training course.

"The women are more for the details of safety," says Stiglic. "They don't go jockeying around; they're not the go-go type of drivers that men are. The men

have more guts--you can't drive a bus through the snow without guts--and we have to train the men to be more cautious."

Edith Carr is one of four women to qualify as CTA instructors. Stiglic says she has "an outstanding driving record and an outstanding attitude."

During a break, Mrs. Carr freshened her lipstick, using a rearview mirror on the bus.

"Until they hear my voice, a lot of the passengers think I'm a man anyway, with the uniform and my short hair," she explains. "I don't want them thinking I'm a man."

Mrs. Carr rides a bus with Benjamin Farfan, a driver with less than a year on the job who is receiving some retraining. She stands by Farfan as he drives, giving him pointers and evaluating his performance.

"It doesn't bother me at all to have a female instructor," Farfan says. "She helps me a lot."

Driver training covers a broad field. Besides learning how to maneuver buses around turns, trainees must master CTA standards for courtesy and patience with riders. Buses are deliberately spun out of control on an oil-slickened practice area so the students can learn anti-slide braking techniques. They must also put out fires on their buses.

Stiglic says he can teach just about any decent automobile driver how to handle a bus, but the person won't be a good bus driver unless he enjoys driving and likes people.

"Without that," he says, "that job can be very boring, very frustrating."

Mrs. Carr has a great disposition for the work. A naturally outgoing person with a lingering trace of her native Tennessee drawl, she enjoys meeting people.

"The other day I was shopping at the Sears store with my daughter when a man came up to me and introduced me to his friend as his bus driver," Mrs. Carr says. "It really makes you feel good to be recognized out of uniform. I look forward to seeing people every day. I don't ever dread going to work."

Mrs. Carr applied to the CTA more than two years ago, after she saw a newspaper picture of the CTA's first female driver.

"I figured if she can do it, I can do it," she says. "I didn't take this job for women's lib or anything like that. I took it because I've got six kids and four are still at home. My husband's disabled. I think most women take a job because they need the money. I don't expect favors. I just want to be treated like a man would be."

Although there are no statistics on how many women are driving buses in the United States, there are signs of a trend.

"We had a bus rodeo this fall in San Francisco," says Al Engelkin of the American Public Transit Association, "and the top drivers from all over the country competed. There were 24 drivers, all of whom had won local contests to compete. One of the 24 was a woman from Denver. It was kind of nice."

Boy Thanks CTA For Swift Action; Judge Praises Driver

Fast cooperation by the crew of a Lake-Dan Ryan train, controllers at the Mart and Chicago police brought swift justice recently and the quick return of stolen property to its owner. This is revealed in a letter of commendation from a thankful young rider.

Conductor Clarence E. Ball (South Section) was approached by 13-year-old Calvin J. Thomas, Jr., of South Lowe ave., just as a southbound train left 79th st. Calvin told him that two other boys, who also boarded at 79th, had taken his watch and attacked his friend while all were waiting on the station platform.

Ball took Calvin to the front of the train where motorman Cordell A. Bruns used his radiophone to call the control center and summon police. With permission, Bruns then slowed the train long enough for police to reach the 87th st. station ahead of the train. The police took the accused youths into custody.

"I am very glad and thankful for your help," Calvin wrote CTA. "The concern you showed was beyond the call of duty, and I would like CTA to know that I appreciate what you did for me."

Calvin, an honor student at the Academy of St. James College Prep, knows CTA well. His late father, Calvin, Sr., was a company employee for 22 years, and his mother, Cecile, is a ticket agent on the South Side.

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A voluntary telephone call came to Public Affairs from the well-known Judge Gordon Nash of Circuit Court. Purpose: to report that he "met one of the nicest bus drivers (badge 6802) I have ever met in many years of riding public transportation in Chicago. He said 'good morning' to everyone, 'have a good day,' and was extremely pleasant. He made everyone feel good." Thanks, your Honor. The driver is Michael J. Marron, North Park.

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"It was the instant reaction of the driver (Ulysses Pollard, North Park garage) in his handling of the bus that avoided a collision," writes Ms. Ethel Kaplan, of North Sheridan rd., about a close call involving the Outer Drive Express. "A car literally flew out of Rogers ave. at a sharp angle. The bus driver blew his horn, jerked his wheel to the right, and stopped the bus instantly."

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Pleas Talley, Jr., Beverly garage, the driver of a 95th st. bus, has been commended by Fred McCreary,

of South Harvard ave., for being well groomed. "His hair, uniform and shoes were perfect," McCreary says. "What also impressed me about him was his eagerness to give directions and to wish his passengers 'a good day.'"

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"I wish to commend Belmont bus driver 3995 (Matthew M. Longtin, North Ave. garage) for his courtesy and cheerful countenance," writes Chris Janus, of West Deming pl. "Not very often is one able to find someone who takes the time to be polite and kind to passengers, regardless of how he may feel and despite irritable people who give him a hard time."

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Felix A. Marin, the driver of a No. 93 North California bus, "was the nicest young man I have ever encountered," says Mrs. M. Schwartz, of West Gregory st. "He greeted everyone on the bus, called out every street and told each patron to be careful when he left the bus. He surely made my day, and a lot of other people on that bus felt the same way I do."

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"While riding the Archer Express to work, I could not help but notice the fine performance of bus driver 9415 (Stephen J. Conway, Archer garage)," writes Mrs. F. H. Machamer, of South Kenneth ave. "He was extremely courteous to his passengers and so pleasant that I felt you should hear about it. Another plus for this particular driver is that he calls out the stops. He certainly is a professional in his field."

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"Please pass on to the man with Badge 21278 (Eugene S. Motyka, conductor, North Section) that riders on his Howard line train do appreciate his effort to tell passengers the stops his train makes," says Charles E. Johnson, of North Maplewood ave. "His message is clear, well-enunciated, and a pleasure to residents of Chicago, as well as a refreshing delight to newcomers, visitors and older folk."

**commendation
corner**

Control Center Voices Retire

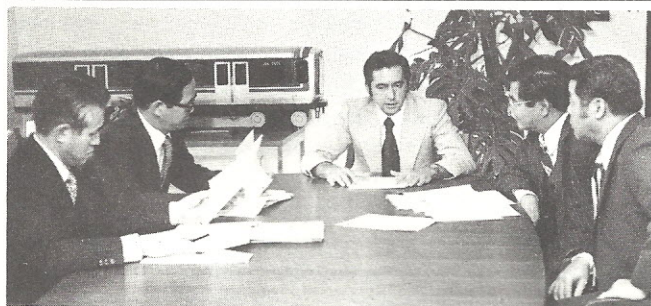
Two familiar voices that directed and instructed a generation of operating employees over CTA's communications system have given their last 10-7's, or out of service.

Fred Limmel and Herb Elke are both retiring at year-end with a total of more than 23 years in the Control Center. In sharp, clear messages, they have broadcast directions to thousands of bus drivers and supervisors on how to handle unusual operating problems.

Limmel, an assistant superintendent, joined the Chicago Surface Lines as a bus driver in 1944. He became a supervisor two years later—a position well suited to his portly bearing and earthy frankness. Aside from a 2½-year period as relief district super-



In a voice loud enough to be heard over the din of the Control Center, Fred Limmel offers a typically wry comment as he accepts the gifts and good wishes of fellow employees at a retirement party attended by his wife, Mancie.



Japanese Visit: Adding to CTA's growing number of international visits recently were two representatives of Japan National Railways, shown here in discussion of finance with CTA's Paul Kole, general finance manager. Tsutomu Kimura, deputy director of the passenger department, and Masahiro Iba, same for freight department, are left-right at left of picture. Joining in discussions at right are, first, Kuniyoshi Arima, director of the Chicago office of the Japan National Tourist Organization, and CTA's Paul Kadowaki, superintendent of instruction, North District, who served as the liaison man for the visitors. Other major Japanese point of interest was passenger controls operation under John O'Connor.



Herb Elke's wife, son and daughter, their spouses and six grandchildren were on hand for his retirement party. From left to right are: Linda Schulstad holding Elizabeth Elke; Lori Schulstad; Marcia (Mrs. Bill) Elke; Mary Elke in front of son, Bill; Herb; Lance Schulstad; William and David Elke; daughter, Sandra, and her husband, Paul Schulstad.

intendent, he has been assigned to the Control Center since 1961.

Downstate Seneca will be Limmel's new home. He and his wife, Mancie, plan to enjoy lots of fresh air and water sports along the nearby Illinois River. They won't be far from their son Larry, his wife and two daughters, who live just to the north in Sandwich.

Elke, a controller known for his "foghorn delivery," started as a streetcar motorman out of Kedzie in 1940. He was a supervisor for 17 years before becoming a radio telephone operator in 1967.

Only telephones with serious mechanical problems could fail to transmit Elke's resonant tones. His voice of authority will continue to be heard around his home in Berwyn, where he and his wife, Mary, will live after an extended vacation in Florida. Their son, Bill, daughter, Sandra, three grandsons and three granddaughters all live in the Chicago area.

Benefit Rail Trip

The Chicago chapter of the National Federation of the Blind of Illinois is sponsoring a fund-raising outing Sunday, January 9, on a 4000 series 'L' train. The train will leave the Howard station at 0900 hours and will travel over the Skokie, Evanston, Ravenswood, Lake, Douglas and Jackson Park routes before returning to Howard. For further information about this event, call Steve Hastalis, community relations coordinator, at the Mart on Ext. 696.

Don't Miss The Now

By Jack Smith

Planning for retirement should begin at 50, but it isn't something you should be conscious of every day from then on—like a diet.

If you treat retirement planning in this manner, you will lose much of the enjoyment of the years between. And that's no good.

The savings you set aside for retirement living should not deprive you of something you really need—or something that is an essential element in your happiness.

Down inside, you know very well what you can cut out and not miss. The thing to do is direct some of the money you would otherwise spend on frills into your own personal retirement account. Instead of making payments, with interest and insurance, on a second car, for instance, put the money in a bank savings account and draw the interest for yourself.

Savings accounts and shorter term rollover securities are the best places for your retirement cash. Don't go into anything where it's a gamble, or where your funds are tied up for more than five years; you may need them in a hurry.

If you have selected another place in which to live in your retirement years, treat it as a vacation spot, perhaps, but not as a primary interest.

Right now, enjoy where you are. Try not to complain about the weather or to count the cold winters.

Enjoy your job and the friendships your employment provides. You will miss these people some day. So build memories with them to enjoy both now and later.

You can enjoy your work more if you are no longer bucking for position. You can concentrate on the fun of doing the things you are assigned to do and, hopefully, like to do.

Think of money, yes, because the more you earn now, the better off you will be then. Apply yourself to building the kind of reliability and job performance that will merit the raises.

Don't talk retirement plans with your friends unless they are retiring at the same time. Talk about things that are in the news and the common environment right now. That will not only interest them more, but will keep you more interested yourself.

Don't neglect your retirement planning, of course. Accomplish something on it every week. But, treat it as a sideline.

cta pensioners

LONG AWAITED MOMENT: Mary Arduini, wife of CTA retiree Antonio Arduini, Plant Maintenance, fulfilled a longtime wish this fall when Perry Como was appearing in concert at Chicago's Aerie Crown Theatre. She not only met her idol, she had her picture taken with him. The Arduinis live in Rosemont.



BACK ON TRACK: Back to a familiar role during a recent holiday are Ralph Regnier, left, retired bus driver from Forest Glen, and George Wickman, former North Avenue driver. In this case, Wickman decided to try the controls of the Chicago red streetcar (No. 56, Milwaukee Downtown) at the Illinois Railroad Museum at Union. The two retirees also worked in the executive department at the Mart.



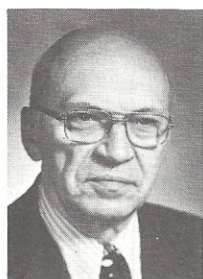
GOLDEN DAY: Mr. and Mrs. Harvey H. Jahns are here shown cutting the cake at their July 28 golden anniversary party, staged for them by their children at Mr. Cali's on Irving Park Road. There were more than 100 guests. Jahns served CTA for 43 years, retiring as a conductor, West Section. His twin brother, Arthur, also a former CTA conductor, now lives in Largo, Florida.

Service anniversaries in December

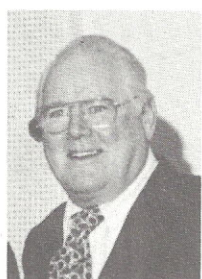
40 years



E. M. Leu
Datacenter



W. Pavoni
Control Center



T. J. Shanahan
Bus Service

35 years

W. A. Bell, South Shops
L. C. Danders, Forest Glen
M. B. Hildbold, Rail Dist. North
L. W. Kutchins, Electrical
F. M. McGlynn, District A
S. Mirallegro, Howard-Kimball
R. J. Wittenberg, North Avenue

30 years

R. W. Bushbaum, Electrical
L. S. Dolbert, Forest Glen
R. M. Gragido, 69th Street
A. J. Krzeminski, Skokie Shop
G. J. Maly, Maintenance
O. R. Prokes, 77th Street
E. Rodgers, Forest Glen
L. Stigler, Security
T. J. Wilcop, 77th Street

25 years

W. H. Henderson, 77th Street
W. A. Henry, Forest Glen
D. Smith, 69th Street
A. Thornton, 77th Street

NEW PENSIONERS



JOINING THE ranks of the retired on December 1 was JOHN R. DILLON, bus repairer, 52nd Street Garage, who had more than 40 years of service with CTA and its predecessor.

JOHN R. DILLON, Bus Repairer, 52nd Street, Emp. 7-13-35
JAMES A. HARDY, Operator, 52nd Street, Emp. 8-11-47
LESLIE J. MARINGER, Operator, Forest Glen, Emp. 9-21-36
WILLIAM POCHORDO, Supv. Chauffeur, Utility, Emp. 12-14-45
ELIJAH J. SMITH, Clerk, South Section, Emp. 4-13-50
JAMES STEWART, Operator, 52nd Street, Emp. 1-16-51

DISABILITY RETIREMENTS

LYLE J. BLACK, Carpenter A, South Shops, Emp. 5-10-62
RAYMOND MASON, Operator, North Avenue, Emp. 3-23-66
EDDIE MITCHELL, Collector, 77th Street, Emp. 4-17-51
ALFRED L. TURNER, Operator, Kedzie, Emp. 8-06-64
WALTER WIDINSKI, Machinist, Skokie Shop, Emp. 9-10-37

IN MEMORIAM

ROY G. ALFORD, 72, Central District, Emp. 2-22-27, Died 10-31-76
CHARLES R. ANDERSON, 63, Kedzie, Emp. 8-01-44, Died 10-04-76
SIDNEY BROWN, 88, Garfield, Emp. 11-15-07, Died 10-14-76
MICHAEL CARON, 86, North Park, Emp. 3-06-12, Died 10-13-76
WOJCIECH CHLIPOLA, 82, 77th Street, Emp. 1-19-24, Died 10-12-76
EUGENE I. COLUM, 76, Treasury, Emp. 2-13-29, Died 9-17-76
FRANK M. CORDA, 80, West Section, Emp. 5-16-17, Died 10-12-76
DENIS DONOGHUE, 77, West Section, Emp. 5-13-27, Died 10-02-76
HERMAN A. ERICKSON, 73, Limits, Emp. 3-23-24, Died 10-05-76
EDWARD C. GREEN, 66, 69th Street, Emp. 10-29-29, Died 10-19-76
FRED HARDT, 70, Limits, Emp. 11-29-27, Died 10-07-76
MARTIN J. KING, 77, North Park, Emp. 2-12-43, Died 10-14-76
ROBERT C. KIRBY, 89, Limits, Emp. 3-14-45, Died 10-16-76
GEORGE KOHNKE, 57, North Avenue, Emp. 9-25-46, Died 11-08-76

JOSEPH KUNDROTAS, 94, 77th Street, Emp. 11-04-18, Died 9-26-76
DANIEL LANE, 79, West Section, Emp. 9-02-16, Died 10-26-76
JOHN McMAHON, 84, North Section, Emp. 1-20-16, Died 10-10-76
WILLIAM M. MOLENDIA, 67, North Park, Emp. 2-03-44, Died 10-06-76
FREDERICK PLATTNER, 84, 69th Street, Emp. 7-12-11, Died 10-19-76
ELSIE A. REIMER, 73, North Section, Emp. 9-30-46, Died 10-27-76
PATRICK J. RYAN, 84, 77th Street, Emp. 2-10-20, Died 10-20-76
ANGELO A. SCANDORA, 72, Electrical, Emp. 4-07-39, Died 10-29-76
WILLIAM E. SCHMIDT, 72, North Park, Emp. 8-27-42, Died 10-05-76
GEORGE H. STADER, 78, North Section, Emp. 4-17-25, Died 10-24-76
CHARLES A. TIPNER, 79, 77th Street, Emp. 6-19-23, Died 9-22-76
EDWARD A. THURKOW, 74, West Section, Emp. 2-08-28, Died 10-31-76
CHARLES UNDERWOOD, 43, 77th Street, Emp. 9-02-58, Died 10-30-76
PAUL P. VASILOPULOS, 64, 69th Street, Emp. 2-13-36, Died 10-30-76

CTA TRANSIT NEWS

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Volleyball Is In!

Five teams of women evidence the success of last spring's experiment by Rena McDonald, Yvette Sullivan and Demetrel Parker of 69th Street in attempting to add a women's volleyball league to the CTA sports program (Transit News, June, 1976, page 19). The teams:

69th Street (of course)
77th Street
Archer
Beverly
Kedzie

Season's first ball was "tossed up" Wednesday, Dec. 8, at Washington Park fieldhouse where a doubleheader will be held each Wednesday evening (games at 1930 hours and 2030) except for holiday weeks. The public is invited. Those who saw TV coverage of volleyball during the Olympics last summer know that the sport can be an exciting one for spectators.

CTA BASKETBALL

Standings

SOUTH DIVISION	W	L	NORTH DIVISION	W	L
77th Street	5	0	North Park	4	0
69th Street	3	0	West Side 'L'	5	1
West Side T.A.	2	2	Limits	4	1
South Side 'L'	2	2	North Avenue	3	2
77th Shop	3	3	North Side 'L'	2	2
Beverly	1	3	Forest Glen	2	3
52nd Street	1	5	Kedzie	1	3
Archer	0	5	General Office	0	4

Recent Scoring Results:

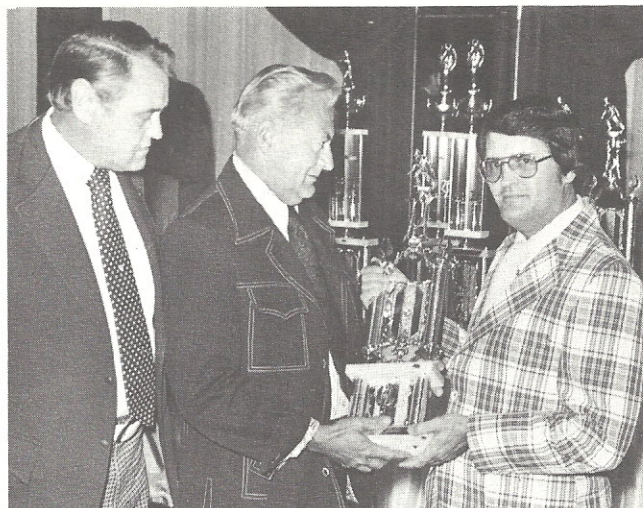
Nov. 21 - North Park 42, North Side 'L' 40; Limits 52, Archer 51; Forest Glen 73, West Side T.A. 65; 77th Street 74, General Office 47; 77th Shop 36, Beverly 32; North Avenue 70, 52nd Street 35.
Nov. 23 - North Park 65, Forest Glen 60; West Side 'L' 62, West Side T.A. 56.
Nov. 26 - 77th Shop 34, 52nd Street 33; 77th Street 81, North Avenue 64.
Nov. 28 - North Park 51, West Side 'L' 47; North Side 'L' 49, South Side 'L' 40; 77th Street 61, Archer 59; 69th Street 48, General Office 29; Beverly 40, Kedzie 30; Limits 50, 77th Shop 35.

From CTA Pressbox, April 1975 - -

- - "Jack Dempsey and Joe Louis rank as the greatest of modern heavyweights. Muhammed Ali one of the best but not in their class." Ex-heavyweight champion Max Schmeling - - Nov. 1976 - - "Muhammed Ali is not the greatest—I rate Jack Dempsey, Joe Louis and Rocky Marciano in that order."

cta sports

DECEMBER, 1976



John Eckel, familiar to many as the softball coordinator of the CTA sports program, has received a new honor by being elected vice-president of the Grant Park Recreational Association which has charge of the diamonds where CTA softball is played. Here John, right, is shown at a recent association event presenting a Tournament of Champions trophy to Jim Dineen of Peoples Gas as Mike Ciger, president of the Grant Park Recreational Association, looks on.

Ski Fans Invited!



Here's early winter news that will please ski enthusiasts. A ski club is being formed by CTA employees. Purpose of the club is to provide good skiing at reduced cost to each individual. Each year the cost of skiing for the individual has been increasing. Founders believe that a ski club would command more favorable prices for its members because of the amount of business that could be offered. A joint effort will also develop a wider range of areas providing skiing opportunities. For information contact Steven Moore in the Mart on Extensions 375 or 327.

press box...

press box...

cta press box...cta press box...cta

Later after a national tour, the Collegians disbanded and Bray moved his family to Detroit where he

That dynamic energy has never diminished since the days he played for Wendell Phillips High School.



18

Bosan's Versatility In Art Is CTA Asset

"As with any creative effort, a prime factor of art is in the thinking," says Burt Bosan (pronounced Bo-zan), a CTA artist. "If you can visualize something, the chances are you can draw it."

But perhaps Bosan, like professionals in many fields, under-evaluates the difficulties in acquiring a skill that seems easy to him. After all, he has a creative ability that started producing quality art at the age of 11 plus the benefit of training at an art school in Paris, France.

Bosan is one of two staff artists working in CTA's Personnel Development Section. The other is Erv Harris.

The job focuses on the development of visual aids to employee training--flip charts, posters and spot illustrations for training manuals.

The miniature replica of a CTA bus which a station superintendent might use to show his operators how to avoid hazards in the street is an example of such work.

So are a color sketch of a rapid transit car used in an employee orientation slide program, an ornately lettered certificate used as an achievement award for a training program, the logo for a brochure on the co-op program, and a wall-size stand-up poster encouraging employees to participate in the suggestion plan.

What Bosan likes doing best, however, are the portraits he makes of safety award winning drivers at various bus garages. He likes to sit, with sketch pad in lap, and capture the personalities of people through the expressions on their faces.

"A person's eyes carry his moods," he says. "They tell whether a person is happy, shy and withdrawn, or happy-go-lucky."

Bosan also does freelance portrait sketching at various neighborhood and civic events.

Because of his versatility, Bosan is sometimes called upon by other departments of CTA for his art expertise. For example, he has done line drawings for Transit News and drew the cover for CTA's educational tour brochures.

Burt, however, isn't the only one in the Bosan family who can lay claim to the paint brush and palette. His wife, Evelyn, is an artist in her own right. She holds a degree in art from the Art Institute as well as one in education from the University of Chicago.

They first met in high school where both were aspiring, young artists. But it wasn't until years later at an art exhibit, where both their paintings were hung side by side, that there was any hint of a romance between them.

Burt recalls standing in front of the two paintings, noting the name of the female artist, then asking the woman next to him, "Who is Evelyn Woods?"

The lady, smiling slightly, looked at him and asked



Motorperson Mary Fryar puts on a smile for Burt Bosan (right) as he does one of his quick sketches, while conductor Thomas Walker competes with a grin of his own.

in turn, "Who is Burton Bosan?" The lady, of course, is the one who was to be his future wife.

That was in 1950 and they were married the following year. Evelyn went to work for the Board of Education teaching art courses at Wendell Phillips high school, her alma mater. She teaches now at Eli Whitney elementary school.

Bosan was working for a commercial art firm before he joined CTA in 1952 as a motorman. Two years later, he moved into his present position.

Family discussions on art, says Burt, are a delicate matter since he and his wife have differing opinions on style.

"We have battles on technique," he says, "so we try to avoid talking about the mechanics. She can outdo me in colors, but when it comes to sketching, I'm faster than she is."

Two of the four Bosan children are also employed by CTA. Sharon, 24, and Burt Jr., 20, both work in duplicating.

The two youngest, Gabrielle, 12, and Faith, 9, are the Bosans who show the most artistic promise, according to their father.

Says Burt, "They're all of them artistically inclined, but I don't try to encourage them. If they're interested and have questions, I'll give them help. But I don't want to push them because art can be a very frustrating thing."

Our Super Santa Covers - -

- - reflect the combined artistry and design skills of Christine Borcic of Public Affairs; Art Tonner, supervisor, Photographic Services; Charles Zanin, director of Administrative Services; Bob Aldworth, supervisor, Csaba Zongor, Dennis Radatz, and Rod Skocz, graphics design section of Passenger Controls; Bob Caswick, supervisor, and Norwood Duff, reproduction section of Duplicating, Administrative Services; and Mike Tucki, Photographic Services.

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On the CTA, he did it all with the one-hour transfer.