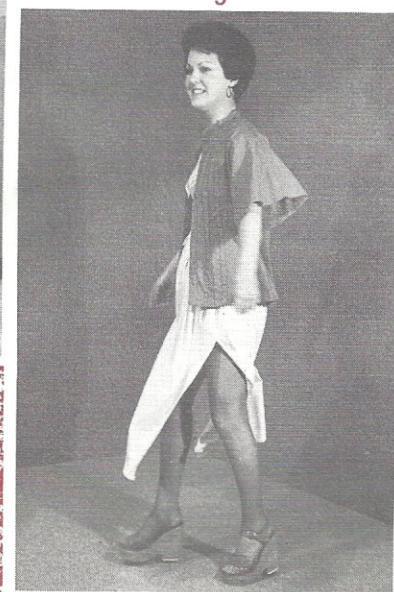
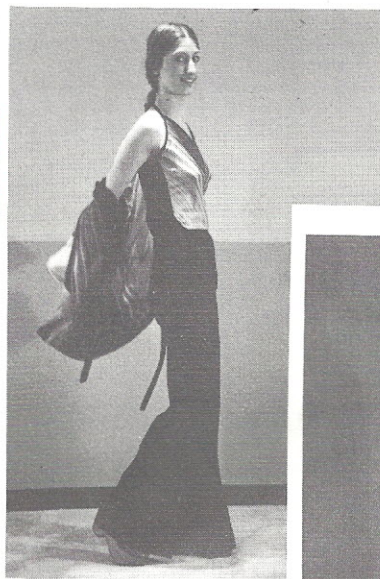
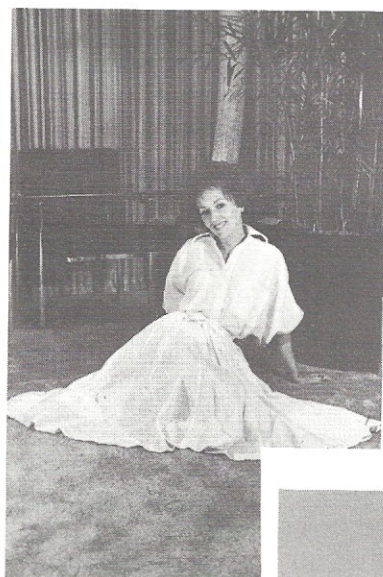


cta girls in fashion whirl



Twenty-three CTA women have been performing as high-style fashion models recently -- and doing a very professional job of it.

The reason? To add scenic effect, charm, and CTA identification to an editorial feature on the new Wolf Point Apparel Center which will appear in the first 1977 issue of the CTA Quarterly.

The new Apparel Center addition to the Merchandise Mart complex makes this CTA destination even busier and creates increased ridership by both local people and thousands of out-of-town visitors.

CTA provides excellent service to the Mart Center with the recent No. 125 Water Tower Express stopping at the Apparel Center itself and connecting with the fashionable retail shops and hotels on North Michigan avenue and with the railroad stations -- and with the No. 149 Stateliner connecting the Mart Plaza with the Loop and southward locations.

The Apparel Center, with 1,000 rooms on 13 floors, is thus a logical subject for a Quarterly article.

For women readers especially, the display of fashions from the Apparel's first market heightened interest -- and the "neighbor girls" from CTA were photographed wearing the clothing in fashion magazine technique and style.

DORIS WINFREY (3), purchasing clerk, did a high jump at the photographer's suggestion to show off an emerald green French luxury suede gaúcho suit. The pants are accented with side slit pockets and a zippered fly-front, matched with a blouson drawstring jacket.

As the lady on the go, DIANE WEIR (4), general operations clerk, took to the floor to show off a two-piece, white polycotton mesh ensemble. The full swirling skirt is topped off with a matching drawstring shirt blouse with three-quarter length puffed sleeves.

Play togs are a must in every woman's wardrobe. Modeling such sportswear were Stenographic employees SHIRANI GUNAWARDANE (8), dictaphone typist, wearing a two-piece hot pink and navy blue striped short set made of T-shirt fabric, and PATTI JO JACOBS (6), mag-card operator, sporting a navy blue and cream colored hooded tunic coat in the same fabric, edged with piping and secured with a cream colored braided rope belt. Her cream denim slacks have a semi-flared leg.

T-shirt fabric was selected for KATHY KINNAHAN (19), library file clerk. Her navy blue tunic with boat neckline and side slits is a coverall for the matching white slacks. The tunic is piped in white.

RITA KRUEGER (9), Purchasing Department contract clerk, boasted a casual look in a three-piece coordinated ensemble made of polycotton. Her white peasant skirt is gathered at the waist, slit high on each side, and held with a tiny tie string belt. She wore a sleeveless white T-shirt with low scoop neckline topped off with a pleated-front red overblouse.

Bus drivers OPHELIA ELLIS (21) of 77th Street Garage and PATRICIA HODGE (14) of Archer Garage were clad in three-piece sets consisting of a shirt-jac, sun hat and matching shoulder bags. For Ophelia, it was a Casablanca blue set. Her sun hat in neutral straw with medium turned down brim is secured with a blue head band matching the shirt-jac and shoulder bag.

Patricia wore the Sausalito multi-colored striped ensemble. Her sun hat has a wide brim turned up all around and secured by a multi-colored striped scarf attached to the inside of the hat, which drapes under the neck to give a scarf-like effect.

A must in every woman's wardrobe is a rain-or-shine coat. Better yet, a hooded poncho rain suit such as that selected for SUE THIEME (10), management development coordinator, Personnel Development. It comes in light blue or khaki, and has a wrap-around skirt to match.

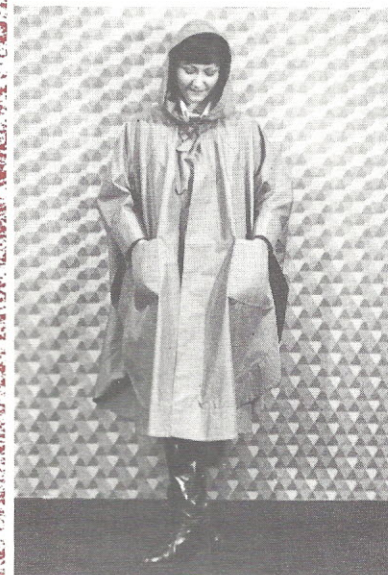
ALICIA TOMLIN (2), receptionist in Materials Management, has a jaunty look (photographer's cue again) in a black and white plaid raincoat. Main feature of the coat is a stand-up ruffled collar with wide matching tie belt, giving the coat a full gathered look. Without the belt, the coat has a tent-like style. Completing the outfit is a triangular matching scarf that doubles as a neck or head scarf.

MARY ANN JAGODZINSKI (20), executive supervisor and secretary to the general manager of Finance, wears a metallic wrap around raincoat. Mary Ann posed for pictures in the lobby of the Apparel Center, next to the welded aluminum structure "Disc" by Tom McClure.

Posing for the "cover girl" shot in the Quarterly, GERTIE HECKER (18), witness location clerk, Claim Department, alights from a CTA bus in a soft shell red all-weather coat and carrying an umbrella with matching tote bag. The umbrella and bag have a red, white and blue hand-painted design and compliment the unlined smock style coat. For versatility, there is a matching wrap-around belt to give the coat a fitted look.

A basic dress or suit is practical for every woman's wardrobe and will go anywhere in the fashion world.

10



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17



EDNA SOUTHWORTH (24), buyer in the purchasing section of the Materials Management Department, poses next to the "Loopus", a steel structure designed by Mark Overs, and wears two-piece striped acrylic knit dress appropriate for any occasion. The semi-flared, A-line skirt is complimented by a pullover cowl-neck sweater with long sleeves and deep cuffs.

MARY BOSKI (17), executive secretary/superintendent of the General Manager's office, gets her collar adjusted by Betty Edwards (left) of the Public Affairs Department. Bill Nétzky, owner of the Lantry Leathers showroom, looks on approvingly as Mary gets ready for photos of the navy blue two-piece French luxury suede suit. The skirt is A-line with a matching blazer.

"On a cool day" one can see secretaries such as CLAIRE COX (12) of the Insurance and Pension Department in a washable acrylic knit two-piecer -- a navy blue box-pleated skirt with matching long-sleeve top, trimmed in white with a "yacht club" motif in center front.

LAURA PRENDERGAST (13), typist in the General Manager's office, proudly modeled a Lady Manhattan long-sleeve polyester shirt. The navy blue and white abstract design can be matched with slacks, skirts or suits.

As a sub-unit supervisor on the rapid transit, LUCRETIA RUSSELL (1) shows off in a two-piece off-white suit. A slit in the left side of the skirt makes walking easy. She is wearing a black quiana-knit shirt blouse to compliment the suit.

Bold and subtle geometric prints are the up and coming designer specialties, such as the one worn by ELLEN MUNRO (15), attorney in the general law section of the Corporate Law Department. Ellen gets a final adjustment made on her scarf by one of the showroom attendants.

IRMA MUNIZ, (7), clerk typist in the Pension Department, whipped off her wrap-around jacket for the photographer to reveal a jump suit with halter neckline. The black acrylic suit is complimented by a multi-striped bodice.

An off-duty lady bus driver likes loads of jewelry. She is FELICITA BORGES (11) of Forest Glen Garage. The cameraman caught Felicitia admiring a wide variety of costume jewelry, such as the butterfly pendant she is wearing.

For "after five" attire, the editors selected a caftan designed by Nicolle of Chicago, a long hand-screened formal made in Hawaii, and an Eva Gabor street length cocktail dress.

Modeling the caftan was OLGA RODRIGUEZ, (23), stenographer in the Engineering Department. Worn over a long formal, the multi-colored striped silk chiffon with matching scarf can also be worn over evening pants.

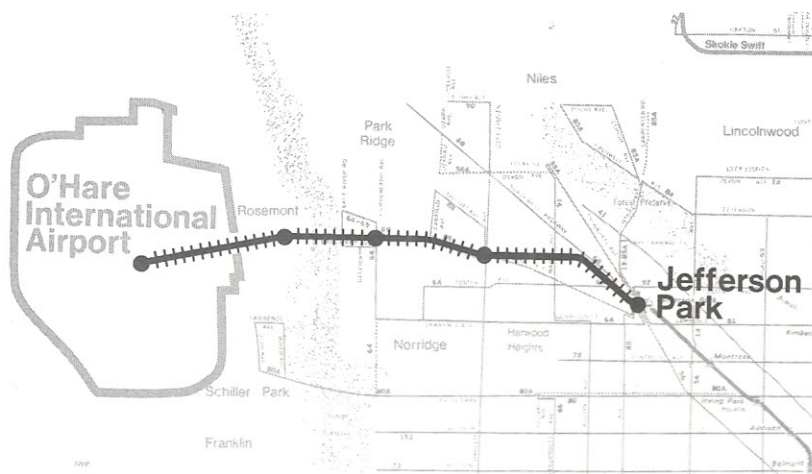
BONNIE LINDHAHL (22), library page, promenaded in a beautiful one piece formal. The skirt has splashes of large hand-screened flowers that match the wrap-around bodice of the dress.

CHARLENE CABAI (5), executive secretary in the Personnel Department, could have danced all day to show the fullness of her elegant Eva Gabor street length cocktail dress. A dark brown quiana knit, its long line waist is topped off with a low V-neck, long puffed sleeves with deep cuffs, and a gold chain belt.

It was "center stage front" for the camera and light crew (16) during the photographing session of CTA models. Holding light for photographer Jack Sowchin on model Lucretia Russell are Ani Leppiks on the left and Betty Edwards, who coordinated the project. Various showrooms throughout the Apparel Center were used for the modelling and photo sessions.

In summing up the fun and enjoyment in doing this show, all the women participating mutually agreed that it was a real challenge. For many of them it was a "first" in modeling.

Board Previews New Projects



The Chicago Transit Board at its February meeting heard a special report by George Krambles, General Manager, on plans by the Chicago Public Works Department to proceed as quickly as possible with two major transit projects - the extension of the Kennedy rapid transit route to O'Hare International Airport and the transformation of State street into a transit mall. A federal grant of \$5 million for engineering work gave the go-ahead signal for the O'Hare extension, which is expected to be completed in late 1979 or early 1980. Work on the transit mall is expected to begin this summer and be completed by Thanksgiving of 1978. For the nine blocks from Wacker drive to Congress street, State street will be reduced from six lanes to two lanes, with the two lanes being for exclusive use of buses and emergency vehicles.



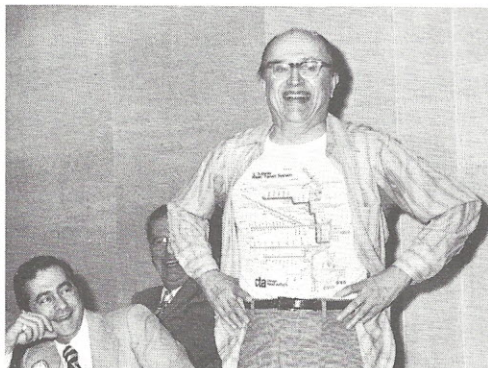
Jack Sullivan, general manager of Metro Transit Advertising, presented CTA Chairman McDonough with a check for \$546,166, representing the last payment of the CTA's share of revenue in 1976 for the sale of advertising on CTA vehicles and at stations. With such advertising sales setting a new high record, the CTA's revenue from this source was \$1,190,000, as compared with \$800,000 in 1975.

Plans for more CTA bus shelters and new public address systems for rapid transit stations were included in applications approved by the Board for additional modernization funds. To accelerate its improvement program, the CTA is seeking an additional \$26.7 million, mostly in federal and state funds. The 150 shelters would be in addition to 100 erected since last October as an initial program. The first necessary step for improving communications with riders would be engineering and design work for an extensive public address system in stations and on platforms.

Other Board Highlights

Board Member Ernie Banks saluted on his selection to the Baseball Hall of Fame (see following page).

CTA Personnel Fool Mother Nature. See story on page 9 relating the events which took place on the coldest day of the century in Chicago -- Jan. 28.



Later in the meeting Krambles modeled a prototype of a CTA T-shirt that is expected to be on the retail market in early spring. The T-shirts, with colorful designs of the rapid transit routes and bus stop signs, are being marketed under a contract by which the CTA will receive a royalty of 5 per cent of net sales.



Recognized by the board were CTA personnel from North Avenue Garage which won three of four safety awards for 1976 (Transit News, December, Page 10) and rang up its safest year ever. Shown in the picture are (left to right) Harold Geissenheimer, general operations manager; J. P. (Pat) Hallahan, area superintendent; Ernie Banks, board member; Ward Chamberlain, garage superintendent; Paul Kadowaki, superintendent of instruction; James Blaa, transportation manager, and Simeon J. Dagle, Jr., instructor.

ATTABOY, ERNIE!

By W. B. Wolfan

The Chicago Transit Board honored member Ernie Banks at its Feb. 2 meeting with a special program praising the achievements that have earned him a place in baseball's Hall of Fame. Banks will be inducted into the Hall of Fame at Cooperstown, N.Y., on Aug. 8 this year. Acting Chairman James McDonough read a board resolution commending Banks for receiving the most coveted honor in baseball on the first ballot. WGN TV's Jack Brickhouse provided a 4-



Jack Brickhouse: his script appears below.

Exercising what she called her "prerogative as the only woman board member", Mathilda Jakubowski salutes the new Hall of Famer with a kiss.



Hey, Hey! We're on the air today in the CTA Board Room to congratulate Ernie Banks - - our Mr. Cub.

He was elected to the Hall of Fame the first time around and believe me, no one deserves it any more than Ernie does.

He'll be back wearing good old No. 14 at Wrigley Field this summer and I want to see all of you out there to watch Ernie hit a few fungoes in batting practice.

He has a new assignment in group sales and to help Manager Herman Franks at the park.

Ernie Banks is an asset to anybody - - the Cubs, the CTA - - you name it. He's the all-time favorite of Cub fans everywhere and of yours truly as well.

How Ernie could hit that ball! He had wrists of steel and don't forget - - besides those 512 home runs, he hit 407 doubles and 90 triples in his lifetime career.

And what an RBI man he was!

Eight times Ernie batted in more than 100 runs a season. He led the league twice in that department.

And he was a very good fielding shortstop, too - - one of the best.

One full season Ernie made only 12 errors - - the fewest number by a regular shortstop in baseball history.

And how they cheered when Ernie hit Homer No. 500 at Wrigley Field. The place went up for grabs that afternoon.

And how about Ernie Banks day on August 15, 1964?

That was something else. Forty thousand people gave Ernie an ovation that was so tremendous that my eardrums almost burst. That was a day to remember.

I can't count all the thrills Ernie Banks gave me in broadcasting hundreds of games that he played with the Cubs.

Ernie always gave it everything he had. I know he wanted a pennant so badly that it broke his heart when we blew it to the Mets in 1969.

Do you remember when Ernie blasted out those grand slam home runs - - five of them in 1959 alone?

What a thrill that was every time Ernie would clean the bases. You got your money's worth in the good old ball park.

And of course the only guy to come close to Ernie in the most valuable player category was Joe Morgan of Cincinnati's world champion Reds.

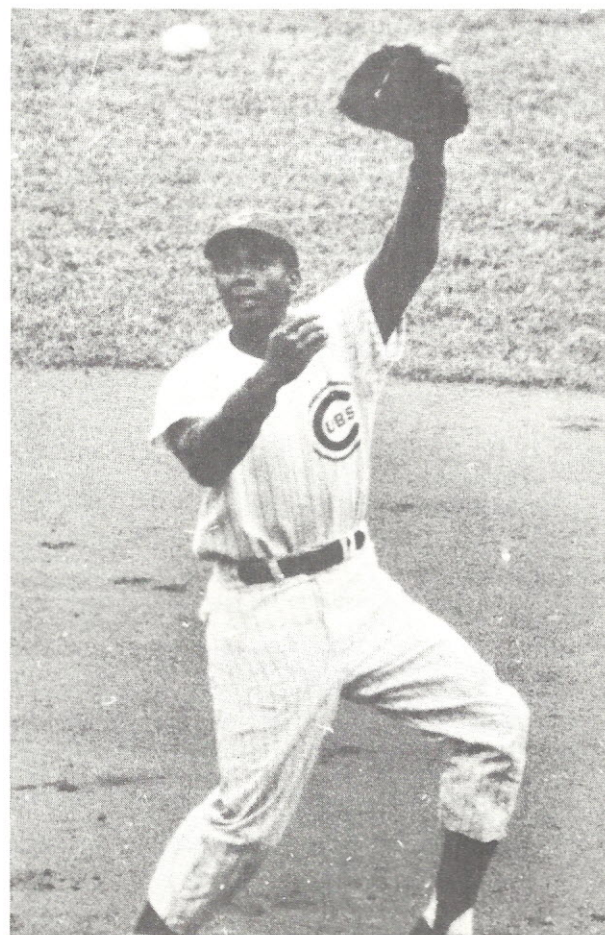
Ernie was the National League's most valuable player in back to back years, 1958 and 1959. Morgan was the first one to equal that when he won the award this year for the second time in a row.

Yes, sir, this fellow Banks had it all from the day he broke in with the Cubs in 1953 for a glorious 19-year career.

Again, Ernie - - congratulations to you and our best wishes to the Chicago Transit Authority board members who are honoring you today.

In Ernie Banks, you have an ambassador of good will who relates to young and old - - a man whose smile makes you feel like a million.

This is Jack Brickhouse saying goodbye for now. See you at the ball park.



EGAN: CTA's New General Attorney Is One Of City's Most Respected

If you wanted to build a case for a prospective general attorney for the CTA, you would have to go far to find better evidence than that attached to Edward J. Egan, the man whom the Chicago Transit Board appointed to the long-vacant position last month.

He has familiarity with the industry. In fact, his first job before World War II army service was with the Illinois Central Railroad -- in the accounting division.

He has experience as a jurist. In fact, since his election to the Circuit Court in November, 1964, he has won a reputation as one of the most respected judges in the city.

He is Chicago from head to toe. He was born here (on May 10, 1923), he went to high school here (St. Rita, 1941), he got his law degree here (DePaul, 1949), and he has always practiced here (his legal firm is Burke, Weber and Egan).

When you look back on it, people might have guessed that Egan would become an expert in arguing cases before a jury -- as far back as St. Rita school days he won the Gold Medal for Oratory and placed first in the public speaking competition for all Catholic high schools in the archdiocese.

During his military service, Egan attended New Mexico A&M College in Las Cruces for nearly a year, then was shipped overseas where he served in the European theatre with the field artillery.

He was engaged in considerable combat and was awarded four battle stars. He received his honorable discharge in October, 1945, and returned to Chicago to enter DePaul the following year.

In February, 1951, Egan became an assistant state's attorney. For the next seven years, he served as a trial assistant and prosecuted more than a thousand bench trials and more than a hundred jury trials.

After a brief period back in private practice, Egan was appointed first assistant state's attorney under Daniel P. Ward. He held this position for four years prior to his election to the Circuit Court.

He sat in the Law Jury Division until January, 1966, hearing primarily personal injury cases, then was assigned to the Criminal Court, where he sat for nine months and heard many bench and jury trials.

In October, 1966, he was reassigned to the Law Jury Division until the following October when he was assigned to the Miscellaneous Division.

Five years later, Egan was appointed an Appellate Judge. In this role, he wrote more than 100 opinions and participated in the preparation of 360 others.

Evidencing the high standing of Edward Egan in local judicial circles are these evaluations:

... In 1972, when he ran for retention as a circuit judge, he drew an "outstanding" performance rating from the Chicago Council of Lawyers;

... In 1974, when he ran for election to the Appellate Court, he was the only candidate rated "outstanding" as an Appellate Judge.

Egan has ten children -- five of whom he "acquired" in February, 1975, when he married a widow, the former Janet Cassell Sweeney.

He and his first wife, the late Sally Warner Egan, had five children: Matthew, now 18; Moira, 17; Lynn, 16; Brian, 15; and Daniel, 11.

Egan is a member of St. Barnabas Catholic church. He belongs to both the Chicago and the American Bar Associations.

Since September, 1975, in addition to his law practice, he has taught legal ethics at DePaul Law School.

Words Of Appreciation To Employees

In relation to the Feb. 4 accident on the Loop 'L', Chairman James J. McDonough and General Manager George Krambles have requested CTA Transit News to carry this jointly prepared message of appreciation:

To Our Fellow CTA Employees:

The wonderful response by so many of our people in the emergency is deeply appreciated. Many on duty continued to work without any thought of time. Many others, some of whom had just gotten home, rushed back to volunteer their services, and many capably performed duties that are not their normal assignments.

Your efforts showed how important it is for all of us to be constantly alert in the performance of our duties. A difficult and complex recovery effort was carried out effectively and safely by you and the many other people with various agencies outside the CTA. All of this demonstrated a great spirit of human concern.

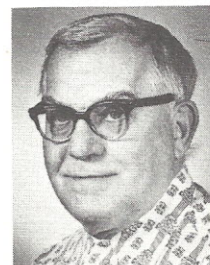
We thank each of you personally for your assistance in this emergency.

OUR APOLOGIES



L. O. Geisheimer

These two photos were inadvertently transposed on the Anniversary Page of the January issue of Transit News.



H. W. Davis

cta engineering department projects in progress



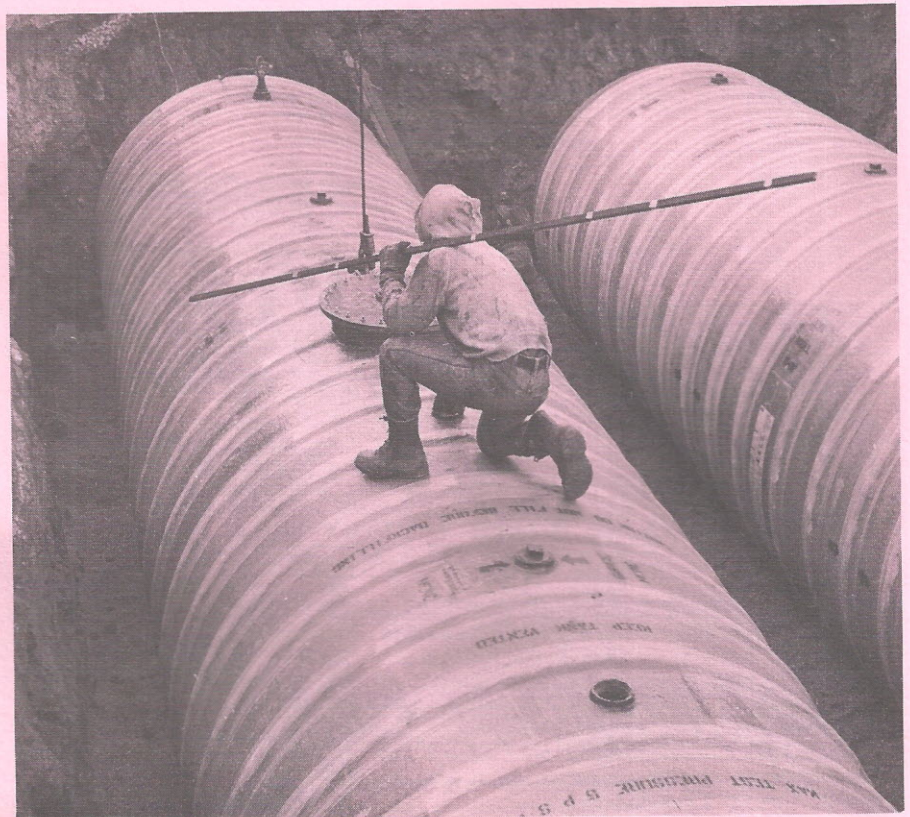
WINTER ARRIVAL: Here is a full-length view of the first of 200 new buses previewed by Mayor Bilandic and other public officials on January Board meeting day (see Transit News, Jan., '77, page 7). The buses arrived in a post-New Year's snow, but one of the new features demonstrated by Acting Chairman McDonough (inset) was a warm weather innovation - a roof air vent permitting refreshing circulation of air inside the bus when operation of the air conditioner is not necessary. Other new features include a lighted "stop requested" device which can be seen by the driver, vandal resistant seats, and signs requesting priority seating for elderly and handicapped riders.

PASSENGER PROTECTION: This new flush steel canopy has been erected over the train platform of the Central Park station on the Douglas route. The canopy extends out over the transit cars to assure complete protection of passengers during rainy weather. Remodeling work on the station during the abnormally cold winter has been made possible through provision of temporary enclosures for the workmen.





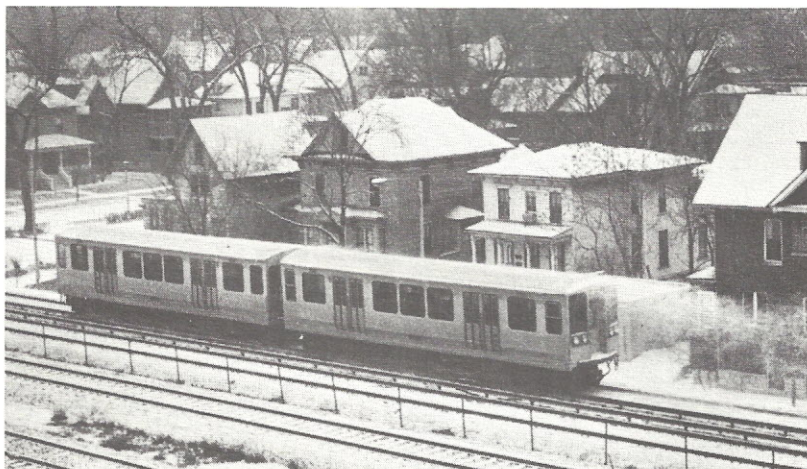
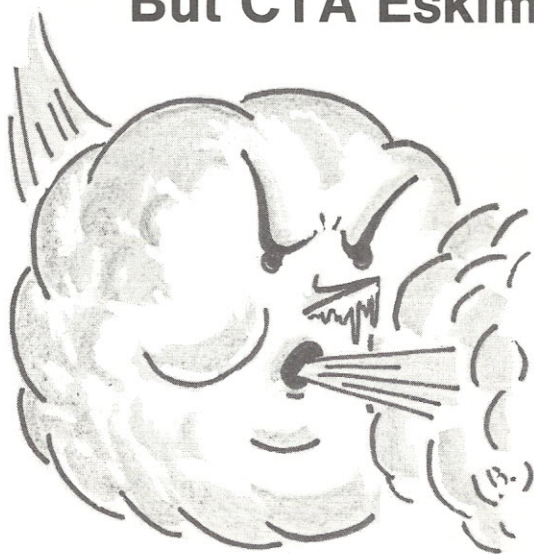
FIRST STEPS IN \$5.5 MILLION PROJECT: Staging work has begun on the new Desplaines avenue terminal on the Eisenhower route. The \$5.5 million project is funded two-thirds by UMTA and one-third by IDOT. A temporary parking lot is providing space for passenger automobiles during the construction work. The present CTA employee facilities and offices are being moved from their former track location to Van Buren street until completion of the new building two years hence.



FUEL CAPACITY INCREASED: These two new tanks (holding more than 10,000 gallons each) have been installed at CTA's Archer garage. They replace smaller tanks. The new larger tanks permit a reserve of sufficient fuel to sustain a three-day holiday weekend of service by 252 buses running regular service out of Archer.

Operation Deepfreeze—

Chicago Weather Goes Arctic But CTA Eskimos Keep Service Running



Arctic expedition conditions blew into Chicago on early Friday morning, Jan. 28, giving the frigid month a hard deepfreeze topping and the CTA operating and maintenance crews a 24-hour cold weather headache.

But, thanks to mufflers, scarves, insulated hard hats, gloves, hot coffee -- and mostly dedicated work by CTA employees -- the trains and buses were kept moving, albeit sometimes behind schedule. And, by the earlier rush hour of 1430, service was even better than normal because six and eight-car trains had been put into service sooner to accommodate the fleeing Loop workers.

In highlighting the icy morning and night before to the February Transit Board meeting, George Krambles, general manager, said:

"The winter this year has been the most severe in my experience for damaging effects on our service and our physical plant. The extreme and persistent cold is the chief culprit. But snow, fog, and salt are also very damaging.

"The morning of Jan. 28 was the worst we have had for operating conditions in the whole century. It even exceeds the damage and difficulty we had in the 1967 blizzard.

"We had broken rails. We had several cases of broken trolley shoes which pick up power from the third rail. And, in one case, we had a derailment resulting in a two-hour suspension of service on the Lake street line.

"We also had trouble from freezing of water lines and lubricants. The latter shows up in such equipment as escalators which have to operate in close to out-of-doors conditions. The wind chill factor went down to 70 below and the wind, blowing across our machinery, caused stiffness in the grease.

"Water seepage was a problem. As the frost line got down to five feet, we began to have broken water mains throughout the city which, of course, interrupted our service. At West Shops, a foot and a half of slushy ice formed outside the building. We experienced heaving in the pavement and ice on the streets which affected our buses.

"I want to extend my personal appreciation to the Operations Division who had the brunt of trying to keep our system running. They did a fine job. You can imagine the fellows working on rerailing that car . . . I was over there. They could work for only 20 to 30 minutes at a time.

"Their hydraulic jacks were unusable because the fluid wouldn't circulate so they had to do it by hand with ratchet jacks. This is a tough job. Some of the most dedicated workers stayed out for an hour and a half and looked like icicles when they got through.

"Our Maintenance department did a great job in a hurry. Some of our old-type two-car units have been fitted with a snow plow which can be installed quickly under the coupler. We call them squeegy cars because the rubber blade comes right down to the top of the rail.

"The Skokie Swift was one of the tough lines to keep running because it doesn't operate after midnight so additional service was put on

to keep the line open. In one case, we were short on cars, and a massive effort had to be undertaken to transfer 50 cars from the North-South line to the Dan Ryan and Lake street line."

Krambles told reporters covering the Board meeting that the Friday deepfreeze cost the CTA about \$500,000 in equipment repairs, overtime, and lost revenues. Ridership was reported to have dropped by 600,000 for the day.

Krambles estimated that \$220,000 in cost would be necessary to repair the 220 motors on rapid transit cars which were damaged by blowing snow.

There were countless incidents of extra public service by CTA employees to keep the system running:

At Howard and Linden yards, for example, where snow blew into the switches, then quickly converted to ice, crews soaked rags in oil and lit small fires to unfreeze the switches -- all in a 39 mile-per-hour gale.

At numerous bus stops where water mains had broken, supervisors had to park their cars and climb out into the subzero wind with bags of salt to melt the ice and give the buses traction.

In the Control Center at the Mart, Harry Horn, assistant superintendent, began awakening CTA personnel as soon as he noted the 0200 weather report and found that the temperature had dropped 14 degrees in just an hour.

CTA men wore thermal hoods and liners under their hard hats. Some wore ski masks. Lined gloves were standard equipment and hot coffee was the standard reward at the end of each shift.

Among the many CTAers who braved the cold to win this battle against Old Man Winter were the following men who worked throughout the early morning hours to rerail the Lake street train and keep the equipment in operation:

Jim Roche, Dan Bowen, Excell Buckner, Gary Butler, George Howard, Oliver Johnson, Jerald Kraus and Vernon Landis, all of Utility.

John Angel, Allen Austin, Jimmy Beatty, Jim Bergan, Gilford Cox, Ronald Czurylo, Charles Ferrante, John Frazier, Peter Graf, Robert Hormel, Edward McSweeney, Francis Mulree, John Murphy, Richard Norton, Paul Shurchay, John Ulanski and John Williams, all of Electrical Third Rail Maintenance.

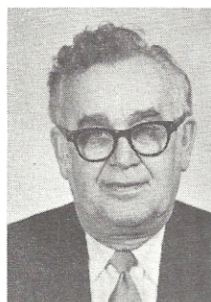
Edward Tomkovich of Track Maintenance.

Harry Barendregt, Ronald Benson, Al Brandt, Bob Brown, Alan Clark, Art Coli, Roger Comer, Anthony DiCristofano, Vincent Gasparitis, Dave Greig, Joe Gully, Tommie Lowery, Reginald McEachin, Alphonso Peluso, Joseph Rombout, John Sara, Russell Schaeffer, Carl Sims, Pat Staudt, Ted Szewc, Gerry Thievel, Richard Vieth and Dan Walter, all of Electrical Interlocking Maintenance.

Herbert Lowenstein, acting area superintendent of rail service; Richard Armstrong, Walter Garbo, William Haase, Arthur Johnson, Jerry Johnson of North Rail District; Reginald Freeman, Henry Hoods, William Nash, Robert Suta and Richard Watson of South Rail District.

NEW PENSIONERS

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



T. A. Hildebrant
42 Years



M. L. Van Hal
40 Years



L. O. Geisheimer
40 Years

LOUIS P. ANASENES, Foreman B, Plant Maintenance, Emp. 3-01-48
DEWEY BAKOTICH, Trackman II, Plant Maintenance, Emp. 10-25-41
EUGENE A. BERGFELD, Ticket Agent, North Section, Emp. 2-23-63
BENNIE A. BONIFAY, Lineman, Plant Maintenance, Emp. 5-21-46
LILLIAN EDEL, Ticket Agent, North Section, Emp. 1-30-42
LEWIS O. GEISHEIMER, Janitor, Limits, Emp. 1-12-37
HELEN T. GUTH, Ticket Agent, West Section, Emp. 3-30-63
THOMAS A. HILDEBRANT, Dist. Supt., District D, Emp. 3-13-34
JAMES M. MEISTER, Operator, North Park, Emp. 6-21-48
JOHN J. MILLETTE, Asst. Dist. Supt., Districts B & C, Emp. 7-17-41
HARLOW W. MOELLER, Operator, North Avenue, Emp. 11-28-41
TERESA A. MOORE, Ticket Agent, North Section, Emp. 3-17-62
DOMINICK F. NAPOLEON, Janitor, Forest Glen, Emp. 10-22-41
DOMENICK P. PAPA, Operator, Kedzie, Emp. 8-12-43
GERALD E. PEPPARD, Lineman, Plant Maintenance, Emp. 12-18-50
JOHN S. PETROSIUS, Assistant Supt., Archer, Emp. 5-07-46
FRANK J. PIENTO, Laborer, Skokie Shop, Emp. 6-04-46
FRANK H. POZNANSKI, Operator, Archer, Emp. 1-20-42

PETER PRETO, Track Foreman I, Plant Maintenance, Emp. 6-24-36
THEODORE V. RAPEY, Operator, North Avenue, Emp. 9-17-42
HERBERT G. ROHLEN, Bus Repairer, 52nd Street, Emp. 8-11-41
FRANK R. ROWINSKI, Operator, Kedzie, Emp. 1-14-47
JOHN T. RUSIN, Conductor, Kimball, Emp. 1-08-47
JOHN M. SEDIVY, Machinist, West Shops, Emp. 10-01-37
MAURICE L. VAN HAL, District Supt., District B, Emp. 9-08-36
PHILLIP WINNICK, Shopman I, Skokie Shop, Emp. 10-27-48
FLORIAN J. WOJCIK, Truck Chauffeur, Utility, Emp. 2-26-45
CLYDE R. YOUNT, Signal Maintainer, Plant Maintenance, Emp. 2-20-46

DISABILITY RETIREMENTS

ALEXANDER D. ADAMS, Rail Janitor, Maintenance, Emp. 10-24-55
LEON C. GARY, Operator, 69th Street, Emp. 8-03-61
JAMES W. LaFOLLETTE, Security Officer, Security, Emp. 8-15-68
JOHN J. LURITO, Supt. Auditing Operations, Internal Auditing, Emp. 5-16-42
MAX A. NETZEL, Car Serviceman, Vehicle Maintenance, Emp. 8-06-53
BRIDGETT M. O'DONNELL, Ticket Agent, North Section, Emp. 1-15-66
MOSE J. PRICE, Operator, 77th Street, Emp. 2-14-50

IN MEMORIAM

ROGER J. AYOTTE, 40, North Park, Emp. 10-20-58, Died 12-29-76
OWEN P. BRENNAN, 90, 69th Street, Emp. 7-22-11, Died 12-30-76
THOMAS J. BUCKLEY, 65, 77th Street, Emp. 2-17-37, Died 12-15-76
LYNN H. BUTLER, 67, North Park, Emp. 9-09-42, Died 12-12-76
ANTHONY COMPARETTO, 90, Way & Struct., Emp. 4-27-27, Died 12-22-76
FRANK L. CULLEN, 72, 77th Street, Emp. 6-05-43, Died 12-01-76
THEODORE S. DRYIER, 65, Archer, Emp. 5-17-47, Died 12-20-76
JOHN DUFFY, 82, Keeler, Emp. 2-28-27, Died 12-12-76
LESLIE B. ELLIS, 81, DesPlaines, Emp. 8-08-18, Died 12-08-76
BURTON FRANCE, 73, North Avenue, Emp. 7-07-42, Died 12-06-76
SEVERT HANSON, 80, Forest Glen, Emp. 12-04-18, Died 12-25-76
BERT A. HEINEMANN, 80, Forest Glen, Emp. 12-12-23, Died 12-25-76
JOHN R. HOFFMAN, 64, Travel Info., Emp. 12-17-40, Died 12-26-76
ANTHONY F. JAGLA, 56, Ashland, Emp. 8-11-48, Died 12-21-76
FRANK JANKOWSKI, 84, South Shops, Emp. 9-08-26, Died 12-31-76

RAYMOND W. JOHNSTON, 65, Lake Street, Emp. 12-29-49, Died 12-12-76
ROBERT J. JOHNSTON, 77, North Park, Emp. 6-08-37, Died 12-11-76
CHARLES E. KUSCH, 64, District D, Emp. 8-31-37, Died 12-28-76
EDWARD LAWRENCE, 80, Forest Glen, Emp. 7-14-20, Died 12-06-76
JAMES LOCKE, 70, Wilson, Emp. 1-15-51, Died 12-16-76
MICHAEL LYONS, 101, Devon, Emp. 12-13-19, Died 11-16-76
JAMES H. MATTHEWS, 29, Kedzie, Emp. 6-10-70, Died 12-27-76
EDWARD O'CONNELL, 62, District A, Emp. 10-03-42, Died 12-30-76
OWEN B. O'MALLEY, 85, 77th Street, Emp. 1-14-19, Died 11-13-76
THOMAS O'MALLEY, 71, South Shops, Emp. 12-02-29, Died 12-31-76
HERMAN G. POLTE, 90, North Section, Emp. 6-06-08, Died 12-11-76
JOHN G. PRESSER, 82, Limits, Emp. 10-16-19, Died 12-26-76
JOHN E. QUAID, 82, Forest Glen, Emp. 5-31-12, Died 12-14-76
JOSEPH RASPORICH, 66, Engineering, Emp. 8-06-29, Died 10-29-76
DANIEL S. SAMUELS, 86, 77th Street, Emp. 8-01-23, Died 12-02-76

JOHN E. SCHUH, 75, North Avenue, Emp. 3-12-34, Died 12-12-76
GEORGE E. SULLIVAN, 63, Kedzie, Emp. 3-30-42, Died 12-20-76
GEORGE C. SWANSON, 80, 77th Street, Emp. 3-07-29, Died 12-31-76
ERNEST E. TURNER, 62, Archer, Emp. 7-01-48, Died 12-03-76
JOHN J. VAUGHN, 72, Beverly, Emp. 10-14-47, Died 12-25-76
FRANK A. WILMAR, 88, Armitage, Emp. 11-23-23, Died 12-16-76

CTA TRANSIT NEWS

Volume XXX

Number 2

Published for employees and retirees of the Chicago Transit Authority, under the direction of the Public Affairs Department.

Tom Buck, Public Affairs Manager
J. H. Smith, Director of Publications
Christine Borcic, Managing Editor

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Making Transit Seeable For The Sightless



Steve Hastalis, CTA community relations representative, records sound of approaching Ravenswood train at the Merchandise Mart station.

The "NFB Limited," a two-car chartered train, pulled out of the Howard station on a frigid winter Sunday morning with an unusual group among its 60 riders--10 of them were blind.

NFB stands for the National Federation of the Blind. The train's unofficial name was created by CTA's Steve Hastalis who organized the charter trip.

Two-fold purpose of the seven-hour tour (an NFB first) was to raise funds for the NFB's Chicago chapter and to further a positive image of the life that can be enjoyed despite blindness.

Hastalis, who is blind, is a CTA community relations representative. He is also a board member of the NFB's Chicago chapter and is an ardent rail fan.

Also on the trip were Alan Glickman of CTA sales, who is legally blind, and his wife, Roberta; Stephen Benson, 1st vice president, NFB of Illinois and Chicago chapter president; Donald Gilmore of Kankakee, president of the NFB's Prairie State chapter; Peter Grunwald, NFB of Illinois board member; Mary Lou Winter, Chicago chapter board member; Pamela Klein, Chicago chapter secretary; Mr. and Mrs. Richard Canode of Oak Park, and Michael Cramer.

Joining them on the trip were 29 members and friends of the Central Electric Railfans Association and 10 members of the Illinois Railway Museum of Union, Illinois.

William Reynolds, CTA traffic technician, street traffic section, acted as one of the marshals who assisted the other riders when they alighted at several rest and photo stops during the tour over the Skokie Swift, Evanston, North-South and Ravenswood rapid transit routes.

Hastalis and Cramer, both audio buffs, brought their tape recorders aboard. (A tape recorder, Hastalis explains, is to the blind what a camera is to a sighted person--a means of capturing and preserving an important event or an interesting incident.)

The morning run on the Skokie Swift and Evanston Express routes featured the rebuilt 4000 series cars. The afternoon run on the North-South and Ravenswood routes was made on an Evanston Express train. During the trip Hastalis distributed pamphlets published by the National Federation of the Blind, the largest organization of blind people in the nation.

"The real problem of blindness," the pamphlet states, "is not the loss of eyesight. The real problem is the misunderstanding and lack of information which exists. If a blind person has proper training, and if he has opportunity, blindness is only a physical nuisance."

The determination to overcome his "physical nuisance" led Hastalis through the University of Illinois where, in 1973, he was graduated with a bachelor's degree in marketing. Being a rail fan since childhood, he was eager to join the CTA and did so in May, 1975.

Hastalis, 24, also is interested in inter-city travel. He is a member of the 20th Century Railroad Club, a group devoted to national rail travel.

When he visits cities such as New York, Philadelphia, Boston, Washington or Toronto, he always takes as many rides on public transit as he has time for.

He doesn't use a guide dog. Instead, he prefers a long fiberglass cane to help him get about. Most of his fellow blind riders used similar canes. "My cane gives me better mobility than a guide dog. And I don't have to feed it or take it out for walks," he

says with a chuckle.

Hastalis' duties as a CTA community relations representative include talking to various groups about use of public transit.

"Blind people, in general, appreciate knowing that public transit in Chicago usually is nearby so they can travel throughout most of the area on scheduled train and bus routes," he says. During these appearances, Hastalis plays tapes of various sounds he has recorded on the CTA's bus and rapid transit routes.

"I recently spoke to 35 third-graders at the Joyce Kilmer Elementary school, 6700 N. Greenview ave., and played my tapes during my talk," Hastalis says.

"I could tell I had their full attention. No one seemed to move or even whisper as I explained how their parents and other grown-ups use the CTA to go to work or go shopping."

Recently, he gave a week-long series of talks to all eight grades of the Peabody Elementary school, 1444 W. Augusta blvd. He spoke to 750 pupils and their teachers about the CTA, its operation and equipment.

He also has addressed members of the Illinois Visually Handicapped Institute, 1151 S. Wood st., and adults at a meeting in the Theodore Herzl Child-Parent Center, 1401 S. Hamlin ave.

Hastalis also gives personally escorted instructional tours on the CTA system for blind out-of-town visitors and new residents referred to him by the Federation, the Blind Services Association and the Lighthouse. He has performed this service for groups up to a dozen but finds the one-on-one teaching on CTA travel to be the most effective.

Evenings and weekends, Hastalis' apartment is a gathering place for rail fans and audio enthusiasts.

"I'm 'heavy' into audio and tapes," he explains. "I have three stereo cassette recorders and four reel-to-reel recorders. I have built and helped solder a component patch panel for tying my equipment into my amplifier, turntable and stereo speakers." For relaxation, he plays the piano, flute and mouth organ. His music preferences are for Bach and progressive jazz.

To Steve Hastalis, the mathematically precise beat of Bach and the expression of progressive jazz and the rhythmic movements of a big city's transportation system blend to make a joyous sound.

This Rider Listens To 'L' Stations

Every workday Stephen Benson joins thousands of other commuters boarding one of the CTA's southbound "L" trains on the near north side.

He rides to the Loop, transfers to an Eisenhower route train, rides to the Desplaines avenue terminal in Forest Park and there boards a West Towns bus to go to Hines Veterans hospital, Maywood.

At the end of the day, Benson leaves his job at the hospital and returns home by the same route.

Like his fellow CTA riders, Benson knows every station on the rapid transit routes he uses. But there's a difference.

Nearly all of the riders see the stations. Benson says he "feels" them.

Stephen Benson is blind.

"When I say I can 'feel' a station," he said, "I mean I can tell what station the train is approaching by the different patterns of curves, straightaways and sounds."

Benson, who is first vice president of the National Association of the Blind of Illinois and is president of the NFB's Chicago chapter, explained his system on a recent NFB chartered train tour of the CTA.

As the nonstop train headed south on the Evanston Express route, Benson easily identified the Sheridan station because of the large sweeping curve and the distance of buildings nearby.

"Each station has its own pattern of track curves and straightaways and its own sound pattern," he said as the train approached Addison.

"This is Addison because we just passed over a slight curve following a stretch of straight track. There's a building or a wall close to the west platform because I hear the train's sound bouncing back from it," he said.

As the train continued southbound, Benson identified the Belmont, Diversey, Fullerton, Sedgwick, Chicago and Merchandise Mart stations.

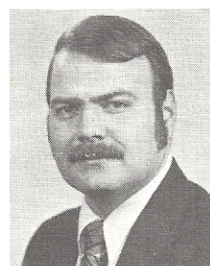
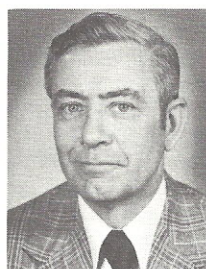
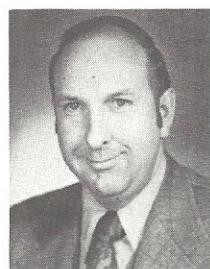
"Once a blind person learns these track and sound patterns, it's easy to identify the stations," he said.

Benson's daily trips on the CTA and West Towns routes takes him to his hospital job where he teaches braille to blinded veterans.

And for the last eight years he has been doing this. But Stephen Benson uses the CTA with "feeling."

Big Crop Of Promotions As New Year Begins

New Maintenance, Medical Chiefs Head List



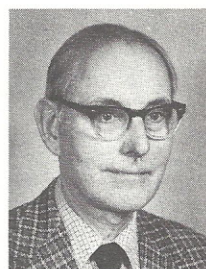
Far left: Joseph J. Repplinger; upper left: James R. Pankonen; upper right: Richard M. Schneider; lower left: George C. Haenisch.

Joseph J. Repplinger, director of Vehicle Maintenance for the past three years, has been named manager of Maintenance. Repplinger joined the Chicago Surface Lines in 1940 as a car cleaner. He became superintendent of surface shops and garages in 1968. He and his wife, Mary, live in Elmhurst.

James R. Pankonen, superintendent of Rail Vehicle Maintenance since 1975, has become director of Vehicle Maintenance. He previously served as temporary management training coordinator and as supervisor of bus garages. A CTA employee for 15 years, Pankonen lives on the northwest side with his wife, Theresa.

Richard M. Schneider, former supervisor of bus shops, is now superintendent, Rail Vehicle Maintenance. Schneider began his career with the Chicago Surface Lines in 1944 as a carhouse clerk at Limits. He became superintendent of Technical Services, Surface Division, in 1961. He and his wife, Barbara, make their home in Barrington.

George C. Haenisch, superintendent, Methods/Standards since June, 1974, has been named supervisor of bus shops. Haenisch holds an associate's degree in automotive engineering and a bachelor of science degree in industrial technology from Southern Illinois University. He joined CTA in 1970 as a graduate trainee and later served as Technical Services engineer and Methods/Standards technician. He and his wife, Arline, live in Elmhurst.



Dr. Siler

Dr. George B. Siler has been named medical director of CTA. A graduate of Northwestern University Medical School, Dr. Siler joined the Authority in 1971 as an examining physician. For 21 years he was the plant physician for an oil company in Whiting, Indiana. He and his wife, Lois, live in Homewood.

James E. Bidwill has been appointed director, Claims Management. He had been supervisor of Research/Education, Administration and Development Section, Claims Law & Real Estate, since his employment by CTA in 1975.

In the Comptroller's office, Harold F. Brown, former director, Accounting, has been named assistant comptroller, Operations, with responsibility for accounting operations, general accounting, payroll accounting, revenue accounting and materials/payables. Jay A. DeFranco, former senior financial analyst, has become assistant comptroller, Systems/Analysis, with control over financial reporting/analysis, budget/planning, grant/property accounting and computer liaison.

In Plant Maintenance, James Flores, former steamfitter foreman, Buildings & Grounds Maintenance, has been named unit supervisor, Mechanical Systems. Samuel Charleton, former electrician, Electrical Maintenance, is now unit supervisor, Building & Wiring Maintenance. Painter Pablo Caride moves into Plant Maintenance from the same position at Skokie Shop, while Gregory Cracco, former terminal combination clerk, Maintenance, becomes steamfitter helper.

Eight new station clerks have been appointed by the Transportation Department. All except Joseph Hoevel, former janitor, North Ave., are former bus drivers. They are: Donald Baber and Ollie Lenoir, Jr., North Ave.; Reuben Thomas, Kedzie; Maurice Williams, Limits; Nathaniel Luellen, 69th St.; Alan Wrightsell, Archer, and McKinley Hayden, 77th St. Juanita L. Eden, former ticket agent, is now a road clerk.

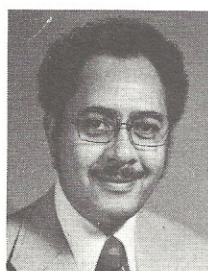
Robert Plant, former laborer, South Shops, and Jesse Williams, former motorman, West Section, are both now shopmen, Skokie Shop. Stanley Romanosky, former bus serviceman, Kedzie, has been assigned as bus and truck mechanic apprentice, South Shops. New as bus and truck mechanic helpers, South Shops, are former bus drivers Joseph Scott, 77th St., and Charles Harper, 69th St.

Appointed bilingual utility clerks, Claims Law & Real Estate, are Ricarda Moyer, former clerk/typist, General Administration, and Maria Martinez, former typist, Insurance & Pensions. Also in Claims Law, Linda Kelleher, stenographer, moves from Administration and Development to Tort Litigation and former data entry clerk Sylvia Coleman has become Claims Law disposition clerk. Debra Blanchard, former administrative criminal clerk, Corporate Law, is now stenographer in the same department.

Diana Blaino, former clerk/stenographer, Office Procedures, has been assigned as secretarial stenographer in the General Manager's Office. In Management Services Andrew J. Mosley has moved from custodian, Stored Records, to Records Center coordinator. Don Jeffries, former conductor, South Section, is now calculating machine operator, Accounting.

Two former clerk/stenographers, Transportation, have been named clerks in Personnel/Employee Relations: Rosaline Jeffrey is now in Personnel Records and Carolyn Ray is in Suggestion Records.

Area Superintendents Named



Desvignes



Johnson



Wsol

The Personnel Section of Transportation has named three new area superintendents and has reassigned two others. Robert L. Desvignes, superintendent, Administrative Training/Training Services since 1974 (top left), has been appointed area superintendent, Far South. A CTA employee for 28 years, Desvignes previously was terminal superintendent, Forest Park.

Alex C. Johnson (top center), station superintendent at North Park for the past five years, has been selected for the new position of area superintendent, Central. Johnson, a 30-year CTA employee, will alternate with other area superintendents as assistant to Harry Reddick, director of Personnel.

Frank A. Wsol (top right), another 30-year CTA veteran and station superintendent at 77th St. since 1974, has become area superintendent, Near South. Area superintendent John P. Hallahan has moved from Near North to Far North, while William J. Moser has gone from Near South to Near North.

Also in Transportation, Richard Gross, former Capital Development coordinator, Planning/Programs, has been named supervisor, General Planning, and Walter Caston, former instructor, Instruction-South, has become a management/professional intern.

See Page 19 For Additional Promotions



Time out

Visit Into Jewish Culture



The permanent collection of the Spertus Museum of Judaica includes a section on holidays. Shown here are candelabrum lit during the eight days of Hannukah.

Within steps of CTA's No. 1 Hyde Park and No. 3 King Drive bus stops, at 618 S. Michigan, is one of the most comprehensive Jewish museums in the country.

Other bus routes serving the museum include the No. 6 Jeffery Express; No. 11 Lincoln; No. 38 Indiana; No. 126 Jackson, and No. 149 Stateliner.

The Maurice Spertus Museum of Judaica, though only nine years old and housed in the Ratner Center of Spertus College less than three years, is the first college-university affiliated museum in Illinois to be accredited by the American Association of Museums.

Such attention is well deserved, both on the professional level and for the layman visiting the exhibits for the first time. For the Spertus collection is a distinguished assortment reflecting culture and history by way of ethnographic materials, textiles, coins, and medals. In fact, there is a sampling of all that has made up the Jewish lifestyle since antiquity.

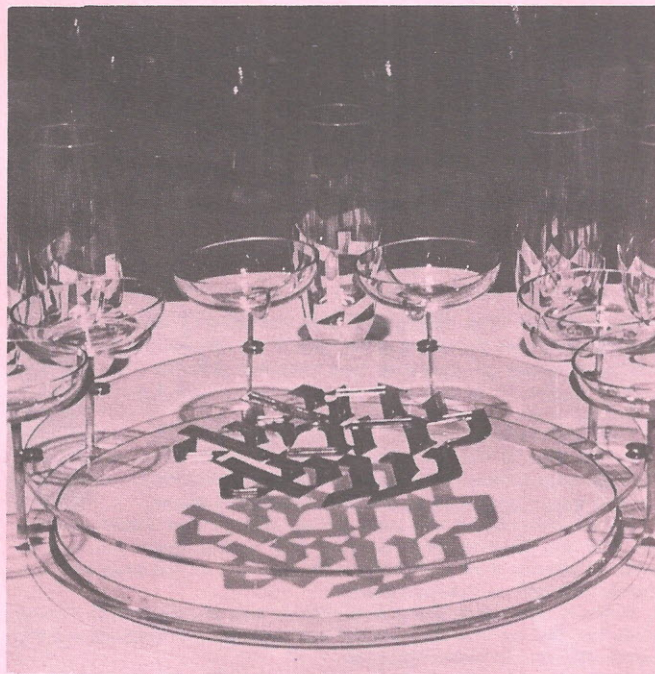
There are the objects of worship -- Torah arks and decorations, candelabrum and *kiddush* cups. A synagogue plaque of cast silver from a reading lectern dates from the late nineteenth, early twentieth century, from Hungary. A Torah case dated 1897 is from Iraq, while a Torah ark curtain from the late eighteenth century comes from Italy. A series of scrolls telling the story of Esther are from Austria and Jerusalem and a contemporary Wolpert Shabbat cup tells another story in decorative use of the Hebrew letter.

The array of objects flow naturally into one another, as in the Jewish life cycle exhibit, recounting the rites of birth, circumcision, Bar Mitzvah, marriage, and death.

A special photographic exhibit through March 1 documents synagogue architecture throughout Chicago and the rest of Illinois during the last 100 years.

Things to do in the Chicago area

with Anit Leppiks



The Spertus Museum has held 15 major exhibits in less than three years at the Spertus College of Judaica, including such artwork as this Shabbat plate by artist Ludwig Y. Wolpert. The 75-year-old artist-in-residence at the Jewish Museum's (New York) Tobe Pascher Workshop is best known for his glorification of the Hebrew letter, in imaginative versions of the ancient calligraphy on ceremonial objects.

The Bernard and Rochelle Holocaust (Shoah) Memorial tells in grim detail of how the Nazis, heralding a philosophy of racial supremacy, went about to annihilate six million European Jews, over one million of them children, during 1933-45. Artifacts, literature, and photographs trace the precedents of anti-Semitism through to the extermination camps; an original four minute film records the reactions of victims, survivors, and witnesses. Six pillars show the names of Chicago area families who lost relatives in the holocaust. The memorial is the only permanent museum installation in the United States on the Shoah.

On the second floor, another current exhibit documents a happier event, "Operation Magic Carpet," the dramatic mass immigration of 50,000 Jews from Yemen/Aden (Southern Arabia) to Israel over a two year period (1949-50). The "Carpet" meant an abrupt entry into the 20th Century for Yemenites who, long secluded from the non-Jewish culture, had preserved a Jewish way of life strongly reminiscent of ancient times. Other parts of the exhibit include artifacts, manuscripts, clothing, jewelry, music, and traditional crafts. Particularly noteworthy is the intricate hand-worked silver jewelry these craftsmen still produce.

Some of this silver is for sale in the generously proportioned museum shop on the first floor, along with books, graphics, and ceremonial objects.

Future exhibitions include a Ben Shahn retrospective opening April 11.

Admission is \$1; students and children, 50 ¢. The museum is open Mon-Thurs from 1000-1700, Fri and Sun from 1000-1500; closed Sat.

Pre - Retirement Pilot Program Under Way



Driver George Garfield looks at a copy of Retirement Living.

Forty-seven CTA employees have enrolled in the "pilot" pre-retirement "orientation" program jointly developed by William A. Ashley, manager of insurance and pensions, and Craig E. Heatter, superintendent of pensions, and announced in the November issue of Transit News.

First applications recorded on the magazine's reply coupon were those of George Garfield, bus driver out of 77th street; Clement Rochon, service truck chauffeur for the Utility section; and William Lembachner, superintendent of claims law coordination.

All are pictured on this page getting their official introduction to the year-long pre-retirement program test, during which they will be asked to provide their reactions for the guidance of the program planners for pre-retirees in future years.

Actually, the pilot group will receive two pre-retirement "home study courses" so that they can compare and evaluate methods and the practicality of information supplied.

One of the programs includes membership in the American Association of Retired Persons which has headquarters in Washington, D.C. and a research center in California.

Through the AARP, enrollees will receive Dynamic Maturity, a magazine containing articles and case studies on retirement planning and activities. The bi-monthly magazine will be sent to home addresses of group members for the next year.

In addition, the AARP will supply members of the test group with self-addressed cards through which they may request information on:

- .. social security and medicare
- .. purchase privilege programs
- .. tax facts
- .. physical fitness



Clement Rochon (left) discusses new program with Craig Heatter.



Bill Ashley (right) shows Bill Lembachner pamphlets for the Pre-Retirement program.

- .. personal security measures
- .. organizing vital records
- .. retirement travel, etc.

The second program is sponsored by Retirement Living magazine and will include six issues of that publication. This program covers such topics as:

- .. planning finances for retirement
- .. places to go and things to do in retirement
- .. estate planning, etc.

In expressing gratification to the employees over age 60 who have volunteered to study and evaluate the two programs, Heatter said: "The objective is to ascertain from the employees participating whether information is worthwhile, as described, and provides genuine assistance in pre-retirement planning."

He added that the pilot group is now complete and that further pre-retirement enrollments cannot be accommodated until the first of next year.

Any employee contemplating retirement within the next 15 months or so is welcome to contact either Heatter or Ashley for information about CTA's retirement plan.

Requests in writing are preferred. These should be directed to:

W. A. Ashley, Secretary
Retirement Allowance Committee
Room 746
Merchandise Mart
P.O. Box 3555
Chicago, Illinois 60654

For phone requests and appointments, contact the Pension Section office at (312) 467-6033.



Combination Assignment Clerk James Hartigan of West Section peruses informational materials.

Mexican-American Bus Driver Likes Job; Riders Like Him

By Elda Leal



David Arreguin, left, expresses his viewpoints on working at CTA as a bus driver and line instructor to Elda Leal, Public Affairs community news representative.

David Arreguin is a CTA line instructor and bus driver at North Park garage. He is Mexican American and is very proud of his job. According to Bill Parum, superintendent at North Park, that feeling is mutual since Arreguin has maintained an excellent record throughout the years.

"Dave Arreguin is one of the finest men we passengers have ever met. He is polite, helps the helpless people on the bus . . . is careful of the ones whose vision is not up to par. He is always smiling and saying good morning and to take care of ourselves . . ." - these words come from Attorney Arlyne A. Courtney in a recent letter to CTA.

Dave, who has been with CTA since 1959, thinks that a bus driver's job is both rewarding and important. Says Dave: "The working hours, the company benefits, the pension plan, the pay are good, but above all it is a very important job. The safety, comfort and good public

relations with hundreds of riders is a responsible chore confided to us every single working day. Responsibility is associated with importance, isn't it?"

Arreguin is a strong family man. He and his wife, Theresa, have four children. The oldest son is pursuing a medical career at Loyola. A daughter will attend the same college after high school. The other children are still in grammar school.

He owns real estate properties and a camping trailer which they use to make trips throughout the U.S., Canada and Mexico. All this has been acquired through methodical savings from his salary.

Arreguin emphasizes he is a firm believer in positive mental attitude: no matter what the ethnic background, it is one's attitude towards others that is the determining factor in eliminating antagonism. "It always pays to remember that you have to treat and respect others as you would like to be treated yourself," he says.



Congratulations to Maria Martinez and Ricky Moyer (left and right above), recently promoted to Claims Law where they are assisting the Spanish speaking community in claims translations. Maria was most helpful while working in the Insurance Department, assisting employees with a limited command of English in filing insurance claims.

In celebration of Mexican Flag Day (Feb. 24), the City of Chicago, in conjunction with the Mexican Consulate and the Mexican Civic Society, will hold a traditional ceremony and entertainment with folkloric dances and Mexican music. Date: Feb. 24; time: noon; place: Plaza de las Americas, 430 N. Michigan (next to Uptown Federal Savings).

Man Who Will Be Missed— Evan Olmstead Retires



Fellow employees and other well-wishers (260 of them) gathered at Mar-Lac House in Oak Park recently for a dinner in honor of Evan E. Olmstead, manager of Maintenance, who retires officially March 1 after 40 years with the Chicago Transit Authority and its predecessor, Chicago Surface Lines.

Olmstead, 62, joined the Surface Lines in 1937 as a traffic engineering assistant after graduating from the University of Illinois with a bachelor of science degree in railway electrical engineering. He served in the Air Force from 1941 to 1946 and returned to the Surface Lines as an automotive engineer in the shops and equipment department.

In 1948, Olmstead was appointed specifications engineer, and was named traffic engineer two years later. From 1962 to 1968 he was assistant superintendent, shops and equipment, and then served for two years as superintendent of engineering. He became general superintendent of engineering in 1970 and remained in that position until his appointment to manager of Maintenance on Dec. 31, 1973.

Olmstead and his wife, Irene, are selling their home in Westchester. They plan to move into a condominium in Palos Hills for retirement.

One of many tributes Evan E. Olmstead received at a retirement party in his honor was a trophy from Leon Berry (standing, left), Suggestion Plan analyst, for Evan's service as both member and chairman of the Executive Decision Committee, the policy-making body of the Employee Suggestion Plan. Among those at the head table were, left to right, Mrs. Mathilda Jakubowski, CTA board member; Harold H. Geissenheimer, manager, General Operations, and Olmstead's wife, Irene.

Ideas For Escalators, Push Rods Among Suggestion Winners

Cash awards totaling \$325 have been given to employees whose suggestions for "doing it better" were adopted through CTA's Employee Suggestion Plan. An additional \$130 worth of merchandise certificates were won by employee ideas.

Top winner was Pat Marzullo, maintenance machinist at West Shops, who was awarded \$200 for developing a tool to remove the panels covering the mechanism of escalators. Marzullo's innovation allows escalator repair crews to pry open the heavy metal and terrazzo access panels without damaging them.

Ernst Pusch, machinist at Skokie Shop, received \$45 for a new method of removing brake actuator push rod pins in buses undergoing maintenance checks. Donald Liberko, janitor, D District, won a second honorable mention award of \$25 in cash and a \$10 merchandise certificate for suggesting an off-street terminal near Diversey and Lake Shore Drive for Diversey and Belmont buses.

Ideas that would contribute to greater safety in handling certain maintenance operations won \$20 each for Edward P.

Gertz, machinist, South Shops, and Anthony J. Zajac, repairman, Limits. Gertz recommended the use of special clamps instead of chains to lift heavy equipment needed in the repair of screw jacks. Zajac suggested extending the jig used to lift the rear ends of buses over pits.

Terry Hallahan, repairman, 54th Ave., received \$15 and a merchandise certificate for suggesting the removal of electrical outlets that protruded from between the running rails on either side of the repair pits at his work location.

Winners of \$10 honorable mention merchandise certificates include Donald Liberko, Terrance Muellner, foreman, Vehicle Maintenance, Kedzie; David Murry, Lawrence Tischer and Edward Grzenia, all stock clerks at South Shops, and William Wong, instructor, TABEC.

Others are John Billis, grant accounting technician, General Accounting; James McPhee, ticket agent, North Section; Alex Fritzler, bus repairer, North Park; James Hurst, pipe-fitter, Plant Maintenance, and John Seay, painter, South Shops.

commendation corner

Janitor Charles W. Drew was sweeping the steps to the State Street subway at Van Buren one evening when he heard a call for help and saw two young men running away from an elderly man farther down the stairs. Realizing the older man had just been assaulted and robbed, Drew chased one of the apparent assailants. Drew pursued him down to the subway platform and up another flight of stairs before grabbing him and bringing him down. Drew took a left fist in the face from the taller, heavier and younger opponent, but he stayed on top of the man until police arrived. In the man's possession was his victim's wallet with \$83 inside. George Millonas, superintendent, Buildings & Grounds, commended Drew for his action, thanking him for "protecting the rights of the passenger."

###

Wilson/Michigan bus rider Sally Papp, of West Deming pl., says of driver Frederick Pepke (Limits garage), "You are certainly lucky to have such a fine, humane man in your employ. Each time I have ridden with him he stops and helps a handicapped man with a walker onto the bus. All too often we tend to look the other way and figure someone else will do the right thing. This driver has taught me something about simple human kindness."

###

After leaving a Foster/Lawrence bus at Austin, Jane Krupa, of West Barry ave., realized she had left her purse on board. "When I discovered my loss," she says, "I felt it was useless to see if anyone had found it, but when I reached my destination, I received a call from CTA informing me that driver Edward Jasek (Forest Glen garage) had turned it in - - completely intact. I feel that I probably wouldn't have been so lucky if it hadn't been for this kind, good, honest gentleman."

###

Damen bus driver Milan Davidovic (North Park garage) is commended by Sharon Damitz, of West St. Paul ave., for his courtesy and careful driving. "I noticed a few times he stopped and waited patiently while some older people

struggled on and off the bus," she says. "His comment was, 'Don't worry, just take your time and be careful.' I'm sure these older passengers appreciated that kind of consideration."

###

A passenger on a South Pulaski bus driven by Leo J. Deckelmann (Archer garage) says, "He's very courteous to the riders, he pulls up to the curb so that you don't have to break your neck while disembarking, and he answers all questions asked of him politely." Catherine A. Banton, of South Ridgeway ave., adds, "It is a pleasure to ride with him."

###

"She is really good!" writes Kim Simons, of North Hazel st., about Broadway bus driver Ilda Castellanos (North Park garage). Riding north from the Loop, Ms. Simons noticed that "The driver greeted each rider with a smile, and her driving was smooth, but also quite quick. She was the most pleasant bus driver I've ever met."

###

"Three cheers for Cindy Lewis and Smiling Lola (Ducree)," writes Mrs. Charles Sebens, of North Winthrop ave. "Both Cindy and Lola (North Section ticket agents at Bryn Mawr) always greet me in a friendly manner, and that is half the battle, especially on Monday morning," Mrs. Sebens says. "If more commuters would stop and realize how hectic a job it is to please the public, I am sure they would agree that these are among the most faithful and pleasant young ladies employed by CTA."

###

On one of the coldest days of the season, Archie Carothers, of East 50th st., alighted from an Indiana bus at Garfield just as an eastbound bus driven by Pedro V. Juarez (69th St. garage) was crossing the intersection. "To my surprise," Carothers writes, "the bus driver waited for me on the other side of the street, greeted me with a smile, and said he missed seeing my face among the fares that boarded the bus. I really appreciate his thoughtfulness."

###

When Myron Dellefield, of Blue Island, got off a westbound Vincennes/111 bus at Western, the southbound bus he wanted to take already had the green light to go. "The driver (Steve Lucas, Beverly garage) noticed that I wanted his bus and motioned to me that he would wait," Dellefield says. "I never saw this driver before and he doesn't know me, but I think it was very considerate of him to do this."

Carving Is An Art As These CTA Men Practice It



Here's one eagle (above left) who had a wooden mallet and chisel taken to him. That's because he was carved out of Honduras mahogany by Bill Ashley. Pictured at right are four of Bill's other woodcarving projects, among them a spectacular Masonic chain carved from a two-foot-long piece of native mahogany.

The shade of difference between wood carving and whittling may be hard to tell for those unskilled in working with wood.

Not so for William A. Ashley, manager, insurance and pensions, a member of the National Wood Carver's Association and the National Wood Carver's Museum.

"Wood carving is sculpturing, a disciplined art form that has as its basis a pre-conceived idea of what the artist is going to create from a piece of wood," said Ashley.

"On the other hand, whittling is a casual, leisurely pastime. A wood carver selects his wood carefully, looking for grains and burls he wants to incorporate into his finished piece.

"To a whittler, any piece of wood is as good as the next."

Ashley emphasized he wasn't selling whittling short, but merely showing the difference between the two art forms.

On the wall of Ashley's office is a stylized eagle measuring 20-inches wide, 10-inches tall and two-inches deep.

"I carved that from a piece of Honduras mahogany," Ashley said with an artist's pride. "It took me a couple of weeks using my wooden mallet, wood chisels and wood carving knives."

Like most artists, he explained, he only carves when he feels ready for it.

Ashley has carved more than 300 pieces since he began 30 years ago.

Besides the eagle in his office, he has a small figure of his son as a little league outfielder, a set of bookends with duck figures, a head of Buddha, a briar pipe bearing his son's likeness and a Masonic chain he carved from a two-foot-long piece of native mahogany.

Besides mahogany, Ashley carves in red cedar, sugar pine, black walnut (when he can find any) and briar.



Over the years, Ashley has given most of his pieces as gifts to relatives and friends. The remaining ones are displayed in his home in Elmhurst.

Another active wood carver in the CTA is Robert A. Roesing, supervisor, rail janitor service, Maintenance Department.

Roesing has gone into wood carving on the grand scale. Among his pieces is an Indian figure he carved from a 300-pound poplar log.

This six-foot-tall figure, which he calls "Hern," is dwarfed by a 10-foot-tall totem pole he carved from another poplar log. This totem, painted in appropriate Indian colors, is installed in the rear yard of his home in Palos Hills.

Roesing said he has been carving for about five years. He has completed five smaller totem poles along with various miniature animals, birds and an alligator.

He works with various woods and now has plans to carve a 14-inch by 10-inch duck - if he finds just the right piece of wood.



BIG Dates

When the CTA Senior Citizens Retirement Organization held its January dinner meeting at Mangam's Chateau in suburban Lyons, the new CTA calendar was a surprise feature. As shown at left, Harold Geissenheimer, manager of general operations, and other CTA officials were on hand to give copies of the reminiscent calendar to all retirees present. Joe Nolan, right, president of the group, was the first recipient. Later, Mrs. Dorothy Parker, retired Loop ticket agent, handed out copies to guests at the tables, such as Clarence Voss, shown here at right. The calendar, issued in honor of CTA's 30th year of history, marks all the important dates of CTA history. Pictures were selected to show every CTA chairman and general manager in the course of depicting the major CTA events. (CTA Photos by Rich Stanton)

cta pensioners



Service anniversaries in February

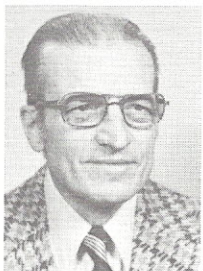
40 years



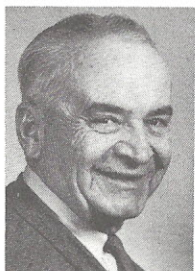
G. Krambles
General Manager



J. W. Dain
TABEC



A. Arini
Skokie Shop



J. V. Ogar
Archer

25 years

L. Beatty, Bldgs. & Grounds
E. T. Brudney, North Park
J. C. Citro, North Park
P. J. Graf, Electrical

J. R. Blaa, Transportation
W. T. Garbo, Rail Dist. North
J. P. Golden, Howard-Kimball
T. Greene, Howard-Kimball
S. L. Gustafson, North Park
B. P. Kane, Accounting
W. J. Moser, Near South Supt.
V. A. Rzeznik, Materials & Payables
H. W. Schomer, Internal Auditing
H. Tait, Skokie Shop
J. R. Trosper, Rail Dist. North
E. M. Wilieko, Howard-Kimball

30 years

J. W. Burks Jr., Beverly
J. L. Cox, Forest Glen Maint.
G. H. DeBroe, 52nd Street
J. H. Dohoney, District C
S. J. Dudasik, Forest Park
G. K. Farrell, Forest Glen
W. J. Grzesinski, North Avenue
F. J. Hennigan, Skokie Shop
S. E. Kaminski, Utility
C. Kucera, Electrical
L. S. Kukowinski, Douglas-Congress
E. L. Laxstrom, Skokie Shop
R. E. Nord, South Shops
J. E. Ohse, Bus Service
F. R. Piasecki, Forest Glen Maint.
A. Pruitt, Archer
M. P. Romas, Kedzie Maintenance
J. J. Rossie, Central District
G. Sadlicki, North Park
J. D. Smith Jr., 77th Street
J. G. Studley, Electrical

J. A. Hicks, Beverly
C. Knox, Forest Park
M. V. LaVelle, Transp. Service
A. Morris, Far South
C. Nichols, District D
J. R. O'Kray, Payroll
F. J. Schaefer, Archer
B. Secler, North Park

Shelters All Up



The CTA's 100th bus stop shelter, the last in its current order, was installed at the turnaround for the No. 11 Lincoln bus route at Lincoln Avenue near Whipple Street on Feb. 1. Work on erecting all 100 shelters was done by members of the mechanical maintenance group of the plant maintenance section headquartered in the West Shops.

At its February meeting, the Transit Board heard a report on the completion of the current phase of the shelter program, then authorized the erection of 100 additional shelters for each of the next five years.

The 100 cast aluminum and plastic shelters were made by Columbia Equipment, Inc., of Jamaica, N.Y. and cost a total of \$135,000.

Those who took part in installing the 100 shelters were Steve Kudelka, foreman, Joe Kovarik, assistant foreman, and group members Brian Athern, Dan Avery, John Blicharz, Mike Chambers, Anthony Cracco, Carrol Dalton, Al Kolman, Donald Regan, Peter Schweda and Dale Wiback.

Moments after the passenger shelter was erected on Feb. 1 -- a frigid day -- a CTA bus pulled up to take on an intending rider.



cta sports

'Play Ball' Date Set

On April 17 the cry "Play Ball!" will open the 1977 CTA softball league season in Grant Park, and will run through July 31.

This was the announcement by softball coordinator John Eckel at a meeting of the league on Jan. 26 in the CTA Board Room in the Mart.

Eckel, who has held the responsibility for two seasons, will not be able to serve as softball co-ordinator this year, he said, because of the demands of his volunteer community work in the Grant Park area.

Nominees for new coordinator were Tony Andrews of Electrical and Mel Alexander of Public Affairs.

Nominated for the office of president were Leon Harris, Stores, and Flenard Porter, 69th Street. For the office of vice-president, Joe Cook, Kedzie, and Waivie Murphy, 77th Street. For secretary, Leon Hayden, 77th Street, and Andy Bishop, Operations Planning.

The managers were asked to take these names to their team members for confir-

mation and to vote at the next meeting, to be held on Feb. 23.

Attending the meeting were representatives from 14 of the 18 teams planning to participate in the league: K. DuCree, Archer; W. Word, 52nd Street; Joseph Rossi, Central District; A. Bishop, Operations Planning; H. Seeley and J. Seeley, Central Assignment; S. Foster, Limits; L. Crenshaw, Howard; Larry Bernas, South Shops; C. Gavin, West Section; J. Cook and J. Robinson, Kedzie; J. Hawkins and W. Robinson, 69th Street; T. Andrews, Electrical; L. Harris, Stores; J. Rand, 61st Street, and W. Murphy and L. Hayden, 77th Street. Also attending was Fred King, manager of Personnel, representing management.

Big Move For Efficiency

The first phase of Management Services' Five Year Space Plan is nearing completion as the general operations manager and his staff, plus two sections of Operations Planning, settle into new quarters at the southeast corner of the Mart's seventh floor.

The shift is part of a program to house all CTA offices on the same floor of the Mart. A related goal is to place close together offices with affiliated functions for greater convenience and economy of operation.

In their new location, for instance, the Routes and Systems and Passenger Controls Sections of Operations Planning are just a few steps away from the Schedules Section of the same department in Room 711.

Both General Operations Manager Harold H. Geissenheimer and Harold R. Hirsch, manager, Operations Planning, have their offices in the newly acquired complex, which overlooks the Ravenswood 'L' and the Wells Street Bridge.

The space on the north side of the Mart that was vacated by Geissenheimer and Operations Planning will be occupied by the Manager of Engineering and the Equipment Engineering Section that has spent the past year on the fifth floor. Engineering is also scheduled to

take over space currently occupied by the CTA Library and the Administration and Development Section of Claims Law & Real Estate.

These moves are all provided for in the CTA budget, and the Mart is acting as general contractor for the remodeling work, according to Roger Wood, manager, Management Services.

Wood also says that bids have gone out for construction of a new Control Center at the northwest corner of the seventh floor.

Who Moved The Library?

In case you were wondering what happened to the CTA Library, it has not gone out of business - it just moved. The library's temporary new home is in the Datacenter, Room 444. Office Services also has a temporary new home in the old mail room, Room 729. The mail room is now permanently located in Room 733. All three offices are keeping the same telephone extensions.

They Danced For The President



"Do-si-do-ing" for President Jimmy Carter were, standing left to right, Rudolph and Winona Dillon, Ardis and Jean Morris, Lucille Smith, William Burke, and, seated, caller Zenous Morgan and Mary Burke, better known as the Chi-Squares.

New Promotions

(Continued from Page 12)

New superintendent of Methods/Standards is John A. Hruby, former superintendent, Production/Supply Control. Hruby was in CTA's student engineering program for three years before graduating from Bradley University in 1972 with a bachelor of science degree in mechanical technology. He served as a bus driver and in Technical Services before becoming a special assistant to the manager, Transportation, and acting supervisor, Production/Supply Control. Hruby and his wife, Kathleen, make their home in Des Plaines.

Richard A. Juvinall, former supervisor, Automotive Methods/Standards, is now superintendent, Production/Supply Control. Juvinall became a Methods/Standards engineer with CTA in 1974 after graduating from the University of Illinois, Chicago Circle Campus, with a bachelor of science degree in industrial engineering. He is a resident of Hinsdale.

Robert S. Winther has been named improvements engineer, a new position in Vehicle Maintenance that involves receiving, inspecting, installing and placing into service new Maintenance Department equipment. Winther, former supervisor, Rail Vehicle Shop, joined the Chicago Surface Lines in 1943 as a carhouse clerk at Devon. He and his wife, Gloria, live in Mount Prospect.

The throngs celebrating President Jimmy Carter's inauguration Jan. 20 included two CTA rail service supervisors and a bus driver who stayed on their toes through the early hours of the new administration.

Ardis Morris, assistant superintendent, South Section; Rudolph Dillon, supervisor, Kimball; and North Park bus driver Maurice Willis and their wives are members of a square dance group called the Chi-Squares. They and 30 others in the group were part of the official inaugural festivities.

Carter had heard Zenous Morgan, the Chi-Squares' caller, perform in New Orleans during the campaign and had asked aides to find out more about him. With the election won, inaugural planners who knew of Carter's fondness for square dancing sent word for the Chi-Squares, along with groups from other parts of the country, to join the celebration.

In Washington, the red-and-white-outfitted Chicago dancers swirled their way around a floor of the Pentagon Jan. 20 and the National Visitors' Center at Union Station Jan. 21. Morris said that a Sudanese diplomat who saw their performance was so enthusiastic he wanted them to teach their steps to embassy employees. A youthful group of admirers invited the dancers to spend their last night in the Washington area performing at a high school in suburban Fairfax, Virginia.

Morris and his wife, Eugenia, were attracted to square dancing at Chicago's summertime Lakefront Festival two years ago. They met caller Morgan after one of the shows, and he invited them to a beginners' class. They enjoyed the "do-si-do-ing" so much they persuaded Dillon and his wife, Winona, to join them.

Morris, 49, and Dillon, 45, are both 25-year CTA veterans, but they are still newcomers to square dancing compared to Maurice Willis. Willis, though only 25 and a CTA employee for less than three years, has been dancing more than half his life.

"I started when I was a student at Doolittle School on east 35th Street," he says. That's where Zenous Morgan teaches history - and square dancing.

"My brother was into it," Willis adds, "and it looked like fun. Mr. Morgan made it interesting and kept us off the streets. I've enjoyed it ever since, and my wife, Kim, likes it too."

Greetings From California—

-- come from Pensioner and Mrs. Walter Walsham who retired in 1962. Walter was a Forest Glen bus driver until his retirement. As soon as he went out west, he was hired by the Inglewood Police Department, and has just received a 15-year service pin from the Mayor of Inglewood and a letter of commendation for his fine work. Mr. and Mrs. Walsham also celebrated their 46th wedding anniversary on Nov. 11, 1976. Congratulations to both of you!

CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago, Illinois 60654

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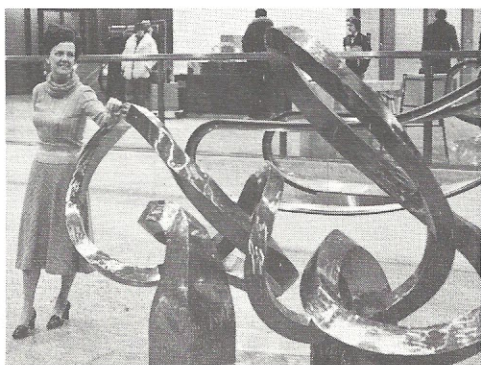
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