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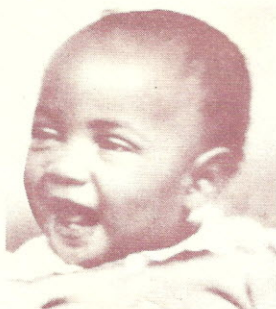
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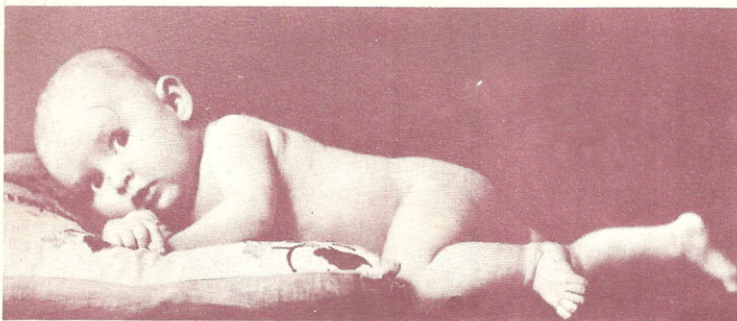


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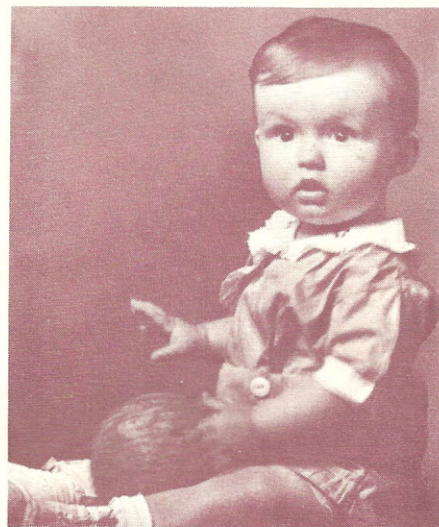


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Who Are The New Year's Babies? (answers page 14)



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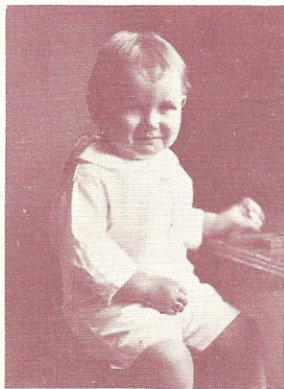
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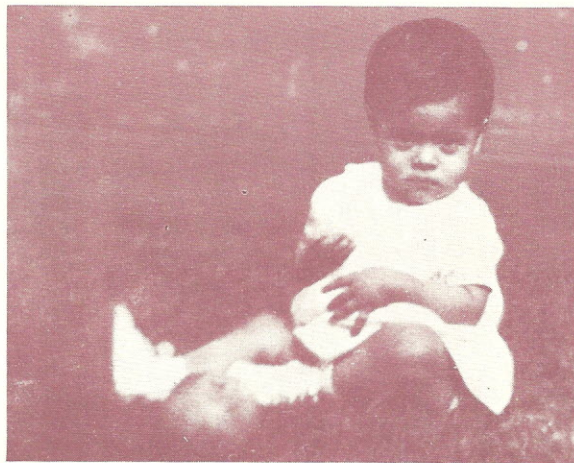
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More New Year's Babies (identities, Pg. 14)



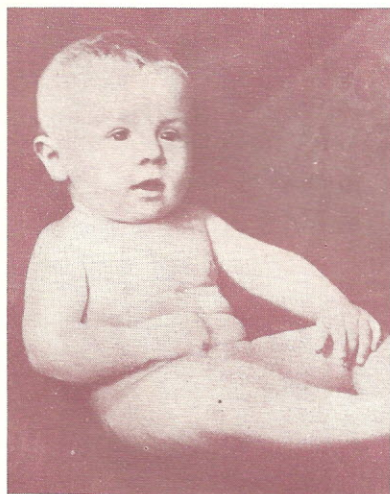
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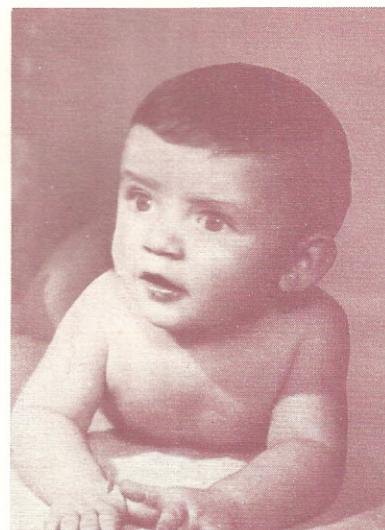
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Making Of The Budget Is Year's Big Job For This Team

Many man hours and rolls of calculator tape go into the preparation of the CTA budget each year. Take the \$336,673,000 for the 1977 fiscal year, for example:

A team of seven budget experts under the direction of Sam Miller, CTA comptroller, began the task of preparing the budget last summer.

With Bill Parrillo, budget director, the team included financial analysts Jay DeFranco, Claire Glenn, John Harrington, Mike Landers, Ed Schalk and Sergio Rodriguez.

Work began in July when the team determined the budget plan and began getting the necessary forms and instructions ready for distribution.

In mid-August, computer reports and related budget data were sent to all departments for preparation of the preliminary requests. Briefing sessions were conducted to assist departmental budget-makers.

The preliminary budgets were submitted just after Labor Day.

Each department, or budgetary unit, submitted its individual requests for operating costs, man hours, material and other expenses by specific activities. Departments involved in capital expenditures submitted their budget needs also. Each department was also required to amend projected costs for the fiscal year 1976.

After reviewing each budget for accuracy, the budget team consolidated reports and submitted the total budget to the General Manager. Department managers then had the opportunity to make presentations to justify their budget requests. Once the final management adjustments were made, the budget team went back to their calculators to complete the tentative budget. The resulting tentative budget of \$336,673,000 was presented to the Chicago Transit Board on December 15 by General Manager George



Busy at "the longest table of the year" -- the budget. Members of the team, left to right, John Harrington, Ed Schalk, Jay DeFranco, Sergio Rodriguez, Claire Glenn, Sam Miller, Bill Parrillo and Mike Landers.

Krambles and Finance Manager Paul Kole. This permitted time for submission of public comments before voting on the budget by the Board at its January meeting.

The budget team is now working with individual departments to make the detailed budget. Costs are allocated by areas and functions for each of the 13 periods that comprise the fiscal year.

During the coming year, the budget team will be conducting budget review meetings for each period. Expenditures of individual departments will be analyzed as to why certain areas are below or above the budget.



August (Elkee) in December in his Santa suit.

People Liked Riding With CTA Santas

Everyone loves a CTA Santa. That was the consensus along State Street during the Christmas shopping season when the State Street Council chartered 10 CTA buses to provide free shuttle service north to Michigan Avenue and west to the commuter train stations. The buses ran from 1100 to 1500 hours, Monday through Friday.

While many riders remember the buses from last year, one woman was so surprised she got off -- and ran to catch a friend to get her to ride the free bus.

Drivers, who work out of the Kedzie garage, were issued stocking caps by the Council. However, one driver, August Elkee, decided not to stop at the hairline. He added a full Santa suit and beard.

"The children loved it," Elkee said.

Other drivers of the Santa buses were Pastoria Aguirre, Eugene Beene, Benjamin Carter, Curtis Coleman, Bennie Garner, Victor Jaknui, Elizabeth Moore, Reuben Thomas, Queen Tiner, Alma Williams, and Roosevelt Wright.

To Keep All 77 Well—

These Doctors Make House Calls On Escalators

When an escalator needs attention, the CTA believes in immediate action.

For this reason, Maintenance has a special troubleshooting force of 17 service men, two inspectors and a clerk. The escalator maintenance group is headed by Walter C. Hallford, supervisor.

This crew attains new eminence now that the complete rebuilding or replacement of 40 longer-service escalators, mostly in subway stations, has been completed with a December 3 "switch on" ceremony at the Clark-Lake station.

The program represented an investment of \$2.7 million, which was funded by the federal and state governments under the CTA's capital improvement program.

The work which was done by outside contractors took three years to complete because of the necessity to prevent shutting down all escalators at one time and because many of the parts had to be custom fabricated. Also, time was needed to disassemble the escalators and determine actual work to be performed.

The CTA has 77 escalators -- the largest number operated by any single organization in the city, according to the Chicago Building Department.

Evan Olmstead, manager of the Maintenance department, says that the escalator group was formed in 1974 while the renewal project was underway in order that it would be in place for a "stepped up" maintenance job when the project was completed and all 77 were in continuing service.

Hallford put the selected members of the group through a 10-week on the job training program. Actual escalators were used at times when certain subway station exits were closed and the escalators did not have to be operative.

Hallford drew upon manuals and reference books from escalator manufacturers and technical publishers to support his teaching.

All 17 escalator service men are members of Local 134, International Brotherhood of Electrical Workers.

"We use the West Shops as our group's headquarters and main storeroom," Hallford says. "We also have small repair shops at Spaulding on the Logan Square-Kennedy rapid transit route, LaSalle-Congress



Richard Kaszniak, left, of Otis Elevator Company, turns key to start the last of 40 rebuilt escalators in the CTA's \$2.7 million escalator renewal program. Helping is Walter Hallford, supervisor and trainer of CTA's escalator maintenance crew, which is now keeping all 77 escalators in continuous working order.

in the Dearborn street subway, Monroe-Madison in the State street subway and at 35th on the Dan Ryan rapid transit route."

The service men work on round-the-clock shifts to assure the continual operation of the escalators. The inspectors conduct regular inspections of all 77 escalators.

The crew is trained to repair all brands of escalators presently used on the CTA system -- Otis, Montgomery and Haughton.

"An escalator can have trouble for any one of 10,000 reasons, because that's about how many parts there are in one escalator," says Hallford.

Besides Hallford, the escalator maintenance group is composed of inspectors Malcolm Simpson and Fred Petrino. The 17 escalator service men are W.F. Glassner, Arthur Maxwell, Edward Flaherty, John Friedman, James P. Kelly, Robert B. Bausch, Richard L. Nelson and Charles W. Coffey.

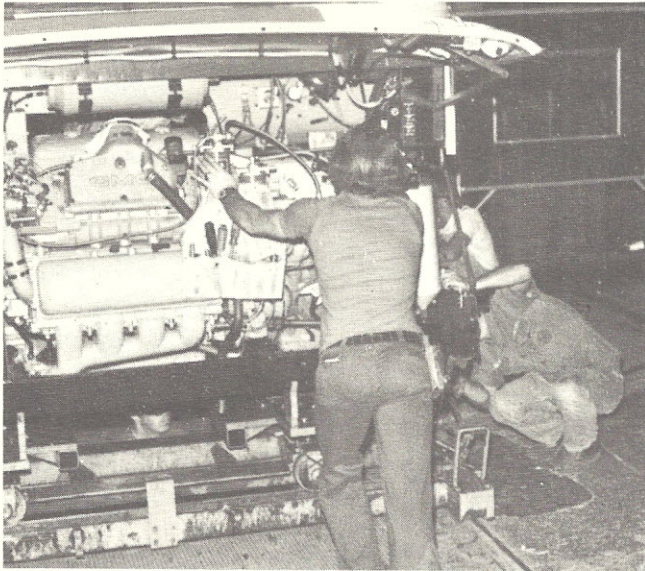
Also John P. Roche, Wilbert A. Post, Walter O. Wyman, John F. Gavin, Peter Califf, Robert F. O'Connor, Nick Nickolas, Jerry Gaba and Allen Grasser. Mrs. Rita Hurley is the group's clerk.

ROTARY CAREER DAY:

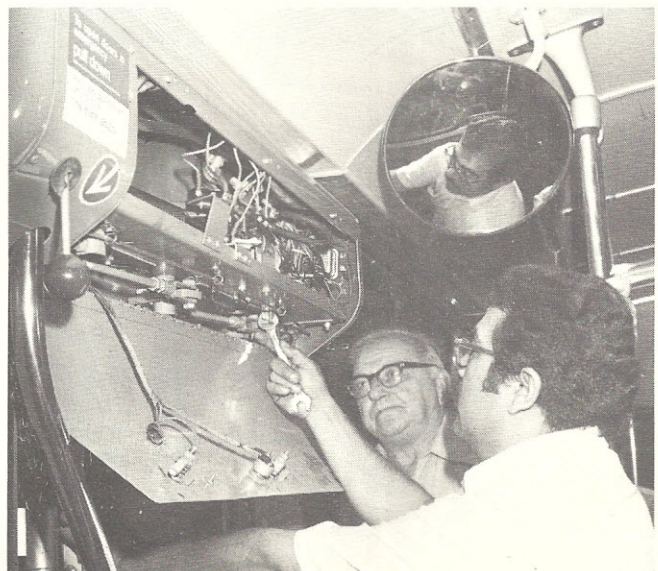
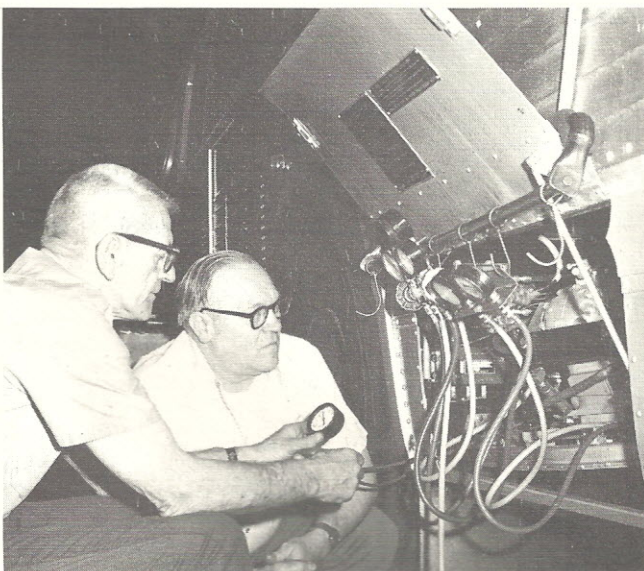
When Rotary Club One of Chicago held its annual Career Day in December, member Harold Geissenheimer, manager of general operations, played host to two young people interested in transit. The students were MacArthur Brantley (light suit) of Harrison high school and Marjorie Della Paz of Roosevelt high school. Here they are shown during their CTA tour with Les Racker, left, of the control center; Geissenheimer; and Ken Korach, street traffic. Following the CTA visit, Geissenheimer had the students as his guests at the regular Rotary Club luncheon.



cta engineering department projects in progress



NEW BUSES IN MANUFACTURE: The manufacture of 200 buses for CTA began October 14 in Pontiac, Michigan. CTA technicians are at the G.M.C. production facility inspecting and monitoring every phase of construction to assure adherence to design specifications. Final delivery is expected by April 1. Upper left: The completed engine assembly is installed in its compartment at the rear of a bus. Upper right: Richard Bryar, CTA technician (right) watches while workmen install ceiling paneling over a bus's roofing insulation. Lower left: Technician Clarence Riley (right) checks dials during testing of air conditioning system. Lower right: A General Motors workman adjusts the rear door operating mechanism under the watchful eye of CTA technician Mitch Kitzman (left).





Bus Passenger Shelters: First of 100 shelters being erected at CTA bus stops went into service in early autumn, 1976, at busy southwest corner of Chicago avenue and Fairbanks street, adjacent to the Northwestern Memorial hospital and medical center. Clear transparent plastic panels, nonbreakable and scratch-resistant, are used for sides and back. Dome-like top is of off-white translucent plastic. Frames are of aluminum with a bronze finish. Sites for most of the shelters have been arranged with the Chicago city government for use of sidewalks and parkways.



Bus Turnaround: A brighter, better-looking corner of Division and Austin is a public service by-product of CTA's recently-completed new bus turnaround. Another is relief of traffic congestion on the street. But, principal advantage, of course, is to CTA riders who have well-lighted, weather-protected areas in which to make transfers and wait for their transportation.



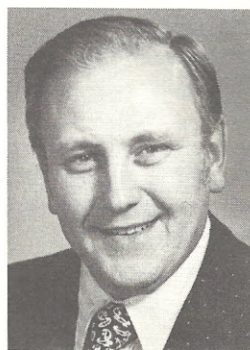
Action On Board Day— Mayor Bilandic Joins In New Bus Inspection

The Chicago Transit Board had a busy day Jan. 5, inspecting new buses and taking key actions at its regular meeting. Here are the highlights:

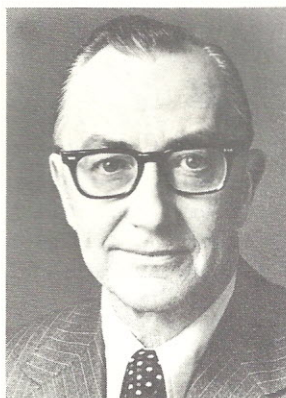
With Chairman James J. McDonough and other CTA Board Members as hosts, Mayor Michael A. Bilandic headed a group of public officials for an inspection of four new buses which were exhibited on the Washington street side of the Richard J. Daley Plaza. Pictured at left are Mayor Bilandic being interviewed, with (to his right) Ald. Vito Marzullo, Chairman of the City Council Local Transportation Committee, and CTA Chairman McDonough, and (to the mayor's left) Marshall Suloway, Public Works Commissioner, RTA Chairman Milton Pikarsky, and Donald J. Walsh, CTA Board Member. The buses were the first to be delivered of the latest order of 200 buses that bring to 1,870 the CTA's total of modern air-conditioned buses. This modern equipment will represent 78 per cent of the CTA's total surface fleet. Over the next three years, the CTA expects to apply for governmental grants for the acquisition of 500 more buses to bring about full modernization.

A contract for \$868,000 was awarded for the construction of a new rapid transit station of modern design at Cicero avenue on the Douglas route in Cicero.

(Photo by R. B. Leffingwell, Courtesy Chicago Sun-Times)



Edward F. Brabec was elected Vice-Chairman of the Chicago Transit Board to fill a vacancy caused by the death last Nov. 26 of James R. Quinn. Brabec, who is business manager of the Chicago Journeymen Plumbers Union, Local 130, became a member of the CTA Board on Oct. 24, 1975, on the appointment of the late Mayor Daley.



Atty. Edward J. Egan, partner in the firm of Burke, Weber and Egan, 33 N. Dearborn st., was appointed by the Board as General Attorney for the CTA. This long-standing position, which is provided for in the state act that created the CTA, has been vacant since 1973 during an administrative reorganization of the CTA. Egan formerly was a Justice of the Illinois Appellate Court, a Judge of the Circuit Court, and first assistant state's attorney of Cook county.

The Board was informed by the staff that running times and on-time performance of the Evanston Express and North-South elevated-subway trains on the north side have been improved by the discontinuance of Evanston Express stops at the Loyola and Morse stations and by the restoration of four-track operation between the Lawrence station and the Howard terminal.

The Board gave final approval to a 1977 operating budget of \$336,673,000. The hold-the-line budget represents an operating cost increase of 9½ per cent due almost entirely to inflation. The budget sets forth a requirement in public funding assistance through the Regional Transportation Authority amounting to 37 per cent of operating costs. This percentage, however, is far less than the percentages of public funding assistance for transit in virtually all other major cities of the United States and the world.

Have To Hand It To Bob— It Is A Ball!

By W. B. Wolfan

Most people may not be aware of it, but one of the world's oldest sports is handball, originated by the Irish in the 10th century. It was introduced in the U.S. about 100 years ago.

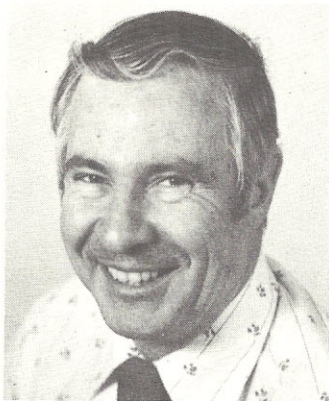
Bob Loughran, RTA Travel Information Supervisor, vouches for the fact that handball is one of the most demanding sports of all from a stamina standpoint.

Bob, who has played the game since he was in his teens, is an outstanding example of a faithful handball loyalist.

He plays twice a week on a 4-wall court at the Irving Park YMCA and has been a regular competitor in YMCA tournaments as well as so-called turkey events in which the winner receives a prize turkey for his efforts.

"Those tournaments have a championship flavor all their very own," says Loughran.

The average fan should entertain no illusions about



handball, a rugged game in every sense of the word.

The handball player is usually an intense competitor who battles it out on a 4-wall indoor court 46 feet long, 23 feet wide, and 23 feet high with a 10-foot backwall.

The players use a hard ball of black rubber which is about 1 7/8 inches in diameter and weighs 23 ounces.

Twenty one points constitute a game. Play begins with a service which consists of dropping the ball to the floor, then striking it with one hand on the rebound. When the ball hits the frontwall first, it rebounds beyond the marked short line, to the floor before hitting the ceiling, backwall or sidewall.

Playing handball requires utmost skill and concentration with quick reflexes. It definitely is a game that obviously isn't for everybody yet is a superb physical conditioning activity for participants.

In Florida, the one wall handball court is popular on the beaches and in public parks. The Chicago Park District has some outside one wall courts here.

Back in the 1950's the U.S. Handball Association was organized in Chicago and the AAU has long sanctioned national competition in handball.

Sports historians claim handball was probably the parent of modern day tennis, which seems to be a logical assumption. Centuries ago in Ireland and England, handball was known as "Fives", signifying five fingers to the hand. The Irish brought handball to California in the 1870's.

The popularity of the sport remains undiminished and the true devotee like Bob Loughran says that despite the advent of the new "in" game of racquetball, he'll stick with his long time favorite, handball.

Banks Eligible For Baseball Hall of Fame

Every time CTA board member Ernie Banks walks through the 7th floor halls of the Merchandise Mart, he has a cheery smile for everyone he meets along the way.

His admirers are legion and hail from all walks of life.

Just the other day the man known as Mr. Cub received some very good news of his own—a New Year's present from baseball.

Banks recently celebrated an important fifth anniversary—five years to the day he retired as an active player.

This makes him eligible for baseball's Hall of Fame under the rules of selection.

At press time predictions were made that Banks will be inducted the very first time his name appears on the ballot of the Baseball Writers Association of America. Thirty-four other players were nominated.

Ernie is deserving of the honor. He was a dream player, a member of baseball's elite.

Purchased by the Cubs from the Kansas City Monarchs in 1953, Banks played 19 years for the club. He continues today in a group sales role for the team.

The statistics proclaim Banks's marvelous baseball talent. He ranks as one of the great shortstops and hitters of baseball history.

Banks, whose wrists of "steel" belie his tall wiry frame, belted out a career total of 512 home runs to tie for ninth place with Eddie Mathews on the all-time home run list for the majors.

Ernie was the home run king of the National League in 1958 with 47 circuit blows and repeated in 1960 with 41. He barely lost the home run derby to Mathews in 1959. Eddie had 46 that year, Banks 45. Ernie also hit 44 home runs in 1955.

Banks is one of the few athletes to win back to back National League Most Valuable Player awards. He did it in 1958 and 1959. Ernie had a batting average of .313 in 1958 and .304 the following year.

In the RBI (runs batted in) department, Banks is eleventh among all time RBI leaders in the Major Leagues with a grand total of 1,636.

Ernie drove in 100 or more runs for the Cubs in eight of the seasons he played for the Wrigleys.

It is considered a great honor to play on a Major League all-star team once. Banks, who played shortstop until his later years when he switched to first base, was selected 10 times as a member of the National League all-star team.

Cooperstown, here comes Ernie!

Man Behind the Transit Ads

Jack Sullivan is not an employee, but he has been in the CTA family longer than many employees.

Sullivan is the Chicago manager of Metro Transit Advertising (a division of Metromedia, Inc.) at 410 N. Michigan Avenue. Zip: 60611. Phone: (312) 467-5200.

Metro acts as advertising sales representative for CTA and most of the major city transit markets throughout the United States.

Sullivan, who graduated from Notre Dame, has been a specialist in transit advertising ever since 1945 when he came out of World War II Army service and joined the Chicago Car Advertising Company.

An affiliation with transit was a natural for Sullivan. It was all in the family. His father was chairman of the board of Chicago Surface Lines before it was merged into the Chicago Transit Authority in 1947.

"After all these years," says Sullivan, "transit remains the best buy in the market. It delivers impressions at only 7-12 cents per thousand. It is perhaps the only medium that makes the impression while the prospect is out of the house, probably on his way to a convenient point of purchase, and doesn't have to be reminded later that he meant to buy your product."

"A packaged product can be displayed in color in its actual size," he continues. "Your car card is riding on public transportation which reaches 95 per cent of the retail outlets."

"And talk about prime time!" he enthuses. "Prime time is whenever your prospect is out on the street."

There has been a rising interest in transit over recent years, Sullivan claims. Industries that demonstrate this include cigarettes and cigars, automobile dealers, financial institutions, wine and liquor, and cosmetics.

"Real estate firms find they can localize their advertising in buses that serve areas in which their developments are located," says Sullivan.

He is particularly pleased with the use of transit advertising by other media such as radio stations and magazines. "They know where the people are," he says.

Sullivan has even noticed a renewed interest in transit among food companies, once one of transit's principal users. And, a recent issue of *Grocery Mfr. Magazine* would seem to bear out this revival.

"For grocery manufacturers, one of the most important consumer segments consistently riding urban mass transit is the ever-increasing number of working women, especially young single and young married gals . . . Almost all of these young women eventually move into prime consumer family groups."

As indicated in the accompanying chart, outdoor space is available on the exterior sides and backs of CTA buses. Outdoor poster sizes ranging from 21" x 44" to 30" x 144" are available on back and sides of the bus.

Interior displays include bulkheads of 22" x 21", car and bus cards of 11" x 28" (the standard size), and 11" x 56" cards.



The advertiser (or agency) prints his own cards on .015 styrene. Sullivan can provide a list of printers who are expert in car card printing if the advertiser requires.

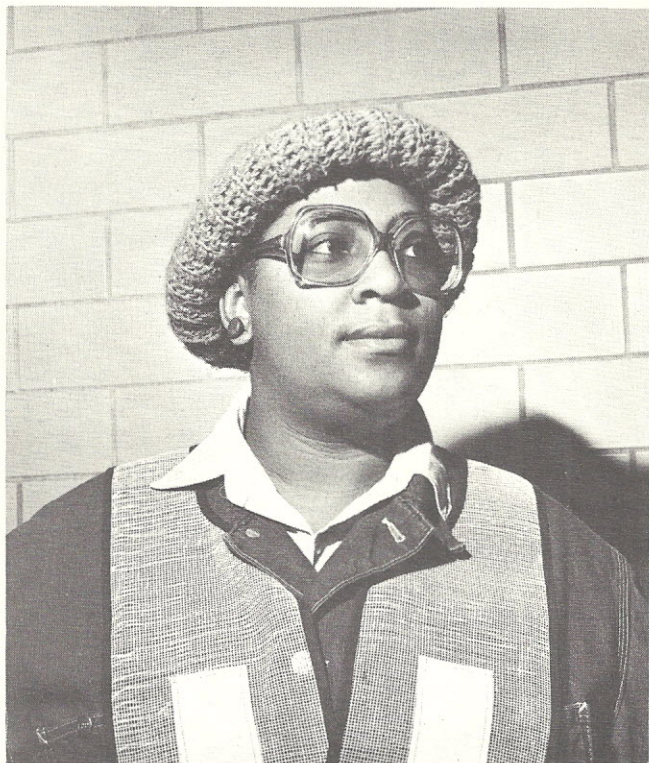
"Take Ones" (which dispense inquiry cards, coupons, and take-home information) are available on all inside cards without additional space charges.

Modern Life (insurance) has been a user of "take ones" in Chicago vehicles for more than 20 years and attributes many millions of dollars worth of contracts to the leads thus produced.

An outdoor advertisement will reach 85 per cent of the population an average of 15 times over a 30-day period, Sullivan says. One bus card in every operating vehicle will reach 50 per cent of the population an average of 28 times in a 30-day period. Sullivan estimates the length of the average bus ride at 23 minutes — so there is ample time for "getting the message."

Adapted from CTA Quarterly, 4th quarter, 1976

First Female Yard Boss Named; Architect, Trainer, Linguist Are Other Promotions



CTA's newest yard foreman is a woman. She is Gurtha M. McDonald, former conductor, West Section, who qualified for the job just one year and three months after joining the company.

Initially, Ms. McDonald is serving as relief foreman, West Section, where she supervises switchmen at 54th Ave., Desplaines, Harlem Ave., or Jefferson Park yards.

Stanley Neeka, former specifications engineer, Materials Management, is now architectural designer, Engineering. Neeka is a licensed architect who worked for more than six years on structural design for the Illinois Central Gulf Railroad. In the same section, Isaac Barho has moved from construction inspector II to construction inspector IV.

Edward L. Moran, Jr., former conductor, West Section, has been appointed training coordinator, Personnel Development. Moran, a former high school special education teacher, is now working as a program developer with the Maintenance Department at TABEC.

Enrique Gonzalez, former bus repairer, 77th, has been promoted to bilingual travel information representative, Management Services. Another new travel information representative is Alonzo Hooper, former bus and truck mechanic helper, South Shops. Also in Management Services, Mike Bruno, former token clerk, Treasury, has been named duplicator operator.

Four new systems analysts at the Datacenter are George Piotrowski, George Arroyo and John Miaso, all former junior computer operators, and Michael Hrad, former garage

instructor, TABEC. Recently named junior computer operators at the Datacenter are Laura Fontana, former key punch operator in the same section, and Robert Sirvid, former bus serviceman, 77th, while Clarence Buthman has moved from tabulating machine operator III to senior operator.

Appointed administrative secretaries in the Datacenter are Nancy Licastro, former property damage clerk, Claims Law & Real Estate; Joan O'Dell, clerk/stenographer, Insurance and Pensions; Gladys Burris, clerk/typist, Personnel, and Carol Aguirre, clerk/typist, Datacenter.

Three former CTA bus drivers are now in Operations Planning. Otis Hynson, 52nd, and John Hoffman, Kedzie, have been named traffic checkers, while Allan G. Lee, Forest Glen, has become a traffic planning technician. New as service truck chauffeurs are Earl McCaskill, former bus driver, 52nd, and Fred Ramos, former bus repairer, Limits.

In Plant Maintenance, former trackman Ralph Hodges is now a helper; Robert Adamowski, former ticket agent, South Section, has become a trackman, as has Willie J. Smith, former janitor in the same section, and Keith Strozewski, former bus serviceman, 77th, has been named steam-fitter helper. Others recently reassigned to Plant Maintenance are clerk dispatchers Josephine Coleman, former travel information representative, Management Services, and Marianna Hunt, former ticket agent, West Section; also, Imogene Redd, former clerk/stenographer, Maintenance, now stenographer.

Three former bus drivers from 69th have been given new assignments in Materials Management: Charles Turner as stock clerk; Otha Barnes, Jr., as clerk, and Sean D. Scott as stores clerk. Another new stock clerk is Willie Whitaker, former token clerk, Treasury. Also in Materials Management, Stores, James Gage, former ticket agent, West Section, has become mobile equipment operator and Jack A. Lira, former box puller, North Park, has been named laborer.

In the Maintenance Department, former bus servicemen Timothy Jacobs, Forest Glen, and Eufrazio Carrion, Archer, are now laborers at Skokie Shop, while Harriette Ibrahim has moved from clerk/stenographer to clerk at the same location. At South Shops, Richard Nagy, former bus serviceman, Archer, has become a sheet metal worker apprentice; Ernest Link, bus serviceman, North Ave., has been named car repairman; Joseph Wydra, laborer at the same location, has been reassigned as bus and truck mechanic, and Robert Plant, former bus driver, North Park, is now laborer.

Now serving as token clerks, Treasury, are Marvin Goldwater, former security officer; Michael Malinowski, of Personnel Administration, and Miguel Manso, former ticket agent, North Section.

Mary A. Burns, former secretarial stenographer I, Corporate Law, has become secretarial stenographer II, Labor Relations; Janice Olson, former stenographer, Employee Relations, has been named secretarial stenographer, Corporate Law, and Diana Griseto, former clerk/stenographer, Employee Relations, has been appointed stenographer, Office Procedures and Budget, Maintenance. Anne M. Bandur, former clerk/typist, Datacenter, has been reassigned as typist, Insurance & Pensions.



Mayor Daley took his last official ride on the CTA on October 6, 1976, when he joined 200 civic leaders and public and industry officials on the inaugural run of CTA's newest rapid transit cars. Bringing greetings from the American Public Transit Association was Louis J. Gambaccini of New York City. Others in the party were Edward F. Brabec, left, of the Chicago Transit Board; Ald. Vito Marzullo, behind Gambaccini, chairman of the City Council's Local Transportation Committee; and CTA Chairman James J. McDonough.

A Memorial Resolution For Richard J. Daley (Adopted By Chicago Transit Board January 5, 1977)

WHEREAS, the Members of the Chicago Transit Board were deeply saddened by the death of Richard J. Daley, Mayor of the City of Chicago; and

WHEREAS, the Members of the Chicago Transit Board join with the citizens of Chicago and the Nation in mourning the loss of an exemplary public servant, a man whose leadership, service and example made Chicago a model of stability and growth among the nation's cities; and

WHEREAS, Mayor Daley was a man of uncommon foresight in recognizing the importance of comprehensive public transportation to the health of the metropolitan area and the welfare of its citizens; and

WHEREAS, Mayor Daley was unceasing in his commitment to public transportation throughout his career, a commitment exemplified by the fact that as a State Senator in 1945 he sponsored the Metropolitan Transit Authority Act, under which law the Chicago Transit Authority was created; and

WHEREAS, other examples of Mayor Daley's dedication to the cause of public transportation abound, among them his support of rapid transit facilities on the median strips of

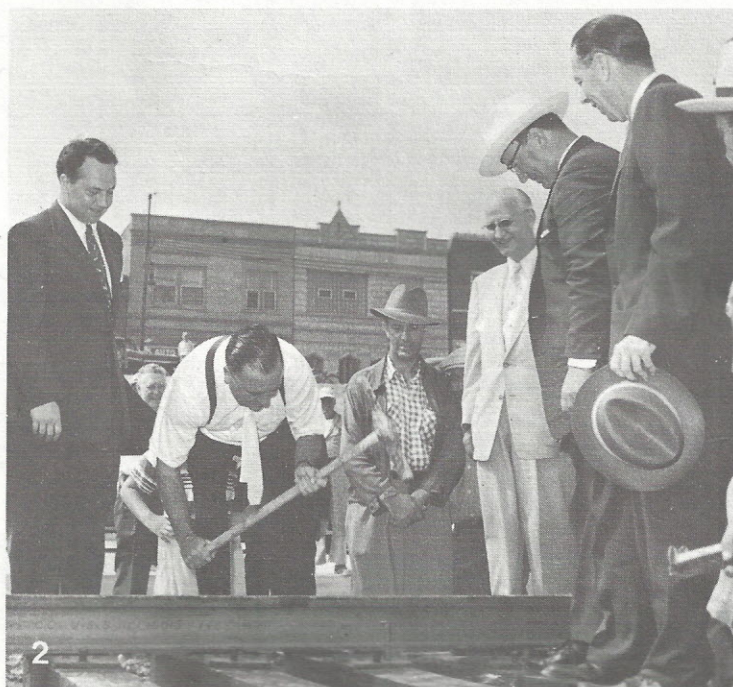
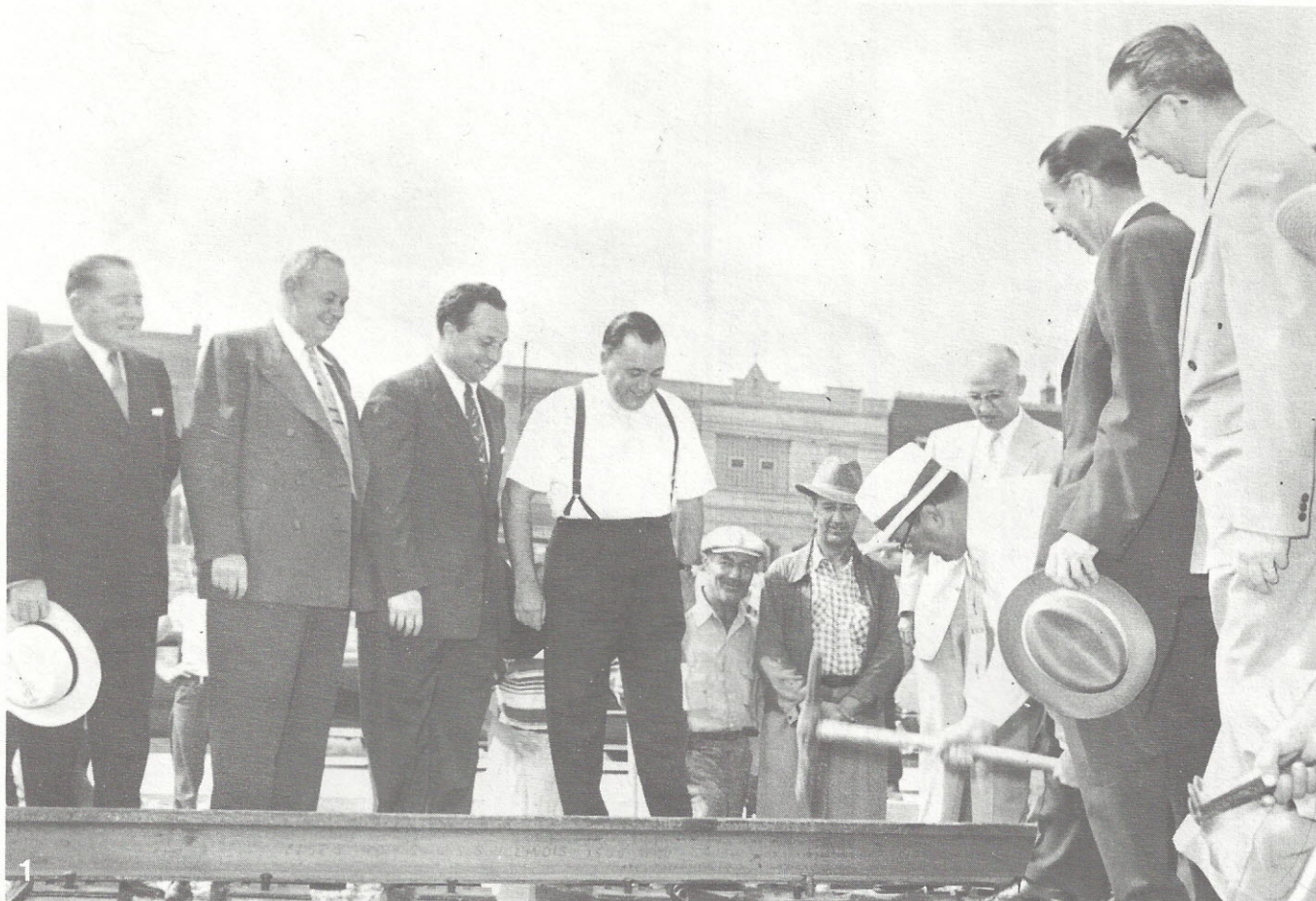
Chicago's expressways, and his advocacy of the Regional Transportation Authority; and

WHEREAS, in our sorrow, we must express our gratitude for his efforts on behalf of public transportation and our heart felt regret that the citizens of Chicago have lost a great mayor and the Chicago Transit Authority has lost a great friend; Now, therefore:

BE IT RESOLVED, that the Members of the Chicago Transit Board, in a meeting assembled this 5th day of January, 1977, 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.

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
Memorial Portfolio Jan. 1977



On July 28, 1955, the newly-elected Mayor Daley headed a delegation of city officials at the laying of the first rail for service on the Eisenhower route, the world's pioneering rapid transit in the median strip of an expressway. In Photo 1 CTA Chairman Virgil E. Gunlock was showing the shirt-sleeved Mayor Daley how to drive a spike. Watching, left to right, were Alderman P. J. Cullerton (38th), Alderman Thomas

Keane (31st), Alderman Daniel R. Ronan (30th), Alderman Vito Marzullo (25th), Public Works Commissioner George L. DeMent (later CTA Chairman), and William W. McKenna, CTA Board member. In Photo 2 the Mayor finished driving the spike. In Photo 3 the Mayor and members of the delegation walked the ties to inspect the right-of-way.



Photo 1 shows Mayor Daley symbolically sawing a crossing gate to signal the elimination of 22 CTA grade crossings through elevation of the Lake street line west of Laramie in October, 1962. Sawing also was Seymour Simon, president of the Cook County Board; between the two men was Alderman Paul T. Corcoran (37th). In Photo 2 on January 9, 1963, Chairman Virgil E. Gunlock put the Mayor behind the wheel of one of CTA's new buses. In Photo 3 the Mayor drove the original Chicago horse car which ran in State street; the occasion was a parade celebrating the 20th anniversary of the passage of the CTA Act. In white, Chairman George L. DeMent; the conductor was Art Krickow, superintendent of the CTA training center. In Photo 4 the Mayor greeted transit industry passengers during the Institute for Rapid Transit inspection of the newly-opened Dan Ryan route in June, 1969. In Photo 5 CTA's Kay Corcoran pinned the Mayor as "first passenger" on the Kennedy extension in January, 1970; Congressman Daniel Rostenkowski stood next to Chairman DeMent on the left.





Over the years, Mayor Daley participated in many significant CTA events. In Photo 1 in June, 1969, the Mayor congratulated the late Walter Jogerst, motorman for an inspection ride on the new rapid transit route in the median strip of the Dan Ryan Expressway. Commissioner of Public Works Milton Pikarsky, later CTA Chairman and now RTA Chairman, was at the left; next to the Mayor was CTA Chairman George L. DeMent. In Photo 2 in December, 1972, the Mayor issued the first senior citizen reduced fare permit to 94-year-old Mrs. Jessie Barnes, a regular CTA rider; this was during the chairmanship of Michael Cafferty, shown at left. In Photo 3 on October 30, 1976, the Mayor stopped by the CTA's booth at the Holiday Folk Fair on Navy Pier. Accompanying the Mayor, at left, was Alderman Michael Bilandic (11th), now the Mayor of Chicago. Attendants at the booth were, left to right, Manager Tom Buck, Betty Edwards and Bill Baxa of CTA Public Affairs.



Time out

Things to do in the Chicago area

with Anit Leppiks

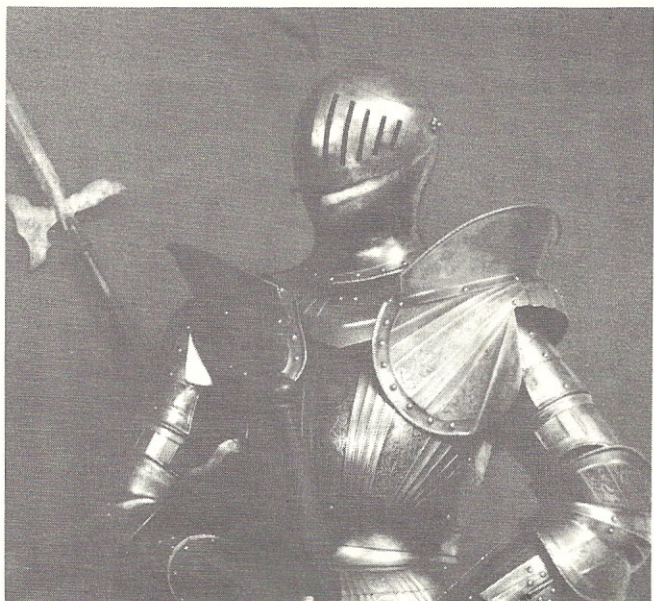


Peek Behind The Curtain (The Balzekas)—

The Baltic countries - - Latvia, Lithuania, and Estonia - - are still nations captive to the rule of communism, effected during World War II. We hear little of what goes on behind this "iron curtain" - - whether science has developed, the arts are flourishing, or if industry has reshaped the vast farmlands of these countries.

But, in one small building on Chicago's near south side (4012 Archer), one can glimpse into the real glory that one such Baltic land, Lithuania, possessed. The Balzekas Museum of Lithuanian culture has it all.

Chicago has this unique treasure because Stanley Balzekas, a locally-born Lithuanian, decided that his little fatherland ought to have a cultural museum somewhere in the U.S. And, Chicago was the logical choice because he lived here.



You seem to relive the chivalry of Richard the Lion Hearted when you examine the intricate engraving on one of the museum's suits of armor. Lithuania was the western power that prevented the Mongol hordes from invading Europe. You can see a spear used during the reign of Grand Duke Mindaugas (1236-1263), who united Lithuania into one state.

The influence of this proud people goes back even further, as evidenced by the Baltic amber found in the tombs of the Greeks and Egyptians. Amber - - the fossilized golden-colored sap from giant pine trees which flourished 60 million years ago, has been found on the Baltic coast since the Stone Age.

During Greek and Roman civilizations, amber nuggets, used in jewelry, were valued more than gold. The museum's collection starts with chunk nuggets from 2500 B.C. taken from the hoard at Akhmim, in upper Egypt, and continues through the cigarette holders used in 20th Century Europe.



Other display areas are devoted to peasant and commercial textiles; rare maps; intricately designed, hand painted eggs; religious objects and everyday goods produced in Free Lithuania.

An extensive library is available to scholars researching the Balts.

The second floor houses special art and photographic exhibits. You can browse through one of the most complete collections of Lithuanian stamps and coins; examine wall hangings, national costumes, wooden shoes (klumpers), and a replica of a chest in which a father's dowry for his daughter's wedding was accumulated.

There is a small shop with handcrafted leather goods, amber, and books. Dolls dressed in native costume are also for sale.

The museum is open daily from 1300-1600. Admission is \$1; Children, 50¢.

Take CTA No. 62 Archer-Cicero or Archer-Harlem bus south from State street to California; walk back ½ block.



What Is The Last Word?

Processed -- By These CTA Women

What we popularly call CTA's "Stenographic Services section" is really the company's word processing group.

Says Supervisor Joan Fitzgerald, "The word 'steno' is misleading because no one here actually takes steno."

Word processors may sound like a fancy name for people who are essentially typists. But this job requires more than just good typing skills.

For one thing, the electronic equipment used is far more sophisticated than the ordinary typewriter. Each of the six women in this group have taken several days of special training to learn how these machines operate.

One piece of equipment records information on magnetic cards as the operator types it out on paper. The cards can then be stored for future use as in the case of form letters.

Another machine records on tape and provides a video screen on which the operator may view the entire page at one time. A companion console unit then prints out a completed page as fast as 350 words per minute while the operator is preparing the next page.

Then there is the statistical typewriter with the 20 inch carriage for those pages which go beyond the standard 8½ x 11 size -- plus a complement of standard electric typewriters and dictaphone equipment.

Says Joan, "We are there primarily to help anyone who needs help on reports, manuscripts, proposals, speeches, or other projects of a special nature. Our work is not the kind of thing that a typist can do in a few minutes, but we can get it out pretty quickly because we have the capabilities of electronic equipment."

Those projects mean reams of paperwork, and some of the bigger ones include Accounting's financial reports, Engineering's specifications for bus and rail as well as lengthy briefs from Claims.

Some projects have run 1,000 pages or more. If it happens to be a rush job, then everyone gets in on it.

The gamut of projects and assignments ranges from letters and speeches to manuscripts, contracts and charts. The blotter-size CTA phone directories come out of Steno as well as the cross-index file for the CTA library.

"It is a fascinating department to work in," says Joan, "because you get an overall picture of what everyone else in the company is doing."



The most important machine among these word processors is the video screen typewriter. In action at the controls is Mary Imamura, with Joan Fitzgerald, supervisor of Stenographic Services, giving pointers. Watching intently are (from left) Niela Baronick, Patricia Jacobs, Michelle Walker, and Shirani Gunawarda.

Joan has been handling this kind of work for CTA since 1949. Stenographic was then part of the Accounting Department, and, she says, most of the projects were typed on ditto sheets which then had to be run off by the typist.

"Many times I would come home with purple between my toes," she recalls. "Those were the good (?) old days."

The acquisition of the special equipment came within the last two years when Stenographic came under the wing of Administrative Services.

The present staff includes Niela Baronick, Shirani Gunawarda, Mary Imamura, Patricia Jacobs and Michelle Walker.

The new machines have undoubtedly made "Steno's" job easier and the work a lot faster. But, much credit has to go to the girls for helping to bring the electronic word to CTA.



Year-End

Transformation

Why, Santa, your son looks just like you! Actually, these "doubles" are Santa's helpers, distributing candy canes to riders on Christmas Parade day, 1976, courtesy of Jewel and CTA. But, the one on the left is the son (Ernest) of Colette Power, Claims. They were among a goodly number of CTA volunteers that Saturday.



This picture by Jerry Tomaselli, Sun-Times Photo, accompanied newspaper's story on rescue of woman from frigid Lake Michigan. Satisfaction at having saved a life is written on the faces of June Johnson, left, a jogger on the lakeside, who summoned off-duty CTA bus driver Anthony Gibson to help pull the woman from the waters. Both have been recommended for citizens awards. (Reprinted by permission of Chicago Sun-Times, Inc.)

Off-duty bus driver Anthony F. Gibson (North Park Garage) responded obligingly when a lady jogger flagged down his car on Lake Shore Drive and asked for help in rescuing a woman who had fallen into Lake Michigan. Gibson and another samaritan -- an FBI agent -- then helped pull the woman from the lake. According to the Sun-Times report of the incident, First District Police Captain Larry Lyons is recommending that Gibson, the jogger and the FBI agent be given citizens awards for their heroism.

"Recently I rode the CTA's Douglas route and was impressed by one of your women conductors (Gurtha McDonald, West Section)," writes Marie A. Nichols, of Cicero. "She called out the stops beautifully and gave courteous attention to passengers' questions. In general, she conducted her duties in a pleasant and business-like manner."

####

George Conditt, Jr., rail service supervisor, North Section, rescued a young girl who had fallen to track level between a standing train and the Merchandise Mart station platform. The 4-year-old girl had unexpectedly left her mother's side and began boarding the southbound train behind another woman. Suddenly, the woman backed off the train, bumping the child and knocking her off balance. The girl fell, screaming, down to track level. Conditt, standing a few feet away, yelled to the conductor to hold the train, threw himself down on the platform, and called for the girl to grab his arm, quickly pulling her to safety. Rosemarie Hemzacek, CTA travel information representative, witnessed the incident and wrote Customer Service to commend Conditt for "his fast thinking which saved the child's life."

####

A blind man boarded a North-South train at Howard and asked conductor Joseph Blake (South Section) about transferring to a westbound train in the Loop. Blake made a better suggestion for the transfer, took the passenger to other CTA personnel at the Fullerton platform and asked them to make sure the blind man got on the proper train. "He did all this politely and efficiently," observed Northwestern University professor James V. Wertsch in a letter to CTA General Manager George Krambles. "Mr. Blake's concern for handicapped passengers is an excellent example of how people who care about their jobs can make public service in Chicago work better."

Another example of the importance of a bus driver's emergency alarm provides "the story behind the story" to a recent Sun-Times report on a shooting at Madison and Pulaski. The newspaper account tells how the suspect entered the bus on Madison, shot a man with whom he had started a quarrel, fled, and was then apprehended by police on another CTA bus shortly thereafter. The reason the police arrived so quickly -- quickly enough to catch the westbound CTA bus which the suspect had boarded after the shooting -- was that Dorothy Lofton (Kedzie Garage), driver of the first bus, summoned them at once with the alarm button.

####

A 76-year-old rider who says "my running days are over" writes to thank Otis L. Hynson (52nd St. Garage), Drexel/Hyde Park driver, for stopping and waiting "until I could cross the street and board the bus." Ms. Mildred S. Robinson, of South Indiana Ave., says, "I was very thankful for his kindness. I noticed he was unusually thoughtful and courteous to all passengers as they boarded or departed."

####

Janitor Elijah Brown has been commended by his supervisor, Robert A. Roesing, Maintenance, for helping to thwart a hold-up and apprehend a suspect at the Garfield station on the North-South route. Under threat of blowing up the station with dynamite, the suspect had forced the ticket agent to leave the booth and lie on the floor, along with Blake, while he emptied the cash drawer. Moments later, a concession stand operator entered the station. Brown signaled him and the man struck the suspect with a bottle as he was leaving the booth. Brown helped hold the suspect until police arrived.

####

"It was a very gloomy day, but driver #9351 (Cornell L. Grant, 69th St. Garage) made it a cheery day with his smile and happy response." That's what Mrs. Lillian Schell, of North Washtenaw Ave., says about her ride on a Western Ave. bus to visit her husband in the hospital. She says Grant was "very clear in calling all the streets and telling people to have a nice day and not to forget their umbrellas."

####

CTA's first aid training course for employees produced rewarding results recently for a 77th Street bus driver. Bennie L. Horns cut his head and knee severely in an accident at the garage. Raymond J. Colello, assistant garage superintendent, who had helped teach the company's first aid course, placed Horns on the floor and applied pressure to his head wound, binding it tightly with a clean handkerchief. At the same time, Colello asked driver James H. Adway to apply pressure to the artery above Horns' knee. Horns was later taken to St. Bernard's Hospital where doctors sewed 10 stitches in his head and another 17 in his knee.

####

"Driver #9801 (Robert Martinez, 52nd St. Garage) on the #2 Hyde Park Express route shows constant concern for the safety and comfort of his passengers," writes Mrs. Jacqueline M. Heyden of North Hermitage Ave. "He answers inquiries with a polite and thorough reply. He even turned around and asked the passengers if the temperature in the bus was comfortable for them."

commendation corner

New Mayor's CTA Supervisor Is One Of First Well-Wishers



Early caller at Mayor Bilandic's office, as the new mayor began his term, was CTA retiree Elweard Williamson, center, who served as the mayor's CTA supervisor back in 1941. With Williamson, when he called on the mayor, was CTA Chairman James J. McDonough, left.

One of the first Chicagoans to call upon Mayor Michael A. Bilandic to wish him well in his new position was Elweard T. Williamson, a CTA retiree who once had been the mayor's supervisor.

It was in the summer of 1941 when, as a temporary employee, Bilandic worked under Williamson on a track repair crew of the Chicago Surface Lines, one of the predecessor companies to the CTA.

"You taught me how to use a pick," said Mayor Bilandic as he greeted Williamson.

"And you taught me how to speak Croatian," responded Williamson. "I appreciated that job very much because I needed to earn money for college," Bilandic said.

Picks were used by the track repair crew, Williamson explained, to remove granite blocks between streetcar tracks.

"I remember that we did a lot of work on the south side and that we also worked downtown in State street, realigning the streetcar tracks to make way for the construction of the State street subway," said Mayor Bilandic.

Williamson, who is 78, retired in 1963 from the CTA, where during his last eight years he had worked in the claims department. With offices at 6042 S. Michigan ave., Williamson is active as a notary public and a claim adjuster.

cta pensioners

The Next Meeting of the CTA Senior Citizens Retirement Organization Will Be Held Monday, Jan. 31, 1977, at: Mangam's Chateau, 7850 W. Ogden, Lyons. Cocktails: 6 PM to 7 PM; Dinner promptly at 7 PM. Program: "Drive To Win...And Live" -- brush-up on Rules of the Road the fun-way. Our speaker will also be m.c. in a TV-type Quiz Show with prizes.

Ladies Day

Ladies will be honored at the Tuesday, Feb. 8, meeting of the CTA Pioneers. Pinky Moran, who handles reservations (RO 3-6379) urges that all members or prospective members bring their wives. There will be a special entertainment program. For the dancing pleasure of guests, music will be provided by Aldo of Italy. Place is The Golden Flame, 6417 W. Higgins road, corner of Nagle avenue. Lunch price is \$3.

Rail Book Sales Success Is Credit To CTAers--

Reports Jon Hahn's (substituting for vacationing Bill Herguth's) People column in the Dec. 29 Chicago Daily News: "... Model train and Chicagoana fans are making a run on Vol. II, 'Chicago's Rapid Transit/1947-1976' according to engineers at All-Nations Hobby Shop on Madison ... The 10 x 9, 256-page, heavily-illustrated book owes much to volunteer CTAers and CTA cooperation: Walter Keovil of Engineering is co-editor. Assisting were John Humiston and Retiree Les Reichard of Skokie Shop, Art Peterson and Tony Schill of the Mart. George Krambles, despite his busy schedule, gave freely of his time and his collection of electric railway photos, from which many in the volume were drawn. Other illustrations were provided by Art Tonner of Photo, and Bob Heinlein and Jack Sowchin of Public Affairs. Much information was provided by Gene Sullivan of CTA's Anthon Library and Bea Susman of Skokie, with Mary Boski, Mr. Krambles' secretary, coordinating requests. Providing liaison were Public Affairs Manager J. T. Buck and Bill Baxa.

Our Baby Legend— Who They Are Now

1. Ed Schwamb, Assistant Garage Superintendent, Limits; 2. Ronald Ricks, Conductor, Howard St.; 3. Marvin B. Hildbold, Rail Traffic Supervisor--North District; 4. Burt Bosan, Training Aids Technician II, Personnel Development; 5. John Baxter, Assistant Superintendent, Transportation--Near North; 6. Dorothy Parker, Ticket Agent, Belmont Station, Kennedy rapid transit; 7. Fred Limmel, Retired Superintendent, Control Center; 8. Larry Suscy, Board Member; 9. Jimmy Carter, President, U.S.A. (Photo courtesy UPI); 10. Steve Martin, Civil Engineer, Engineering; 11. James Blaa, Manager, Transportation; 12. Maria Lopez, Clerk II, Employee Relations; 13. Roy Wilson, Instructor, Archer; 14. Olga Rodriguez, Stenographer I, Engineering; 15. Jackie Holmes, Unit Supervisor, Agents; 16. Richard Bretz, Motorman, Howard St.; 17. Angelo Bianchini, Chief Clerk, Howard St.; 18. James J. Roche, Director, Utility; 19. John Joyce, Day Foreman, Forest Glen; 20. Anita Curtis, Superintendent, Employment & Placement; 21. JoAnn Knudsen, Office Equipment Clerk, Management Services; 22. Russell Gunderson, Chief Clerk, Forest Glen; 23. Lawrence Oomens, Instructor, Limits Training Center; 24. Robert Bravi, Supervisor, District B; 25. Walter C. Stone, Operations Control Analyst; 26. Edith Carr, Bus Driver, Forest Glen (first female line instructor); 27. Mitchell Marnowski, Bus Driver, Forest Glen; 28. Dolores Walker, Bus Driver, 52nd St.; 29. Ed Brabec, CTA Vice-Chairman; 30. Colette Szczepanek, Secretarial Stenographer III, Transportation; 31. John A. Kurinec, Bus Driver, Forest Glen; 32. Barbara Martin, Stenographer I, Personnel Administration; 33. Robert E. Ryan, Yard Foreman, Kimball Terminal

IN MEMORIAM

WILLIE F. ALEXANDER, 57, Maintenance, Emp. 4-07-55, Died 11-26-76
HARRY J. BAILEY, 78, South Shops, Emp. 9-16-29, Died 11-26-76
ELMER J. BRAUNHOLD, 69, Kedzie, Emp. 5-16-39, Died 11-26-76
MELVIN W. BRIDGES, 94, Clark, Emp. 10-09-09, Died 11-12-76
STEVE CLEMONS, 84, South Section, Emp. 5-08-22, Died 11-16-76
FRANK COLEMAN, 86, North Avenue, Emp. 7-14-20, Died 11-27-76
MATO CURAK, 85, Way & Structures, Emp. 9-04-20, Died 10-20-76
HARRY E. DETTREY, 71, North Park, Emp. 12-11-28, Died 11-30-76
GEORGE W. DEUTER, 65, Claim, Emp. 2-23-48, Died 11-15-76
ERVIN A. DIETZ, 77, North Avenue, Emp. 9-10-29, Died 11-12-76
JOHN W. FITZPATRICK, 68, Keeler, Emp. 11-15-43, Died 11-04-76
ERNEST M. FOX, 80, District B, Emp. 3-02-22, Died 11-13-76
RICHARD C. GISINER, 69, Security, Emp. 6-10-41, Died 11-30-76
RALPH GRAGIDO, 54, 69th Street, Emp. 12-09-46, Died 12-02-76
JAMES F. GRIFFIN, 79, Utility, Emp. 6-20-26, Died 11-30-76

NELSON HALL, 78, North Section, Emp. 10-19-43, Died 11-01-76
WILLIAM J. HANNON, 69, Schedule, Emp. 7-14-37, Died 11-29-76
EDGAR L. HINES, 73, Skokie Shop, Emp. 4-14-47, Died 11-22-76
HENRY A. HONINGS, 82, Wilson, Emp. 12-20-26, Died 11-16-76
FRANZ J. JANATA, 77, West Section, Emp. 5-28-18, Died 11-08-76
ERNEST JOHNSON, 72, Limits, Emp. 11-11-25, Died 11-15-76
JOHN KACZAR, 69, North Park, Emp. 2-20-51, Died 11-24-76
CORNELIUS KELFKENS, 86, South Shops, Emp. 8-27-19, Died 10-07-76
WILLIAM L. KENNEDY, 71, Kedzie, Emp. 12-17-26, Died 11-03-76
EDWARD KRASULA, 69, South Shops, Emp. 10-17-44, Died 11-07-76
LEO LABARBERA, 79, Const. & Maint., Emp. 6-26-41, Died 11-20-76
LOU MAHER, 56, Kimball, Emp. 5-15-50, Died 11-17-76
FRANK J. MARTELLO, 71, South Shops, Emp. 4-16-41, Died 11-24-76

PERCY G. McDONALD, 84, Stores, Emp. 10-18-26, Died 11-13-76
JOSEPH M. MURPHY, 72, Forest Glen, Emp. 4-01-42, Died 11-07-76
MICHAEL PAULE, 90, West Shops, Emp. 1-08-23, Died 11-25-76
CHESTER PAWLOWICZ, 53, North Section, Emp. 2-16-68, Died 11-17-76
PETER J. PLUTA, 69, Engineering, Emp. 8-05-44, Died 11-01-76
ROMAN PRITT, 62, North Section, Emp. 6-19-58, Died 12-08-76
JAMES R. QUINN, 85, Transit Board, Emp. 10-01-47, Died 11-26-76
EDWARD RASMUSSEN, 87, North Avenue, Emp. 10-30-18, Died 11-26-76
SADIE W. ROWE, 85, West Section, Emp. 5-08-44, Died 11-06-76
ERNEST E. SCHILLO, 90, Beverly, Emp. 7-20-21, Died 11-06-76
JOHN SIMON, 79, Engineering, Emp. 7-05-16, Died 11-26-76
CARL O. SKIE, 76, Limits, Emp. 11-17-27, Died 11-27-76
JOHN J. STACEY, 88, Way & Structures, Emp. 8-07-45, Died 11-17-76
ED STANISZEWSKI, 57, 54th Terminal, Emp. 5-15-61, Died 12-20-76
ARTHUR VAN GUILDER, 71, Accounting, Emp. 12-31-28, Died 11-29-76

NEW PENSIONERS

JOINING THE ranks of the retired on January 1 were the eight employees pictured here who had 40 or more years of transit service each with CTA and its predecessor.



K. H. McNEELY
43 Years



R. W. PETERSON
42 Years



S. J. GARRO
41 Years



J. P. SHEA
40 Years



C. E. EVENSON
40 Years



J. J. O'CONNOR
40 Years



W. C. SWAIN
40 Years



T. J. QUALTER
40 Years

ALEXANDER D. ADAMS, Janitor, Maintenance, Emp. 10-24-55
MORRIS E. ANDERSEN, Operator, North Avenue, Emp. 6-12-46
AUDRA H. ANDERSON, Ticket Agent, North Section, Emp. 10-12-63
JUOZAS M. BAGDZIUS, Carpenter, South Shops, Emp. 8-21-50
JOHN J. BARBER, Collector, 77th Street, Emp. 5-04-37
JOHN J. BARRY, Clerk, South Section, Emp. 2-11-42
TRYGVE C. BERG, Operator, Forest Glen, Emp. 8-08-42
KATHRYN BATINA, Records Clerk, Schedules, Emp. 7-26-43
RENE E. BIARD, Asst. Foreman, Forest Glen, Emp. 11-06-42
CHRIST BORCIC, Bus Repairer, Beverly, Emp. 10-31-47
AGIS R. BRAY, Operator, Beverly, Emp. 12-06-48
JAMES D. BROGAN, Asst. Superintendent, Forest Glen, Emp. 8-22-41
THOMAS A. BYRNES, Bus Repairer, North Avenue, Emp. 9-06-45
FRANK R. CALPIN, Yard Foreman, South Section, Emp. 9-04-45
ANTHONY J. CANOVA, Collector, Limits, Emp. 4-17-43
CHARLES CARNES, Bus Serviceman, Beverly, Emp. 4-15-46
EDWARD CHEBO, Bus Repairer, Archer, Emp. 5-21-47
VITO M. CINQUEPALMI, Trackman I Maintenance, Emp. 6-04-41
ANTHONY S. CIUCIO, Laborer, Materials Management, Emp. 9-16-41
JAMES H. COBURN, Operator, Forest Glen, Emp. 9-09-42
HENRY J. COELYN, Supervisor, District B, Emp. 5-15-41
RUSSELL D. COLLINS, Operator, Kedzie, Emp. 7-10-41
MELVIN COOK, Unit Supervisor, Maintenance, Emp. 4-15-46
ARTHUR T. COOPER, Chief Clerk, Kedzie, Emp. 12-15-42
HOWARD S. CORDT, Substation Attendant, Maintenance, Emp. 11-01-46
ALFRED A. DAUS, Foreman, Skokie Shop, Emp. 3-30-37
THOMAS J. DIVER, Operator, North Park, Emp. 5-05-42
RAYMOND E. DOBSON, Supervisor, District A, Emp. 1-02-41
JAMES J. DOLAN, Operator, North Park, Emp. 9-17-42
LEONARD S. DOLBERT, Repairman, Forest Glen, Emp. 12-17-46
RAYMOND J. DROPE, Foreman A, 77th Street, Emp. 4-02-42
JOSEPH C. DUNN, Assistant Superintendent, Special Investigations, Emp. 11-30-42
ROBERT C. DURFEE, Operator, Forest Glen, Emp. 7-29-43
HOWARD R. DUVERDIER, Conductor, Howard Street, Emp. 10-27-45
HERBERT W. ELKE, Controller, Operations Control, Emp. 11-20-40
MAURICE A. ELLIOTT, Sr. Inspector, Security, Emp. 8-17-48
CHRISTIAN E. EVENSON, Coordinator, Claims Law, Emp. 6-13-36
JOSEPH J. FORCHIONE, Operator, Forest Glen, Emp. 6-06-46
AUGUST FORMANEK, Operator, Archer, Emp. 5-13-41
WILBUR FREDERICKSEN, Operator, North Avenue, Emp. 10-22-41
ANNA M. GARRITY, Clerk I, Purchasing, Emp. 2-21-44
JAMES C. GARRITY, Repairman, Limits, Emp. 8-28-50

SALVATORE J. GARRO, Adjuster, Claims Law, Emp. 1-28-35
CARL W. GIBES, Director Personnel, Transportation, Emp. 8-13-41
JOSEPH R. GILIO, Collector, Kedzie, Emp. 9-12-46
LOUIS J. GLOWACKI, Operator, Forest Glen, Emp. 6-03-46
THADDEUS R. GORSKI, Operator, Kedzie, Emp. 8-19-41
BENJAMIN U. GULLY, Collector, 77th Street, Emp. 10-16-45
RICHARD A. GUSTAFSON, Operator, North Park, Emp. 8-11-41
MAXWELL E. HAMILTON, B & T Specialist, South Shops, Emp. 2-27-46
HAROLD P. HANSEN, Operator, North Avenue, Emp. 8-12-41
RAYMOND HERT, Operator, Limits, Emp. 10-10-45
ARNOLD HODO, Operator, 77th Street, Emp. 8-13-46
THEODORE F. HOELLEN, Clerk, Forest Glen, Emp. 7-13-36
CARMEN W. IACULLO, Operator, Limits, Emp. 7-18-44
EDWARD M. IGNACEK, Operator, Archer, Emp. 11-18-42
IRVING JOHNSON, Senior Clerk, West Shops, Emp. 10-03-42
EDWARD T. JURCZAK, Instructor, District C, Emp. 10-12-48
EDWARD KARKOCKI, Claims Representative, Claims Law, Emp. 11-17-41
WALTER KAWECKI, B & T Specialist, South Shops, Emp. 5-24-33
FRANK P. KENNY, Operator, North Park, Emp. 11-16-45
PATRICK J. KENNY, Unit Supervisor, Archer, Emp. 6-22-39
WILLIAM KERRIGAN, Supervisor, District A, Emp. 9-22-42
MINNA H. KING, Ticket Agent, North Section, Emp. 4-25-59
FRANCIS C. KNAUTZ, Special Asst., Gen. Administration, Emp. 8-07-42
JOHN E. KOERBER, Operator, Beverly, Emp. 8-26-37
JOSEPH KOPINSKI, B & T Mechanic, South Shops, Emp. 3-09-49
ROCCO J. LABON, Operator, Forest Glen, Emp. 2-18-42
ROBERT G. LAFFERTY, Repairman, Forest Glen, Emp. 4-05-47
VICTOR A. LAULETTA, Dist. Superintendent, District D, Emp. 11-28-41
GUSTAV W. LEMAR, Operator, Forest Glen, Emp. 4-27-42
CARL A. LIDZBINSKI, B & T Mechanic, South Shops, Emp. 8-12-47
FREDERICK LIMMEL, Rel. Dist. Supt., Operations Control, Emp. 8-16-44
MICHAEL J. LUCAS, Operator, North Avenue, Emp. 8-26-42
ANTHONY J. LULLO, Prod. Clerk I, South Shops, Emp. 7-15-47
BENNIE MALONE, Tractor Operator, South Shops, Emp. 3-23-54
DANIEL J. MANZO, Box Puller, Forest Glen, Emp. 11-24-41
GERALD J. MATHIEU, Traffic Checker, Schedules, Emp. 1-12-42
EDITH L. MAURO, Ticket Agent, West Section, Emp. 7-31-54
WILLIAM McCLANAHAN, Supervisor, South District, Emp. 12-04-45
KENNETH H. McNEELY, Supervisor, Accounts Receivable, Emp. 10-23-33
KENNETH A. MILLER, Operator, North Avenue, Emp. 4-22-42
JOHN P. MITARAKY, Operator, North Park, Emp. 8-08-46
STEPHEN D. MOSNY, Manager, Medical, Emp. 11-15-41

(Cont. Page 18)

Knautz, Mosny, Gibes, Brogan, Lauletta, O'Connor

'77 Is Retirement Signal For

New year means a new life to a number of the most familiar names in the CTA family. For January first is the most prevalent retirement time.

In salute to the many who have served public transportation in Chicago so well - - and in various capacities - - Transit News has



Fran Knautz

Fran Knautz has been serving as special assistant to the manager of General Administration.

Previously, Knautz had been manager of Personnel and, earlier, superintendent of Public and Employee Relations. During his term as personnel head, Knautz was elected president of the National Association of Suggestion Systems.

Knautz began his Chicago public transportation career as a clerk for the Chicago Surface Lines at the then Lawndale Garage. That was in 1942.

His management positions at CTA include those of superintendent of job classifications, superintendent of employee relations, and assistant secretary of the Chicago Transit Board.

Knautz attended Austin high school and Northwestern University. During his business life, he has continued management education at both the University of Wisconsin and Marquette University.

Knautz and his wife, Rose, have three sons - - Robert, Ronald, and Roger.

They are continuing their residence in the Edgebrook area after retirement and Knautz is beginning a "second career" in real estate sales.

"Doc" Stephen D. Mosny is one man almost everybody in CTA has met. As manager of the Medical Department, with offices in the Mart, Mosny and his associates conduct all physical examinations of entering employees.

Doc's medical expertise has been invaluable to the CTA in establishing health standards for CTA and in analyzing medically-related benefits to be provided by the CTA and legislative testimony to be presented. He has frequently written on family health subjects for Transit News.

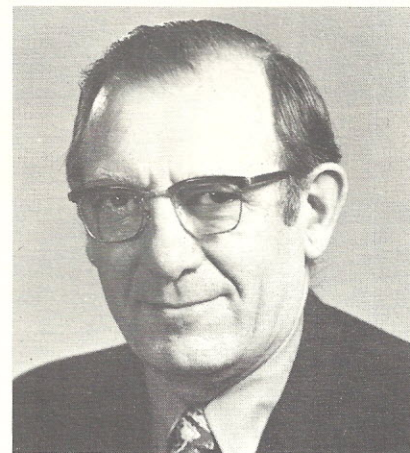
Mosny was hired as a physician by the predecessor Chicago Rapid Transit Company in 1941.

A resident of Downers Grove, he may soon be a New Englander. Shortly before the holidays, he left for an extended visit at Holliston, Mass., with his daughter, Karen, and his grandchildren.

While there, he is doing some looking around for a prospective retirement site, helping in community services, and engaging in his favorite hobbies: bowling, square dancing, and fishing.

Mosny lost his wife a couple of years ago and he believes a "change of scene" may prove beneficial to him. He also has a son, Russell.

The doctor graduated from the University of Illinois Medical School and did his internship at Grant hospital. His high school in Chicago was Harrison.



Dr. Mosny



Carl Gibes

Carl Gibes is one of the best known men in Transportation. He retires as special assistant to Manager James R. Blaa and, for a considerable period, he was in charge of personnel for the entire division.

Gibes joined the Chicago Surface Lines in 1941 as a conductor, working out of the Archer Garage.

He has been a CTA instructor, dispatcher, garage superintendent, and superintendent of all operating personnel.

Transportation of some kind has been Gibes' life. In World War II service, he was in the Air Force and he kept up his reserve flying status in civilian life. He served as an instructor in twin engine pilot training in Columbus, Miss.

When he moves to his retirement base in Arkansas, Gibes has selected the community of Jackson Heights because it is near the Little Rock Air Force base.

The Gibes's (his wife's name is Hildegard) have been living in Hickory Hills. They have two children, Ronald and Shirley Ann.

Gibes attended Austin high school and Northwestern University, where he majored in accounting.

Some Of CTA's Famous Names

selected six representative CTA people to present in this issue.

All are wished well in their new retirement careers. And may the Transit News continue to be the communications link between their retirement locales and CTA's continuing activities.

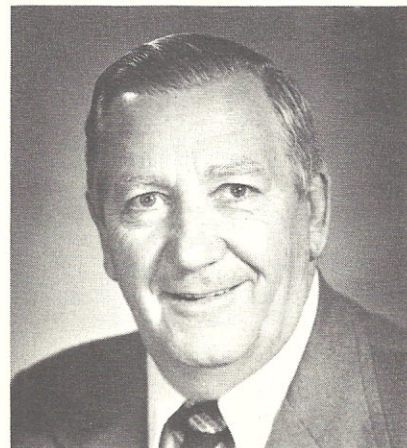
The assistant garage superintendent at Forest Glen - - James Brogan - - plans to move to Pontiac, Ill., shortly after the first of the year and spend his retirement watching over a business in which he has an interest.

The business is a Chevrolet dealership that goes by the name of Lynn. In addition, Brogan will do a little cross-country traveling.

Brogan joined the Chicago Surface Lines in 1941 as a motorman, working out of Lawndale Garage.

He was promoted to supervisor in 1959, became an instructor in 1963, and has held his garage superintendent post since 1973.

The Brogans (his wife's name is Evelyn) have been living in Northlake. They have two daughters, Carol and Diane.



James Brogan



Victor Lauletta

Vic Lauletta is moving to Lenexa, Kan., after the month of January. He has no detailed plan for retirement activity. He just plans to take it easy and "see what develops."

Lauletta came aboard with Chicago Surface Lines in 1941. He worked out of Limits as a motorman.

At CTA, he has moved up the ladder from district supervisor, and relief district superintendent, to full-time superintendent of District D.

Vic and Marion Lauletta have made their home on Chicago's North Side during his CTA service. They have two daughters - - Georgene and Vickie.

Joseph J. O'Connor retired January 1, marking the end of 107 years, or three generations, of work in Chicago transit.

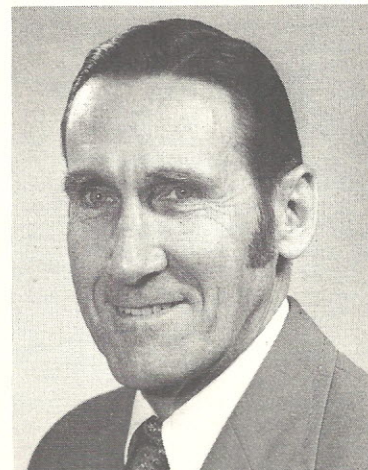
O'Connor, who leaves his job as superintendent of office procedures and budget in engineering, says his father and grandfather were talking "shop" for as long as he can remember. Like his father, O'Connor's only ambition was to follow his father's footsteps.

Grandfather Jerry O'Connor worked as a general foreman of a track gang, building extensions to Chicago City Railway lines. He started in 1885 when it was not unusual to work 10-12 hours a day, seven days a week.

While O'Connor's father, Joseph, a division superintendent of the Chicago Surface Lines, did not have as many scheduled hours as his father did, his job demanded he be "on call" 24 hours a day. O'Connor says, with a wry grin, that "of course" these calls usually came in the middle of the night.

However, he says there were advantages in being raised in a transit family. O'Connor says his father worked straight through the depression, and never got a cut in salary. He saved and invested wisely enough to educate 12 children - - five of them through college and two on to further degrees.

O'Connor's CTA career has dealt with surveying and time studies on location and research and map-making. As he departs for a retirement European trip, he may wonder if it is a conclusion of his history at CTA. But who knows - - he does have two sons still in school.



Joseph J. O'Connor

NEW PENSIONERS (Continued)

WILLIAM NEAL, Operator,
Kedzie, Emp. 8-09-51
CARL O. NELSON, Operator,
Forest Glen, Emp. 6-10-46
WALLACE L. NELSON, Lineman,
Maintenance, Emp. 4-01-43
SIDNEY A. NETTLES, Car Repairman A,
61st Street, Emp. 8-01-44
JOSEPH J. O'CONNOR, Superintendent,
Office Proc. & Budget, Emp. 6-03-36
EDWARD W. O'DAY, Car Serviceman,
Howard, Emp. 1-30-52
JOHN OHLMAN, Operator,
North Park, Emp. 4-02-46
HAROLD O'MALLEY, Mail Clerk,
Adm. Service, Emp. 9-02-42
PATRICK O'SHEA, Laborer,
South Shops, Emp. 10-24-47
JAMES W. PATRICK, Operator,
North Park, Emp. 5-18-46
ROBERT W. PETERSON, Clerk,
North Park, Emp. 5-25-34
LEONARD H. PHILLIPS, Operator,
Archer, Emp. 5-08-58
JEROME PIERCZYNSKI, Supervisor,
Central District, Emp. 5-20-41
HENRY J. PRANGE, Operator,
Forest Glen, Emp. 10-10-45
EDWARD H. PRICE, Operator,
Beverly, Emp. 5-21-46
THOMAS J. QUALTER, Supervisor,
Maintenance, Emp. 7-07-36
EDWARD A. REYNOLDS, Sheet Metal Wrker.,
Skokie Shop, Emp. 10-22-51
GEORGE ROGERS, Track Welder,
Maintenance, Emp. 6-19-46
CHARLES P. SANDRIK, Janitor,
Kedzie, Emp. 8-25-41
WILLIAM A. SCHMARJE, Machinist,
South Shops, Emp. 2-09-48
FLOYD L. SCHREIBER, Ticket Agent,
South Section, Emp. 8-06-66
JOHN P. SHEA, Foreman,
Maintenance, Emp. 6-10-36
WALTER F. SHIPYOR, Collector,
77th Street, Emp. 11-16-43
DAVID SIMPSON, Supervisor,
District C, Emp. 4-28-42
WILLIAM J. SLADKY, Painter,
Maintenance, Emp. 11-28-45
HARRY D. SOREGHEN, Med. Technician,
Medical, Emp. 8-02-37
EDWARD G. STUPAY, Operator,
Archer, Emp. 8-20-41
WALTER C. SWAIN, Chauffeur,
Utility, Emp. 11-27-36
HELEN J. TOTH, Material Claim Clerk,
Materials Management, Emp. 10-20-44
FRANK C. TROILA, Operator,
Kedzie, Emp. 2-18-42
GLENN VANDERFLUTE, Laborer,
Skokie Shop, Emp. 8-11-45
JOSEPH VARGA, Operator,
North Park, Emp. 8-29-52
PHILIP J. VITALE, Repairman,
Forest Glen, Emp. 10-17-46
OTHA WASHINGTON, Upholsterer,
South Shops, Emp. 10-28-52
CHARLES J. WEYER, Instructor,
District C, Emp. 8-01-45
BENJAMIN F. WITT, Operator,
North Avenue, Emp. 7-24-41
ROBERT J. WITTENBERG, Clerk,
North Avenue, Emp. 11-28-41
EDWARD WUJOWICZ, B & T Mechanic,
South Shops, Emp. 3-13-43
FRANK W. ZALOUDEK, Repairman,
Forest Glen, Emp. 12-04-47
ADAM A. ZARAZA, Carpenter A,
South Shops, Emp. 11-21-66

Service anniversaries in January

40 years



J. P. Flynn
Congress



R. C. Schageman
Passenger Controls



H. W. Davis
Howard-Kimball



L. O. Geisheimer
Limits

35 years

R. L. Blyth, Jefferson Park
R. Catanese, Desplaines Maint.
L. Edel, North Section
M. A. Kristman, Harlem Maint.
A. Modelski, Ashland
J. A. Moone, Archer Maint.
M. M. Neffas, Materials & Payables
F. M. Poznanski, Archer
E. Tasher, 52nd Street

DISABILITY RETIREMENTS

ZAVIE ARTIS, Trackman II
Maintenance, Emp. 12-05-47
EARNEST PATRICK, Operator,
77th Street, Emp. 3-09-70
BUFORD A. RAWLS, Operator,
77th Street, Emp. 1-30-51
IRVIN F. SCHANK, Operator,
Forest Glen, Emp. 6-19-43
EILEEN A. SHEA, Ticket Agent,
West Section, Emp. 11-15-40
CHARLES R. WILLIAMS, Operator,
Kedzie, Emp. 11-27-53

30 years

H. A. Andler, North Park
W. T. Barbour, Electrical
P. Christino, Chairman C.T.B.
A. Citro, Harlem Maint.
A. L. Dickson, Douglas-Congress
E. E. Epley, Kedzie Maint.
B. E. Fitzpatrick, Stores West
H. J. Friedl, Claims
F. R. Griffin, Electrical
O. J. Grigalunas, Beverly
J. C. Hoover, 77th Street
A. E. Johnson, Rail Service
R. Johnson, 77th Street
C. L. Kolodziej, Bldgs. & Grounds
V. M. Kruse, Electrical
R. J. Kusek, North Avenue
M. L. Kuzniar, Bridges
J. J. Leonard, Douglas-Congress
G. W. Morsi, North Avenue
E. Nelson, South Shops
L. P. Olandese, Adm. Services
J. Overall, Track
P. E. Price, 52nd Street
A. D. Rhode, North Avenue
F. P. Rowinski, Kedzie
J. T. Rusin, Howard-Kimball
T. M. Satkus, Beverly Maint.
S. L. Shimkus, South Shops
G. W. Simmons, Howard-Kimball
E. Sprovieri, Utility

25 years

A. Benn, 52nd Maint.
W. Benuzzi, Kedzie
M. T. Berry, Treasury
G. J. Fico, Beverly Maint.
W. C. Jackson, Kedzie
A. A. Jacques, North Avenue
J. J. Jancko, Archer
L. F. Jones, Beverly
E. E. Odle, Forest Glen
A. C. Smith Jr., 77th Street
J. H. Sprags, Kedzie

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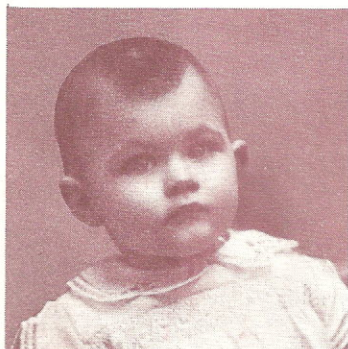
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Address Correction Requested

More New Year's Babies
(identities, Page 14)



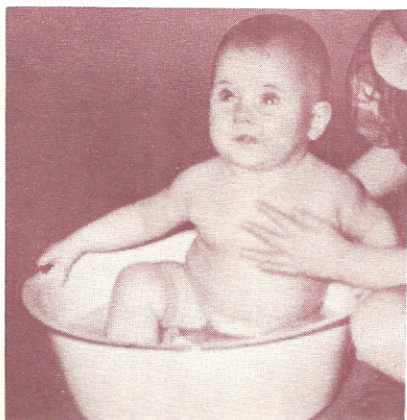
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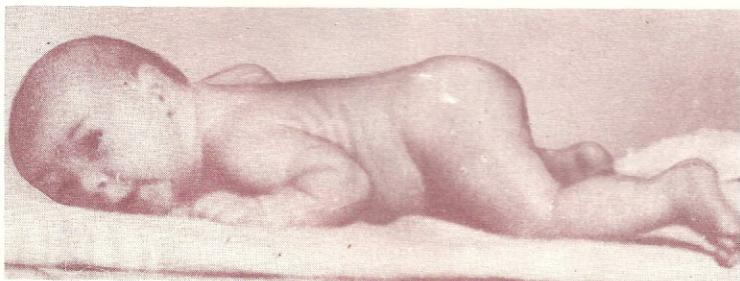
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