

## RTA/CTA Culture Bus: Latest Success In Transit

(See also pages 2 & 3)



# Van Gogh van



Get on or off the RTA/CTA Culture Bus  
at the Art Institute and six of Chicago's  
other museums with one Supertransfer  
Pass.

Sundays and holidays.

For more information call 836-7000.

## The RTA/CTA Culture Bus





## Ridership Zooms!

Culture Bus riding, which has been constantly increasing, reached a record of more than 1,100 originating riders on both Sunday, July 3, and Monday the Fourth. That was more than double the riding on May 29 and Memorial Day when the Culture Bus service was introduced by the CTA in conjunction with the Regional Transportation Authority and the Chicago Council on Fine Arts. Many riders have been from out of town, including visitors from both the East and West Coasts and other countries such as Israel, New Zealand, Australia, Canada, Germany, Japan, England, Switzerland and Sweden.



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1. Marvin Kocar, bus instructor and member of the Culture Bus staff, is on hand with brochures for boarding passengers.
2. John Perkins, bus instructor and also a regular member of the Culture Bus team, greets Mayor Bilandic and Heather Morgan. Also extending greetings are Bill Baxa (to the left) and Eileen Neurauter, both of Public Affairs.
3. Walter Prosen, Dist. B superintendent, catches his breath in supervising the bus operations.
4. Roscoe Wilson, supervisor and a Culture Bus staffer, solicits riders on the west side of Michigan avenue at Adams Street.
5. On Fourth of July, the lines of Culture Bus boarders looked like this.

Cover: On June 5, the second Culture Bus Sunday, Mayor Bilandic and Heather Morgan, then Executive Director of the Chicago Council on Fine Arts, arrived unannounced for a ride. They are shown looking for the exact Super Transferpass fare of 80 cents.

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Cover: On Sunday after the Old Timers' baseball game, Ernie Banks, CTA Board member and Hall of Fame member, welcomed six former Cub Stars and their families for a ride. Left to right, Larry French, pitcher, 1935-41; Bob Scheffing, catcher, 1941-50; Jerry Kindall, infielder, 1956-61; Riggs Stephenson, outfielder, 1926-34; and Phil Regan, pitcher, 1969-72. Moe Drabowsky, former Cub pitcher, arrived later.

Cover: Back-lighted car cards by CTA's ad agency -- Weber, Cohn & Riley -- are attracting riders. Each card in series has a catch headline featuring one of the museums as shown in "Van Gogh Van" for the Art Institute. The others: "Tut Tut" for the Field Museum; "Your bus to the U-boat" for the Science Museum; "Oriental Express" for the Oriental Institute; "Root's Route" for the Du Sable Museum; "Star Trek" for the Planetarium; and "Go fish" for the Aquarium.

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# Culture Driven Home To Chicagoans By CTA

Local Chicagoans or city visitors expecting to take a quiet stroll on Michigan avenue past the Art Institute any Sunday this summer are in for a surprise.

"Step right up, ride the Culture Bus. All you need is a Supertransfer," a voice booms. "The next Culture Bus leaves in five minutes and you can board right here. You can take it to the Field Museum, you can take it to the Museum of Science and Industry."

The voice is more mellow this time as you are handed a Culture Bus schedule stating departure times and regular stops.

The voice, which seems as if it should belong to a dynamic auctioneer, in reality belongs to Eileen Neurauter, otherwise known as "Murph," a CTA Customer Service representative.

She could be termed a Culture Bus pusher.

She walks up and down along Michigan avenue promoting the Culture Bus and convincing people to ride it. She is filled with an enthusiasm which not even a cloudy sky can dim.

Murph (nicknamed for her maiden name, Murphy) approaches passers-by with a warm Chicago smile and asks if they've heard about the RTA/CTA Culture Bus. If they say no, she tells them what it's all about.

In particular, she looks for people who might be from out of town. Because as Murph says, "Oh, this is a great way to see Chicago. We'll take you to seven of our best museums. You can visit all of them for a little while. You'll love 'em. Have you been to the Museum of Science and Industry? It's fabulous."

One Sunday a couple walked by, holding pamphlets with King Tut's picture on them. They asked Murph the best way to get to the Field Museum and other places of interest.

"Our Culture Bus will take you right to it. You're from out of town? Where? St. Louis? I was born there. Oh, how wonderful. Oh, you'll just love King Tut. It's great," she said, as she escorted them onto the bus.

Some of the people who get on the bus say they didn't know about the service, but were so convinced by Murph's spiel and her bubblyness that they couldn't resist.

Murph's love of Chicago and her enthusiasm for CTA shines clearly through in her efforts. She wants people to see her city, she wants them to ride her bus.

She has lived in Chicago since she was seven years old. And during that time she has lived in several neighborhoods. So she really knows Chicago.

She has been in all the museums along the route, and keeps herself informed on what is being exhibited so she can advise riders what to see. She also lets them know that they can ride the bus for a scenic view of Chicago, taking in Michigan avenue, Grant Park, Lake Shore drive and the Skyline, Hyde Park, Jackson Park and the

University of Chicago campus. Murph has worked for CTA for 34 years. She started as a ticket agent in 1943, then worked as a "gal friday" in the rapid transit office. She went to school and studied business machines, then worked in the Payroll Department for 25 years. And, eight years ago she came to the Customer Service Department.

Among her many loves in life are traveling and roller skating. She was a professional skater, and gave up skating only eight years ago. She has been in every state except Alaska ("But I'll get there some day."). And she has been to Europe. Her future travel plans include China and Egypt.

One of her favorite tourist spots is Disneyland in California. And her favorite ride?

"Dumbo the Elephant in the little kids section. It's like a merry-go-round, with all the Disney characters, and I always sit on Dumbo," she says with a child-like sparkle in her eyes. It would be senseless to ask Murph where



Murph: heads the crew

she gets her vitality and pep. Anyone who knows Murph knows that it's just there, and it's something that she doesn't think twice about.

It's this unbounded energy that helps fill the Culture Buses every 20 minutes between 11 A.M. and 5 P.M. every Sunday and holiday.

As the coordinator of on-the-spot promotion and public relations for the Culture Bus service, Murph is responsible for assigning and training tour guides. She also extends the realm of her persuasiveness to the other side of Michigan avenue where Supervisors Roscoe Wilson and John Perkins employ her tested selling techniques in passing out literature and inviting passers-by to ride the Culture Bus. Murph sells the Culture Bus ride to anyone who will buy it, all day long, and then acts as a tour guide on the last bus. She uses a prepared script, which was written by Jeff Stern, Public Affairs, as do the other guides who are also from Public Affairs.

One day Murph got a little help with her commentary. Just as she was loading the group onto the Culture Bus, a shiny black limousine pulled up in front of the Art Institute and Mayor Michael Bilandic and his then-fiancee, Heather Morgan, got out. Murph was delighted and ushered them on, ready to do her thing. Mayor Bilandic knew a lot about Chicago too, and he added pieces of information to Murph's talk, making it a doubly good tour for those aboard.

If Murph could arrange it, she would have everyone in Chicago (and probably in the country) come down and ride the Culture Bus.

The next time you're faced with another ho-hum Sunday, come to the Art Institute for some fun and excitement, history and "culture."

We guarantee that Murph will be there directing the flow of Culture Bus riders in a loud clear voice: "All aboard. The Culture Bus is leaving. Don't run, we'll wait. Last call for the Culture Bus."

## Culture Crew

The energy of enthusiastic CTA people has been the basic fuel for the RTA/CTA Culture Bus success. This feature story is a tribute to the many CTA workers who have supplied the momentum. In addition to project manager "Murph" Neurauter (see main story), John Perkins, instructor from Limits, and Roscoe Wilson, supervisor, Central district, have been every-Sunday sales agents for the seven-museum ride, covering both sides of Michigan avenue in front of the Art Institute. Walter Prosen, superintendent, district B, has been on the scene handling the dispatching of Culture Buses. The six regular drivers of the buses--all from the 52nd St. garage--are Moses Clay, Walter Falls Jr., Shirley L. Hobbs Jr., Herman Lloyd, Walter Sanders, and James R. Walls. Marvin Kocar, instructor, Limits; Kenneth Peterson, superintendent, district B; William Thompson, superintendent, 52nd St.; Hugh Short, assistant superintendent, district C; Clevelen Brogdon and Leo Armstrong, Central district supervisors, are others who have been involved in Culture Bus operations. Recognition should also be given to those from Operations, Operations Planning, Routes/Systems, and Operations Graphics who planned and programmed the Culture Bus itinerary--and those from Public Affairs who have served as tour guides, pointing out scenic and historic attractions along the route.



# Schedule Maker Is Top Suggestion System Winner

WILLIE B. SCOTT, schedule maker, Schedules, has been awarded a cash prize of \$195 by the Employee Suggestion Plan for suggesting the re-use of running time block sheets when new bus schedules are made. The schedules are drawn up about four times a year in connection with new picks, and since running times remain much the same from one pick to the next, Scott's suggestion will save considerable time and effort for the Schedule office.



Willie B. Scott

Scott, a 25-year CTA veteran, served as bus driver, traffic checker, traffic clerk, and schedule clerk before becoming a schedule maker in 1974.

FRANK CROUSE, carpenter at Skokie Shop, received \$65 for recommending that special steel support brackets be made and installed in fiberglass battery boxes on 2200 series rapid transit cars to prevent the boxes from cracking and the battery compartment doors from sagging.

MICHAEL F. AKAI, money handler, Central Counting Operation, received \$50 for suggesting and designing a new cart for transporting and storing cash pouches in the expanded operations there.

THOMAS O'CONNOR, bus repairer at Kedzie garage, won \$45 for designing a device which removes the gasket from the oil filter housing located under the engine on 9000 series buses.

A \$60 supplemental cash award went to DONALD PRENDERGAST, shopman at Skokie Shop, for his idea of using a support bar for installing and removing Budd Pioneer frames on rapid transit car axles.

A \$50 supplemental cash award was given to MATTHEW G. SPATZEK, machinist at Skokie, for suggesting that a two-piece fixture be used to prevent damage

to impact wrenches during work with G.E. Quill assemblies when taking them apart.

Also winning a \$50 supplemental cash award was ROBERT J. BARRETT, a carpenter at Skokie, who suggested that a standard "bumper" be made for conductors' drop sash windows.

Second honorable mention merchandise certificates and \$25 were awarded to CARL A. LIDZBINSKI, retired bus and truck mechanic; MARIA T. LOPEZ, clerk, Employee Relations; JOHN SARA, signal helper, Plant Maintenance; TIMOTHY O'MAHONY, security; JAMES SCHUMPP, helper, West Shops, and DAN BADON, draftsman, Engineering.

Other cash award winners include: MICHAEL SMITH, bus repairer, Beverly garage, \$20; ERNEST GUEDEL Jr., bus repairer, Forest Glen garage, and THOMAS DUERR, electrical worker, Skokie Shop, both \$15.

Ten dollar cash awards were given to EDWARD LEVANDOWSKI, instructor, Vehicle Maintenance, TABEC, and Claims Law clerks MICHELLE VITALE and KAREN MUNYER.

Both MALCOLM SIMPSON, escalator inspector, Plant Maintenance, and RILEY JANUARY, machinist, South Shops, received \$20 supplemental cash awards for their suggestions.

KEITH KLEIN, bus repairer, Limits, was awarded \$25 and an honorable mention. PATRICK D. SMITH, driver, Forest Glen, was awarded \$10 and an honorable mention. VITO PONTRELLI received a \$10 cash award and a \$10 supplemental cash award. Each of these employees offered two suggestions which were adopted.

Ten dollar supplemental cash awards were given to WINSOTT STOKES, supervisor, Methods and Standards; GRANT GREENE, shopman, Skokie Shop, and to ARTHUR MARTINEZ and ELMER FISCHER, both blacksmith-welders at Skokie, for a joint suggestion.

Honorable mention certificates were awarded to WILLIAM REYNOLDS, transit technician, Street Traffic; DONALD LIBERKO, janitor, Maintenance; JAMES LYONS, stock clerk, Stores; CASIMER PISZCZEK, conductor, North Section; RICHARD STENZEL, bus repairer, Forest Glen, and WILLIAM LEWIS, travel information clerk, Transit Information Center.

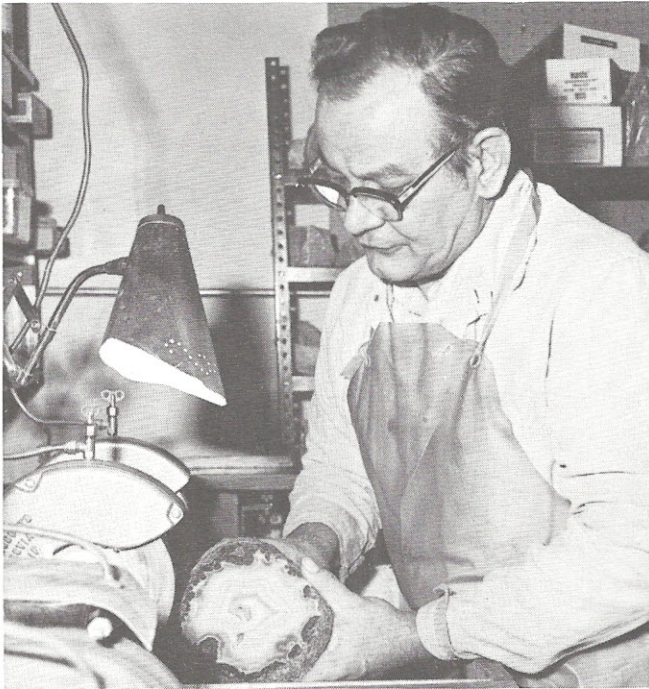
Employees from Skokie Shop receiving honorable mention certificates are: LAWRENCE VANDERHORST, leader; TERRY BERNERO and WILLIAM PIRNEJAD, electrical workers; CHESTER JAGEL and WALTER ONYSIO, shopmen, and KENNETH BLOCKER and MICHAEL HEALY, blacksmith-welders.

South Shops winners include: LOUIS ALLEVA, sheet metal worker; CASIMIR STRYZINSKI, machinist, F. E. MAY and TOM BOWMAN, mechanics; JOHN KALINOWSKI and STANLEY ROMANOSKY, bus-truck specialists; THOMAS TADEVIC, painter-finisher, and ALOYSIUS ZIELINSKI, carpenter.

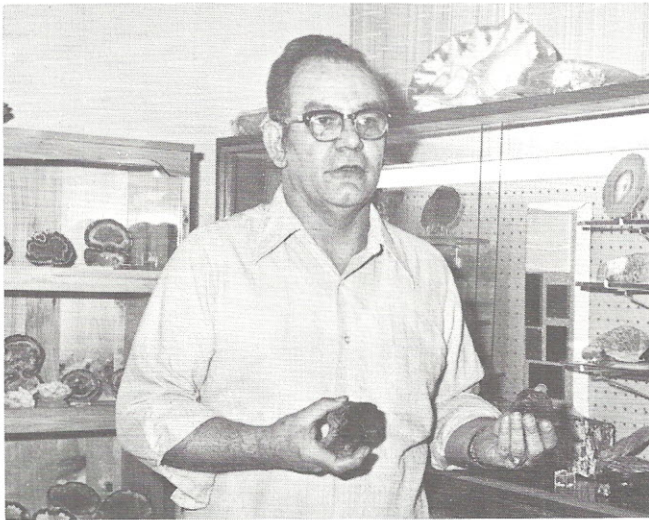


# The Kurgans Leave No Stone Unturned

by Don Yabush



Pictures of a lapidarian: John Kurgan polishes rocks into gems and assembles a collection (Now you know what a lapidarian is.) (CTA Photos by Richard Stanton)



"A rock show is not always a musical extravaganza," says John Kurgan, foreman of the South Shops' upholstery section.

The reason Kurgan knows this is that he is a long-time lapidarian.

But what, exactly, is a lapidarian?

A lapidarian, Kurgan explains, works in the cutting, shaping, and polishing of precious and semi-precious stones. And a rock show is a display of the lapidarian's art.

Kurgan, 49, and his wife, Grace, have been lapi-

darians for about 20 years. Together, they have produced hundreds of "gems" revealing the beauty that lies beneath the sometimes mundane surfaces of rocks. Some have won awards in rock shows held by the Chicago Lapidary Club and the Midwest Federation of Lapidary Clubs.

"We stopped calling our events rock shows a couple of years ago when rock 'n' roll musicians and fans started showing up. Now we call our events lapidary or gem and jewelry shows," he says.

The Kurgans' lapidary workshop in their South Holland home has all the equipment needed. Waiting to be turned into jewels and beautiful artifacts are pieces of obsidian, various colored jades, rhodonite, howlite, heliotrope, turquoise, and petrified woods.

To change the rocks into gems, the Kurgans use various electric powered saws, one with a diamond edge, plus several polishing wheels that rotate grinding tumblers. These tumblers, or cans, contain granulated polishing materials.

"Show judges use power magnifying glasses to detect the slightest flaws or scratches in judging entries," Kurgan says.

"There are two ways of doing this," says Kurgan. "The easy way is to buy the stones from rock dealers. The hard way, and it's much more fun, is to become a rock hound and go out and find your own."

The Kurgans use their vacations to visit sites in Arizona, British Columbia, Nevada, New Mexico or Wyoming and dig for the kind of rocks they want.

"Not long ago we realized we had accumulated more than a ton of rocks in our workshop," Kurgan admits, "so we stopped hunting for a while and started trading."

The Kurgans' basement contains a number of display cases where they show their exotic rocks. Their most prized pieces appear--at least to the unskilled eye--to be the least interesting.

"These two pieces of unpolished green jade," he says, holding two palm-size flat rocks, "are our most valued pieces. We found them near Casper, Wyoming.

"We learned they had been used by Indians, for who knows how many generations, to scrape flesh from animal skins.

"We found them in an area infested with rattlesnakes, so we took these two and got out."

Kurgan says he became interested in lapidary work from his late father-in-law who had been collecting and polishing rocks for years.

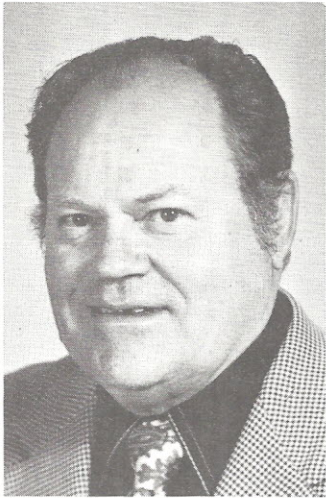
"He talked me into trying my hand at polishing a stone. From that time on, I was hooked," Kurgan says.

Kurgan's expertise has grown to the point where he is now called upon to be a judge at rock shows and to evaluate other people's rock polishing through his powerful magnifying glass.

The big annual Chicagoland Gem and Mineral Show was held over the Memorial Day weekend at the Dodge County Fairgrounds in Wheaton.

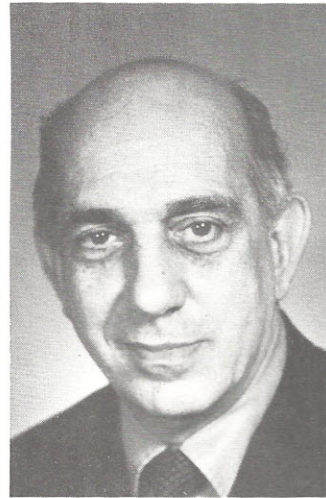


## Key Appointments Made In Auditing



RUSSELL JUHRE has been appointed director, Internal Auditing, Financial Services Department. Juhre formerly was director of financial services for the American Medical Association. He is a CPA, has an extensive background in auditing, and also holds a real estate broker's license. Juhre received a bachelor's degree in business administration from the University of Wisconsin and an MBA in financial management from Loyola University. He and his wife, Trudy, are the parents of two sons.

## Legal



ROCCO ZAZZARA, former director, Central Counting Operations, has been named director, Legal Investigation. Zazzara joined the Chicago Surface Lines in 1947 in the Claim Department. He later became an investigator, superintendent and then director of Special Investigations. He and his wife, Varga, have a daughter and son.

## Central Counting



JOHN J. O'CONNOR is now director, Central Counting Operations. He had been in charge of Fare Box Services. O'Connor, a 34-year employe, previously served as interviewer; coordinator, Employment Procedures; assistant superintendent and superintendent, Employment and Placement, and director, Personnel Administration. O'Connor and his wife, Delores, have two sons and two daughters.

## Methods-Standards



ROBERT M. JULUN has been promoted to superintendent, Methods-Standards. Julun started with CTA as a bus driver in 1960, later becoming a bus service supervisor, instructor, instructor trainee in General Operations, and Methods-Standards analyst. He and his wife, Margo, a clerk-typist in the Insurance Department, have a son and daughter.



# Personnel Development



RAYMOND A. FLEMING, a CTA employe since 1969, has been named superintendent, Administrative Training-Training Services, Personnel Development. Fleming, former supervisor, Office Operations, Treasury, holds a bachelor of arts degree in English and an MBA from DePaul University. He previously served as a graduate trainee and a training assistant in Personnel Development. He and his wife, Phyllis, have a son and daughter.

## Other Reassignments

In other job reassignments, WALTER MOORE, former supervisor, Distribution and Building Wiring, Electrical Maintenance, has been named supervisor, Power Distribution Group. MARGARET A. STEVENS, former executive secretary, General Operations, has been appointed supervisor, Law File Administration. FRANK O'DOWD, former unit supervisor, Service Planning Group, Operations Planning, is now unit supervisor, Production-Supply Control, Plant Maintenance.

ANDREW SCHMIDT has moved from labor research analyst to labor relations specialist, Labor Relations. LAWRENCE A. OOMENS has been reassigned from instructor to planning analyst, Transportation, and ILLER WILLIAMS, former bus serviceman supervisor, District A, has been selected as management-professional intern in the same department.

Transportation Department has also named seven new security officers. They include former bus drivers BOBBY EDWARDS (77th St.), LEROY HILL Jr. and JAMES D. INGRAM (Beverly); bus servicemen GARY M. BEYER (Forest Glen) and RONALD REKOSH (Archer); former conductor MICHAEL HOGAN (North Section), and former trackman RICHARD G. RUSINAK, Maintenance.

RONALD PEEL, former driver, 77th St., is now a traffic checker, Operations Planning. ROGER TOUSSAINT, former driver, Limits, has become a clerk in the Library, and JOHN P. CURRAN, former bus serviceman, Archer, has been selected service truck chauffeur, Transportation.

Newly appointed as travel information representatives, Management Services, are WILLIE L. YOUNG, former driver, Kedzie; WILLY C. TURNER, former cash box puller, Kedzie, and former South Section ticket agents JOSEPH COLLYMORE and BESSOLA JAMES. Assigned as bilingual travel information representative is ANGEL DE LA TORRE, former driver, Limits. Now serving as varitypist, Management Services, is DIANNE L. WEIER, former clerk, General Operations.

In the Datacenter, LOUIS BUCKINGHAM has moved from junior computer operator to systems analyst, and ROSLYN STEINBERG has been reassigned from typist to project documentation clerk. RINA GREEN, former utility clerk, Claims Law and Real Estate, is now secretarial stenographer, Grant Programming and Administration. ROSEMARIE RITROVATO, former typist I, Management Services, has been named typist II, Treasury. ELLA FLEMING, formerly unassigned, has become call director operator, Personnel Administration.

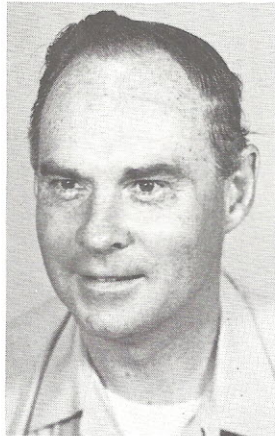
Five new stock clerks have been selected by Materials Management. They are JOHN LAMBERT, who was principal mail clerk, Management Services; LAWRENCE JONES, former janitor, Maintenance; MARTHA MORRIS, former ticket agent, West Section; BILLY MONCRIEF, former conductor, North Section, and EDDIE RICHARDS, former laborer, South Shops. Former bus servicemen STEVEN P. GRAF (North Park) and MICHAEL FITZPATRICK (77th St.) have been assigned as helpers, Plant Maintenance.

Chosen as bus repairers, Maintenance, are JAMES THOMPSON, former cash box puller, 52nd St.; former bus drivers ANDREW DRAIN (North Park) and JOHN FERRARO (Forest Glen), and former bus servicemen GUILLERMO LINA (North Park) and BRIAN GRABOWSKI (North Av.). New as laborers in Maintenance are RICHARD BIEGEL, former laborer, Plant Maintenance; DAVID WEATHERSPOON, former conductor, North Section, and EUGENE SEALS Jr., former motorman, North Section.

Others now in Maintenance include MARY F. GALLON, who moved from typist, Transportation, to clerk, South Shops; JOHN M. ZON, former unit exchange clerk, Skokie, now production clerk, and EVELYN E. MARTIN, previously unassigned in Personnel Administration and now typist. KENNETH LACKNER, former unit exchange clerk, South Shops, is reassigned as production record clerk, and VIRGINIA HARRER, former travel information representative, Management Services, is now shop clerk.



## commendation corner



JAMES O'CONNOR and WILLIAM ROBERTSON, District B supervisors, were commended by an Andy Frain supervisor at McCormick Place for their "superb job" in coordinating CTA charter bus service for the National Restaurant Association show. John Fahy, of the Frain organization, wrote: "We received compliments on the courtesy of the drivers and on the cleanliness of your buses. I know this couldn't happen without the know-how of the two men. It was a pleasure for me to work with them."



PATRICIA LATHAM (West Section), a conductor on the Lake-Dan Ryan route, receives a citizen's award from Lt. Milton B. Deas, commander of the Police Department's Area 4 burglary unit, for "her willingness to become involved in what she accurately evaluated as a crime-in-progress aboard her train." In a letter of appreciation to CTA, William J. Duffy, commander of the department's burglary division, said, "Her prompt notification and continued observation and guidance, given upon police arrival, are highly commendable. Without her help, this arrest may not have been possible."

Rose Goldman of Escanaba avenue says she forgot her discomfort on a hot windy day immediately upon boarding a Sheridan road bus driven by MAURICE WILLIS (North Park garage). She writes: "Many senior citizens rode this bus and I observed that, almost without exception, each one asked questions that were politely answered. The driver was particularly considerate of older riders who had difficulty boarding the bus and he waited until they were seated before continuing. I complimented this driver when I was getting off the bus and he replied: 'It's part of my job.'"

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TOMMIE GARNER (North Park garage), driver of a Broadway bus, is praised by Anne Hartnett, of North Wayne avenue, who writes to tell of this incident: "We were about to turn from Division into State street when the driver stood up and warned the passengers to watch their wallets and purses. He repeated the warning a second time, before opening the doors. As I left the bus, the driver explained to me that the four men who got on at that stop were known pick-pockets. I extend my gratitude for such kindness and consideration."

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LACEY KENNEDY (69th street garage),

a driver on the Ashland avenue route, is thanked by Larry Revers, of south Artesian avenue, and several other riders for the way he handles problems on his bus. On behalf of the group, Revers writes: "He assures comfort to his passengers by enforcing the no smoking rule, quieting disturbances and guarding against rear-door entry on the bus. He also checks to make sure transfers are valid. He is a safe and careful driver. We thank him for his courtesy, consideration, kindness and protection of all his passengers."

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ERNEST TUCKER, driver (77th street garage), recently played off-duty "good samaritan" to Helen Zarr of Blue Island. She writes: "My sister and I were on our way downtown when our car got a flat tire on the Dan Ryan expressway. I pulled off the road and waited, hoping a policeman or someone else would come to the aid of two women in distress. After 25 minutes, a car finally pulled over, and a nice gentleman put the spare on for us, saying he stopped because he knew his wife wouldn't know what to do if she got a flat tire. Thanks to your Mr. Tucker, we got downtown in time for my sister's doctor appointment."

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Mrs. Rose B. Wilke of suburban Oak Park writes to express thanks for the pleasant service given by driver #6708 (JAMES WHITE, 69th street garage) when she was recently in Chicago. She writes: "I was in a neighborhood unfamiliar to me and I needed directions. Not only was the driver helpful within the scope of performing his duty, but he was so pleasant and reassuring, he turned my somewhat anxious ride into a real pleasure ride."

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JESSE W. RICHARDSON (South Section), a motorman on the Lake-Dan Ryan, is applauded by Eleanor E. King of River Forest for being a "safety conscious motorman." She writes: "He was careful to slow down with all the safety beeps, and when we crossed the river he went even slower. He ran the train with good judgment."

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LEVI FUNCHES (North avenue garage), a driver on the Fullerton avenue route, is complimented by Aleta Kowitz of North Lockwood avenue for the way he "manages to avoid the potholes in the street, waits for passengers running to catch his bus and still keeps his schedule without taking chances."

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## cta moves ahead in '77

The Chicago Transit Authority, operator of the second largest public transportation system in the United States, has gained more momentum in 1977 than ever before in a continuing program of modernizing and upgrading its equipment and facilities.

Early in the year, delivery began on an order of 200 modern air-conditioned cars being acquired at a cost of \$61 million in federal and state funds for the CTA's rapid transit system.

The first train of the new cars made an inaugural run on Oct. 6, 1976, with the late Mayor Richard J. Daley heading a large delegation of passengers for the debut. Delivery of the 200 new cars is to be completed early in 1978.

In the early months also of 1977, the CTA received delivery of 200 more air-conditioned buses, which, with 1,679 buses acquired previously in the last several years, means that 78 per cent of the surface fleet has been modernized. Within the next several years, the CTA expects to have its total operating fleet of 2,400 buses fully modernized.

For 1977 operations, the CTA adopted a hold-the-line budget of \$336,673,000, representing an operating cost increase of 9-1/2 per cent due almost

CTA's 2400 series rapid transit car, newest in the industry, makes its debut against the Chicago skyline. The car was manufactured by Boeing Vertol.

entirely to continuing inflation.

"We are providing essentially the same quantity of service, but of improved quality," explains George Krambles, the CTA General Manager.

"If inflation in some marvelous way were to fall to zero, the total costs of the CTA operations in 1977 under the budget would be essentially unchanged from 1976."

Another overall objective of the CTA, Krambles explains, is to continue to provide comprehensive services as efficiently as possible with the objective of holding down the requirement of public funding assistance through the Regional Transportation Authority to supplement fare box collections.

The Regional Transportation Authority was created in 1974 as an overall governmental organization covering six Illinois counties of the Chicago metropolitan area. One of the major purposes of the new RTA is to provide public assistance to all carriers in the area—the CTA, the commuter railroads, and suburban bus systems.

To cover 1977 operating expenses, the CTA's budget anticipates \$211,469,100 in system-generated revenue (mostly fare collections) and \$125,204,000 in state, federal, city and county funds channeled through the RTA.

This means that 63 per cent of the money for operating costs in 1977 is to come mostly from fare collections and that 37 per cent would be provided through the RTA as a public funding requirement.

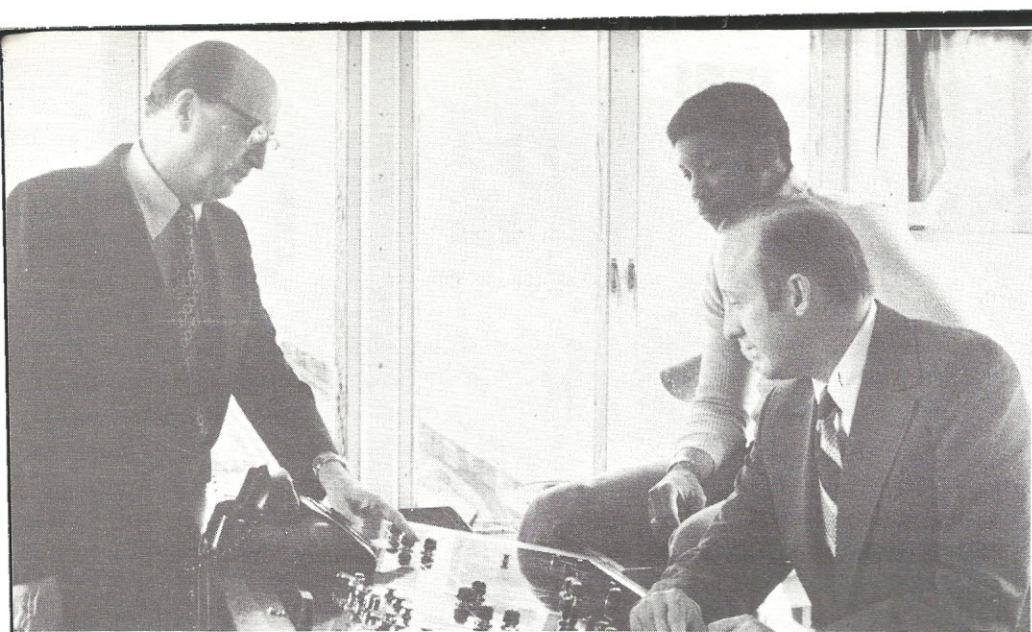
The 37 per cent public funding requirement by the CTA ranks at the very bottom on this score among the major cities of the nation and the world.

In sharp contrast to the CTA's 37 per cent, for instance, are public funding percentages of 76 per cent in Atlanta, 68 per cent in Boston and San Francisco, 67 per cent in St. Louis, 62 per cent in Los Angeles, and 50 per cent in Philadelphia. For New York City, the public funding for operations is about the same as the CTA's; but the New York percentage was achieved only after fare increases and reductions in service.

Among the large cities elsewhere in the world the percentages of public funding for transit operations are Amsterdam, 70 per cent; Brussels, 70 per cent; Frankfurt, 55 per cent; London, 40 per cent; Munich, 50 per cent; Paris, 80 per cent; Rome, 84 per cent, and Tokyo, 50 per cent.

The biggest headlines about new transit improvement projects appeared early in 1977 when Mayor Michael A. Bilandic announced that federal officials had





**Inspecting control tower at CTA's busiest rapid transit crossroads, Lake and Wells, are George Krambles, left, CTA General Manager, and James J. McDonough, right, Chairman of the Chicago Transit Board. They discuss operations with Robert Perkins, towerman.**

authorized grants giving the green light for extending the Kennedy rapid transit route to O'Hare International Airport. The project will cost \$135.7 million.

The city's Public Works Department was granted \$5 million in federal funding to begin engineering work, and there was assurance that the U.S. Department of Transportation will provide the full federal contribution of \$108.5 million which will represent 80 per cent of the project cost. The remaining 20 per cent will be provided by the state and city governments.

The O'Hare rapid transit extension will cover a distance of 7½ miles between the airport and the CTA's Jefferson Park terminal to provide for fast trips to and from Chicago's downtown. It also will serve as a connecting link with O'Hare for the CTA's entire rapid transit and surface systems, serving not only air travelers, but also thousands of airport workers and employees in the hotel, commercial and industrial area near the airport. It is estimated that more than 36,500 riders a day will use the O'Hare rapid transit extension.

The project is expected to be completed within 30 to 36 months, which means that trains can be rolling to and from the airport by 1980.

This two-track extension will be constructed in the median strip of the Kennedy expressway from the present end of the tracks near Foster avenue to a point just west of East River road. There, it will continue westward in the median strip of the Airport access road.

About 500 feet west of the airport taxiway bridge, the line will enter a tunnel, and curve in a southwesterly direction to an O'Hare Airport station beneath the main parking garage.

Intermediate stations are to be built at Harlem avenue, Cumberland road, and River road. Parking facilities for more than 2,500 cars will be provided at these stations.

The running time of the CTA's trains between the airport and the downtown Dearborn subway stations will be about 35 minutes.

Pending construction of the O'Hare extension, the CTA is continuing to promote, through radio advertising and other techniques, the present O'Hare Express bus service from Jefferson Park as a convenient and inexpensive way to get to and from the airport.

Chicago's State street has long been famous for its department stores and shops and also for its public transportation. Beginning in 1859, downtown State street first was served by streetcars pulled by horses, then by cable cars, then by electric streetcars, and in recent years by motor buses.

Now transit will become more prominent than ever with the transformation of State street into a transit mall. The federal government has authorized grants totaling \$9 million in federal highway and transit funds for about 80 per cent of the project cost. The remaining funds will be provided by State street merchants.

The transit mall has two objectives--to

improve transportation and to minimize pedestrian-vehicle conflict. For the nine blocks from Wacker drive to Congress street, State street will be reduced from six lanes to two lanes. In addition, there will be boarding bays for the CTA buses. Only buses and emergency vehicles will be allowed in the street. All east-west traffic will continue to cross the mall.

Escalators will be installed from street level to mezzanines of subway stations. Canopies will be built over the bus waiting areas and escalator entrances. The overall appearance of State street will be greatly enhanced. Sidewalks will be extended from the present curb, as much as 20 feet in some places. There will be trees and other landscaping, benches, fountains, information centers, and small entertainment areas. There also may be outdoor cafes.

Work on the State street mall project was scheduled to begin in the fall of 1977, and the project is expected to be completed by Christmas of 1978.

Meanwhile, the CTA will be pushing forward with its own improvement programs, with funding largely by the state and federal governments.

About 10 years ago, it was recognized here and elsewhere that the fare box could not possibly meet all of the needs of renewing public transportation systems, so the first of the federal aid programs with local matching funds were provided. However, it was not until about five years ago that federal and other public funding was provided in sufficient amounts to enable transit systems, such as the CTA, to begin major programs in a catch-up program of modernization.

Since 1972, the CTA and other systems in Illinois also have benefited from a state bond issue of \$200 million which, for the most part, has provided the local matching funds needed for qualifying for the federal capital development grants. At first, the formula for such grants was two-thirds federal funds and one-third local matching, but that has been changed to 80 per cent federal and 20 per cent local.

For the five years of 1972 through 1976, the CTA's capital development grants for new equipment and other improvements totaled approximately \$403 million. The CTA request for such funding for 1977 amounted to \$102 million and, for the five years of 1978 through 1982, the CTA hopes to obtain



a total of approximately \$633 million in grants to accelerate its capital improvement programs.

The highlights of the five-year program for 1978 through 1982 include the replacement of all remaining 30-year-old rapid transit cars, the purchase of 400 more buses, and the modernization of many CTA facilities, such as track and structure and bus and car shops.

The 200 rapid transit cars being delivered in 1977 and the early part of 1978 will give the CTA a total of 530 modern cars. However, this is not quite half of the present fleet of 1,100 cars.

The CTA will need at least 550 more new cars to modernize fully its present fleet. An additional 70 new cars also will be needed for operation in the Kennedy extension to O'Hare airport.

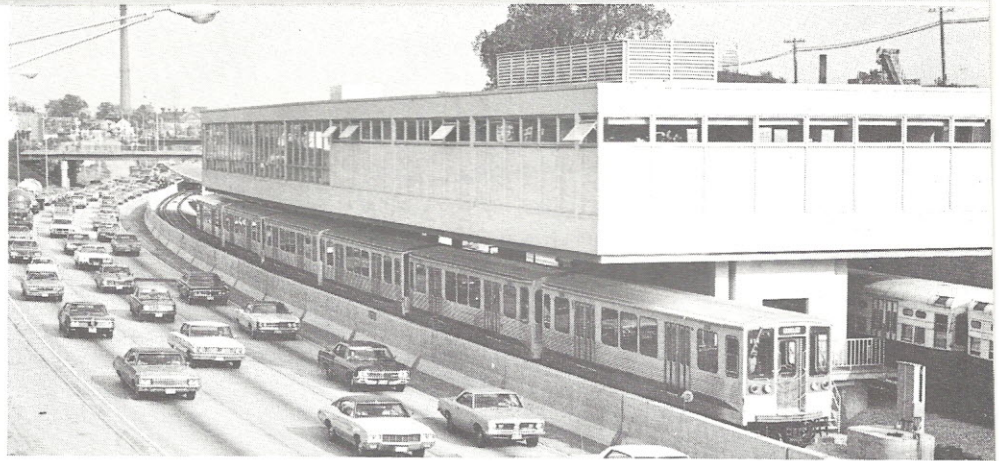
Safety in operations is of paramount importance in public transportation. In 1976 the CTA completed one of the most important projects in the city's 85-year history of rail rapid transit. That was a \$28-million project of installing cab signaling—a modern electronic system for controlling the proper spacing and speed of trains. As a result of this project, the CTA's 200 miles of rapid transit tracks now are protected by safe and reliable signaling.

Communications is another major category in CTA's modernization program—better communication facilities for operating purposes, for working with the police and fire departments in emergencies, and for keeping the riding public informed.

All new buses are equipped with two-way radios for contact with the Control Center, as well as silent alarms for use in emergencies.

For the rapid transit system, capital development grants have been authorized for a two-way radio network costing an estimated \$14 million.

The objectives of this project are three-fold: (1) To achieve still greater efficiency and control in the operation of elevated-subway trains by replacing train telephones with radios; (2) To provide, for the first time also, two-way radio communications in the subways for the Chicago Police Department to enable the police to maximize protection for CTA riders and operating employees, and (3) To provide also two-way radio communications for the Chicago Fire Department for responses in emergencies, such as coming to the aid of persons taken



**Chicago's O'Hare extension project will take rapid transit trains now traveling the expressway median strip into Jefferson Park terminal, top, seven and one-half miles beyond to a direct connection with the airport. This service is now provided by the O'Harexpress bus, lower photo.**

ill on trains.

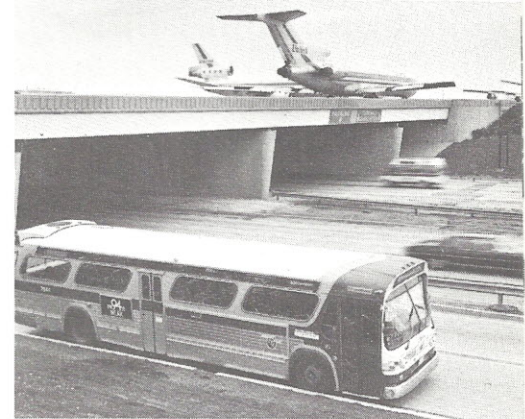
Well under way is a \$33-million program for renewing our electrical power distribution system. This includes the construction of 15 substation buildings and the installation of new third rail at various locations.

The elevated structures date to the 1890s and the turn of the century, so a significant part of the continuing improvement program is in the category of track and structure renewal. Welded rail is being installed to make for smoother riding, and roadbeds are being reconstructed with new ballast, ties and rail.

Station modernization is getting high priority. For instance, construction began early in 1977 on a \$5-million modern rapid transit terminal for the Eisenhower rapid transit route at Desplaines avenue, Forest Park.

Most CTA garages are old converted streetcar barns, and another large category in the capital development program is the reconstruction and modernization of these facilities. A model for this important type of improvement is a new large bus service complex—the largest ever built by the CTA—at its South Shops, at 77th street and Vincennes avenue. This new service complex features a service building with 72,000 square feet, the most advanced facility for washing two buses at a time, and a "bus beauty salon" for cleaning buses inside and out. The CTA's five-year program calls for modernization of seven more garages.

There are similar improvements for the rapid transit trains—new inspection and service shops, car washing facilities, and



renewal and expansion of major repair shops.

The CTA has entered the computer age. One major project is the development of an innovative computer system for greater efficiency in bus maintenance. Similar computerization is planned for rapid transit car maintenance, as well as other CTA functions.

For the winter of 1976-77, the CTA completed an initial program of erecting 100 bus stop shelters at the busiest locations. One hundred more shelters are to be erected in the latter part of 1977.

There are many other improvement projects—such as more off-street bus turnarounds, better lighting of stations, the installation of transfer-issuing turnstiles, and new signs with modern graphics at bus stops and stations.

All of these projects are designed to improve the quality of service for the riding public—and to attract more riders. Like other transit systems throughout the nation, transit in Chicago was hit hard by the competition of the automobile after World War II.

At the CTA, riding since 1970 has levelled off; but there are indications that an upturn may be in the making. In 1976, CTA riding showed an increase of nearly 3 per cent, totaling more than 630 million riders for the year.

In addition to improving the quality of service, the CTA also is taking aggres-



sive steps to gain more riders. Wide distribution is being given to two CTA maps--a popular system-wide route map and a special downtown transit map. Most of the texts of the maps are bilingual (English-Spanish). The CTA also publishes a special brochure to inform the Spanish-speaking communities on how to use the bus and rapid transit systems. Other promotional efforts include radio and television advertising based on a theme of "People Moving People." The production of T-shirts, with colorful designs of CTA bus stops and the rapid transit routes, was added in 1977 as a CTA promotional activity.

The CTA's service area is comprised of the 220 square miles of the city of Chicago plus 36 nearby suburbs, with a total population in excess of 4 million persons. In Chicago, 99 per cent of the city's population is within three-eighths of a mile of CTA service.

The CTA's services also are used regularly by many thousands of persons from the far-flung suburbs. It is estimated that some 350,000 persons travel each weekday from Chicago to the suburbs and that an equal number--350,000--come from the suburbs to the city. And it is a certainty that many of these persons, at one time or another during the day, use the CTA, as well as the other public transportation services.

The largest number of nearly 13,000 CTA employees are those immediately involved in providing the service--5,300 bus drivers, more than 2,000 rapid transit operating employees, and more than 3,100 maintenance employees to keep the 2,400 buses and 1,100 rapid transit cars in good operating order.

Another measure of this emphasis on service is the number of manhours of work budgeted for the year. The 1977 budget provides for a total of 24 million manhours. Of that total, 22,650,000 manhours are budgeted for the General Operations Division. And of that total, 16 million manhours are for the Transportation Department; 6 million manhours for the Maintenance Department, and 650,000 manhours for the Operations Planning, Engineering and Plant Security Departments.

The Chicago Police Department and police departments of suburban areas served directly by the CTA carry out the responsibility of protecting riders and operating employees. At the direction of Superintendent James M. Rochford,

the Chicago Police Department has given top priority to the security of transit riders, and has received national recognition for such innovative measures as a special Mass Transit Unit for the rapid transit system.

The CTA's 2,400 buses make more than 31,000 trips each weekday on 134 routes over 2,000 miles of streets, with 13,400 posted bus stops. Rapid transit trains make more than 2,600 trips a day on seven routes over 200 route miles or 90 miles of right-of-way, with 142 stations.

Persons of all levels of income depend upon the CTA for regular travel needs. The service is an absolute necessity for hundreds of thousands of persons who have no other way to travel, who cannot afford to own or who cannot drive an automobile.

More than half of all CTA routes operate continuously around the clock every day of the year. CTA service at all hours of the day and night is important to a great variety of travelers. For example, service in the "owl" or early morning hours is especially important to the many thousands of persons doing the housekeeping in office buildings, to policemen and firemen going to and from duty, to nurses and other employees going to and from the large medical centers, to employees of industrial plants and service industries, and to the many thousands of employees of the large utility systems.

The CTA is one of only a few large public transportation systems in the world providing such comprehensive services. In 1976, the CTA service in effect became even more comprehensive with the use of the RTA's new universal transfer providing for the interchange of passengers with suburban bus systems.

Chicago's great downtown area as it is known today could not exist were it not for public transportation. Each weekday, there is a peak downtown accumulation of more than 280,000 persons. Of this daytime downtown population, 86 per cent travel to and from the downtown area by public transportation--47 per cent by the CTA, 35 per cent by the commuter railroads, and 4 per cent by buses from the suburbs.

Each weekday, the CTA serves approximately 1,200,000 originating riders. Approximately 850,000 of these riders, or more than 70 per cent, also buy the

CTA's one-hour transfer for additional riding. This total of originating riders and transfer passengers means that the CTA accounts for approximately 87 per cent of all public transportation rides taken every weekday throughout the six-county RTA area. Actually, the percentage of CTA riding is higher than that, for many additional rides are taken with the one-hour transfer, which permits transfers for all kinds of trips, even round trips, as long as the last ride begins within one hour after the time punched on the transfer at purchase.

October 1 of 1977 is the CTA's 30th anniversary of operations. The Chicago Transit Authority is a municipal corporation created in 1945 by an act of the Illinois legislature and by referendum and an ordinance of the city of Chicago.

The governing arm of the CTA is the Chicago Transit Board. Four members of the Board are appointed by the mayor of Chicago, subject to approval by the City Council and the governor, and three members are appointed by the governor, subject to approval by the State Senate and the mayor of Chicago.

The CTA began operating on October 1, 1947, after purchasing (with revenue bond proceeds) the properties of the former privately owned Chicago Surface Lines and Chicago Rapid Transit Company. In 1952, the CTA also acquired the properties of the former Chicago Motor Coach Company.

**This mini-report on CTA today was originally prepared for a group of international transit executives who were studying our system. It has been reprinted in Transit News with the thought that employees and retirees will find it an interesting and convenient source of reference.**



## Memories Of Glory Days

By W. B. Wolfan

Nostalgia reigned supreme at Wrigley Field on June 25 when Chicago Cub heroes emerged from the past to once more trod the "friendly confines" in uniform.

Names such as Phil Cavarretta, Stan Hack, Andy Pafko, Larry French, Riggs Stephenson, Billy Herman, and other stars of long ago popped up once again for the news headlines.

It was a great day at the ball park (to coin a phrase from Jack Brickhouse), especially when the public address system boomed out the lineup of the old-timers.

The biggest ovation of the entire day greeted No. 14 when he trotted out on the field--Ernie Banks, known to the baseball world as Mr. Cub. Ernie is a member of the Chicago Transit Board.

The ex-Cubs defeated a Hall of Fame all-star team, 5-1, in three innings. They used 10 pitchers--among them Dick Ellsworth, Don Elston, Rich Nye, Moe Drabowsky, Johnny Klippstein, Emil (Dutch) Leonard, Phil Regan, Dick Drott, Larry French, and Bill Hands.

The power hitting was provided by younger ex-Cubs--namely Paul Popovich, Jerry Kindall, Ron Santo, Clyde McCullough, and Bob Will.

The latter contributed a triple off Bob Feiler to lead the old-timers to victory.

And of course, no lineup of Cub old-timers would be complete without Charley Grimm at the helm as manager.

Grimm's career with the Cubs began 52 years ago--in 1925.

Mention of Grimm recalls the 1935 Cubs, a team he managed to a pennant in highly spectacular fashion.

Ten and one-half games behind the league-leading Giants (then based at New York's Polo Grounds), the Cubs won 24 and lost 5 in July to become a contender overnight.

That set the stage for a streak of 21 victories in a row that began on Labor Day and earned the North Siders the National League flag.

Larry French, one of the ex-Cubs here for the old-timers game, launched that winning streak with a win over the Phillies. Lefthander French, asked about that during his visit here, said he pitched and won 5 complete games during that sensational victory string.

The Cubs lost to Detroit in the World Series, 4 games to 2, but 1935 is a year to remember just the same.

Some of the Cub old-timers were accorded an extra treat the day after the game.

CTA board member and Hall of Famer Ernie Banks invited a group to ride the CTA's Culture Bus.

Larry French, Riggs Stephenson, Phil Regan, Jerry Kindall, Bob Scheffing, and Moe Drabowsky took advantage of Ernie's invitation and brought their families along.

The old-timers' consensus was: "We had a great time!"

## Mexican Fiesta At Sox Park



Elda Leal of CTA Public Affairs is pictured throwing out the first ball at the White Sox' second annual Mexican Fiesta Day June 5. The special program, arranged by Elda through the Mexican Civic Society of which she is president, featured a colorful parade, folk dances by Mexican groups, and a mock bullfight with Senor Minnie Minoso acting as toreador. Accompanying Elda in the opening ceremonies above were, left to right, Raul Stern, trade commissioner of Mexico for Chicago; Jose Luis Navarro, regional director of the Mexican National Tourist Council, and the Hon. Francisco Acevedo-Morga, consul general of Mexico.

Special Footnote of Interest to Our Readers: As a result of the Mexican Civic Society's contribution to the success of this special pre-game event, the Chicago White Sox have donated the use of Comiskey Park on the evening of Saturday, Sept. 17, for an all-Latino musical program featuring the visiting Ballet Folklórico from Mexico, the folklorico dancers in the Spanish-speaking community of Chicago, and other Latin-American musical artists. This colorfully costumed and lighted gala is available at a bargain admission charge of only \$1 for each and any seat in the park. CTA employes and families are cordially invited. Proceeds will go entirely to fund a new Mexican Cultural Center in Chicago.



# Typical Action In CTA Softball



At left, Ivan Rodez, 77th Street Streakers, crosses home plate safely as the ball eludes Kedzie catcher George Reeves. Umpire Frank Canna calls the play. At right, Steve Martin, General Office, scores and is congratulated by teammate Andy Bishop.



Charles Swain, North Park (left), takes a mighty swing as his teammates cheer him on. At right, Limits Coach Raymond Gosha points the way for Elisah Whooper as John Cadenhead, North Park first baseman, waits for the ball.



North Park Coach Walter White directs traffic at first base and tells Roger Noble to keep going as Limits first baseman Art Williams calls for the ball.

## CTA SOFTBALL LEAGUE

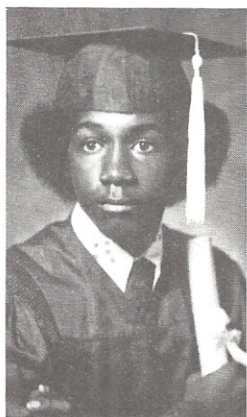
<u>DIVISION A</u>	<u>W</u>	<u>L</u>	<u>DIVISION B</u>	<u>W</u>	<u>L</u>
Kedzie	5	0	North Park	5	0
Howard "L"	4	1	Limits	5	0
77th Street	4	1	69th St. Raiders	4	1
Archer	4	1	69th St. Diggers	4	1
Lake Street "L"	2	3	Forest Glen	3	2
North Avenue	2	3	South Shops	2	3
52nd Street	2	3	South Shops Repair	1	4
Local 241	1	4	General Office	0	5
West Side T/A	1	4	Central Counting	0	5
North Side T/A	0	5	South Side "L"	0	5



# More June Graduates In CTA Families



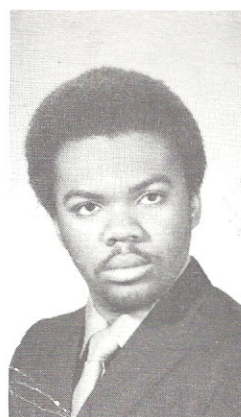
**SYLVIA D. BENNETT**  
South Shore H. S.  
Charles Bennett  
Stores - South



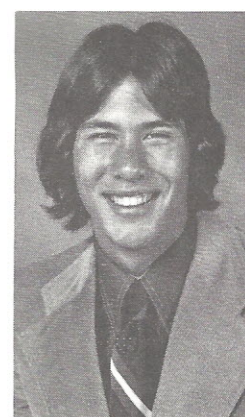
**MICHAEL J. COOK**  
Parker H. S.  
Josea Cook  
Kedzie



**BRIDGET COOLEY**  
Fenger H. S.  
Wilbur Cooley  
95 - Dan Ryan



**CHARLES J. FLORENCE**  
Malcolm X. College  
Charles J. Florence  
West Section



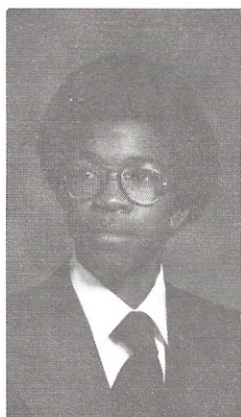
**MARK H. KADOWAKI**  
Luther H. S. North  
Paul H. Kadowaki  
Instruction-North



**PATRICIA LEAL**  
Lourdes H. S.  
Elda Leal  
Public Affairs



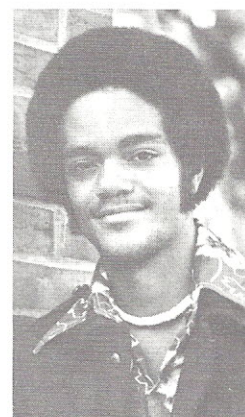
**CHRISTOPHER LOPEZ**  
Lane Technical H. S.  
Ismael Lopez  
Limits



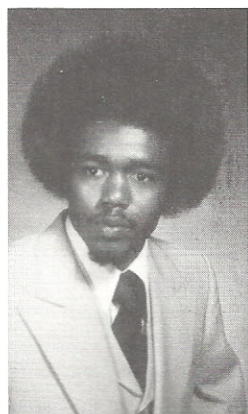
**WILLIAM E. MOORE**  
Quigley H. S.  
William E. Moore  
Instruction



**BRADLEY PORTER**  
Illinois Schoof for Deaf  
Mack Porter  
52nd Street



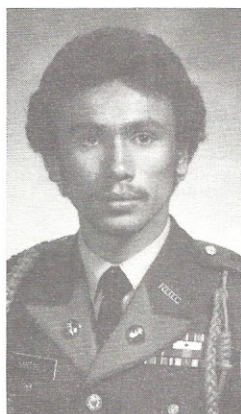
**BRODERICK PORTER**  
Illinois School for Deaf  
Mack Porter  
52nd Street



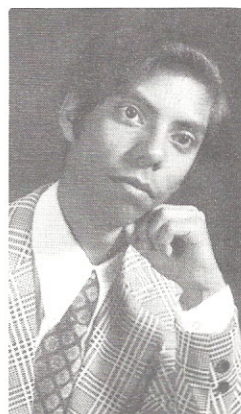
**DAVID PORTER**  
Chicago Vocational  
Mack Porter  
52nd Street



**BECKY A. SANTOS**  
Kelvyn Park H. S.  
D. L. Santos  
North Avenue



**STEVENSON SANTOS**  
Kelvyn Park H. S.  
D. L. Santos  
North Avenue



**JOSE M. SEGURA**  
Lane Technical H. S.  
Manuel R. Segura  
Materials Management



**PATRICIA WASHINGTON**  
Luther South H. S.  
Leon Washington  
77th Street



## cta pensioners

### Zold: 77 In '77

"Dad does not know I wrote this; we wanted it to be a surprise for him in his 77th year," writes Gloria Gravenhorst, from Anaheim, California.

Dad is retiree George R. Zold who served CTA and the predecessor Chicago Surface Lines for 34 years, first as a street-car motorman and then as a bus driver, winding up his career at Forest Glen in 1962.

He went to live with his daughter and her family while recuperating from a heart attack and moved to California when Gravenhorst was transferred there in 1974.

George has had two cataract operations in recent years, but his daughter says he is recovering well.

His sight is good enough that he can enjoy daily bus rides with his friend, Charlie Astor, to various places in Orange County.

George recently celebrated his birthday. Although he likes California, he misses Chicago and would appreciate hearing from any of his former working associates. His address is 200 S. Calle Diaz, Anaheim, California 92807.



### New CTA S.C.R.O. Site

All future dinner meetings of the CTA Senior Citizens Retirement Organization will be held the last Tuesday of each month in the spacious grand ballroom of the elegant Ferrara Manor, Central and North Avenues, Chicago, Illinois. 7-Course Dinner at \$5.00. Convenient CTA transportation to the door. Three parking lots.

The next dinner meeting will be held Tuesday, July 26, 1977, at 4 PM. Music by Frankie Jay and his orchestra. For reservations call: Jack Kalka at 484-6610 or Joe Nolan at 287-9058. Nolan tells TransitNews that his organization now has 83 members in 20 states outside of Illinois.

## Misses Chicago; Missed Here, Too

Near misses -- some good, some bad -- are highlighted in a Chicago memory story about retiree Walter Redmond in the Rochester (Minn.) Post-Bulletin.

As a boy, he missed the performance of "Mr. Bluebird" with Eddie Foy at the Iroquois Theatre on the afternoon of Dec. 23, 1903 (date of the fire disaster) because he was being punished for throwing a bottle at a boy who was stealing his bicycle;

By moving schools, he missed a continuing friendship with a pretty girl in the fourth and fifth grades at Lincoln school. She later became movie star Gloria Swanson;

He saw some men he assumed to be policemen wheeling up to a warehouse on the north side and presumably arresting some gangsters. He followed his mother's advice to get away from trouble areas with all deliberate speed and thus missed the St. Valentine's Day Massacre;

In 1967, Walter, who was a conductor on the 'L', moved to the small town of Lanesboro, Minn., where his wife, Mildred, has relatives. That is where the Post-Bulletin discovered him.

"Was the adjustment hard to make?" the newspaper reporter asks.

Redmond's answer: "Tough -- very, very tough. But I feed the birds and I get a Chicago newspaper regularly . . . so I've become adjusted."

Thanks to Walter's brother-in-law, Howard Ruen, for sending Transit News the story.

## Golden Anniversary

FLORENCE and JOSEPH PARTIPILO celebrated their 50th wedding anniversary April 23 at Parretta's Italian Restaurant. Mr. Partipilo started with the Chicago Surface Lines in 1942 as track repair and elevator porter at the Logan Square office. Mr. Partipilo, who will be 75 in September, retired in 1967. Their sons, daughters-in-law, and friends helped celebrate the occasion.





## IN MEMORIAM

# Service anniversaries in July

WILLIAM N. BECK, 87, Devon,  
Emp. 7-12-26, Died 5-15-77  
MARCELLA BITTERLIN, 72, South Section,  
Emp. 3-01-45, Died 5-20-77  
EDMUND J. BLASKEY, 72, South Shops,  
Emp. 4-17-34, Died 5-31-77  
NICKLA BONASICH, 89, Way & Structures,  
Emp. 4-07-43, Died 2-18-77  
GEORGE A. BRADSHAW, 65, Jefferson Park,  
Emp. 10-24-45, Died 5-16-77  
MAX BROGLAND, 85, West Section,  
Emp. 1-11-44, Died 5-23-77  
FRANK BYNUM, 59, 52nd Street,  
Emp. 4-05-47, Died 5-22-77  
MELVIN T. CASPER, 68, Archer,  
Emp. 2-02-37, Died 4-18-77  
JAMES M. CONNORS, 75, Employment,  
Emp. 10-22-29, Died 2-08-77  
ROSARIO D'AMICO, 84, Way & Structures,  
Emp. 7-18-36, Died 4-12-77  
HAROLD R. DONIHI, 69, Treasury,  
Emp. 10-14-26, Died 5-11-77  
JAMES O. DWIGHT, 85, Executive,  
Emp. 2-16-25, Died 4-14-77  
JOHN ERICKSON, 54, North Section,  
Emp. 6-11-46, Died 5-22-77  
CHRIST H. FINK, 91, Way & Structures,  
Emp. 9-09-23, Died 4-28-77  
JOHN FITMAN, 76, 77th Street,  
Emp. 10-15-29, Died 5-05-77  
WILLIE FORD, 32, Forest Glen,  
Emp. 3-19-70, Died 5-19-77  
JOHN FRISCLIA, 90, Cottage Grove,  
Emp. 7-24-24, Died 5-20-77  
THOMAS J. HANDLEY, 85, Stores-South,  
Emp. 12-13-23, Died 5-08-77  
ROBERT W. HEALY, 70, Kedzie,  
Emp. 8-13-35, Died 5-09-77  
JOHN A. KARASEK, 81, North Park,  
Emp. 11-24-25, Died 5-03-77  
FREDERICK J. LEARY, 80, North Section,  
Emp. 8-18-43, Died 5-14-77  
WILLIAM J. MC CONNELL, 82, Beverly,  
Emp. 9-01-12, Died 5-05-77  
HENRY MC TIGUE, 74, 77th Street,  
Emp. 10-24-22, Died 5-17-77  
JOHN MURPHY, 46, Archer,  
Emp. 1-29-59, Died 6-11-77  
JOSEPH NOVAK, 82, Devon,  
Emp. 12-11-42, Died 5-31-77  
JOHN D. PHELPS, 71, 77th Street,  
Emp. 1-25-29, Died 4-30-77  
FRANK P. PIKCUNAS, 66, 77th Street,  
Emp. 5-08-42, Died 5-05-77  
WALTER A. SCHNEIDER, 78, 69th Street,  
Emp. 10-21-42, Died 5-14-77  
DAVID S. SCOTT, 56, Archer,  
Emp. 12-06-48, Died 5-31-77  
JOHN SENKO, 74, North Avenue,  
Emp. 11-28-42, Died 5-03-77  
EDWARD W. SMITH, 62, Internal Auditing,  
Emp. 11-27-44, Died 5-06-77  
GEORGE A. THOMPSON, 66, Forest Glen,  
Emp. 9-15-36, Died 5-04-77  
SAMUEL THOMPSON, 28, Kedzie,  
Emp. 4-27-74, Died 6-16-77  
JOSEPHINE M. TOLLAR, 72, Employment,  
Emp. 3-04-46, Died 5-19-77  
GEORGE C. UEHRKE, 83, Limits,  
Emp. 3-24-43, Died 5-10-77  
RUPHAS H. WAINSCOTT, 69, Forest Glen,  
Emp. 10-22-29, Died 5-02-77  
JEREMIAH J. WATERS, 75, Electrical,  
Emp. 11-10-31, Died 5-06-77  
ALBERT E. WINDT, 54, South Shops,  
Emp. 3-01-46, Died 5-28-77  
FRANK M. ZELLNER, 75, Beverly,  
Emp. 1-13-25, Died 5-08-77

## 40 years

J. Kane, Limits  
N. I. Rolnicki, Electrical

## 35 years

R. A. Brady, Utility  
J. G. Drag, Forest Glen  
V. J. Juknuis, Kedzie  
P. P. Kurek, Archer  
D. P. Lemm, Insurance  
F. Patanella, Maintenance  
G. A. Pedersen, Jefferson Park  
F. W. Stolarz, South Shops

## 25 years

S. J. Boyd, Beverly  
W. C. Buerger, Skokie Shop  
E. C. Cox, Archer  
D. R. Gierhahn, Electrical  
A. J. Horn, South Shops  
P. J. Kouchoukos, Electrical  
J. H. Kurek, Skokie Shop

## 30 years

A. S. Arduini, Electrical  
G. J. Balazs, Central District  
F. L. Bruno, TABEC  
A. F. French, North Avenue  
E. A. Jenski, Utility  
J. H. Johnson, 77th Street  
A. Joyce, Maintenance  
J. King, Beverly  
A. L. Kolman, Maintenance  
M. J. Lacriola, North Avenue  
F. W. Miraglio, Jefferson Park  
G. Morrell, South Shops  
R. F. Mulvihill, South Shops  
J. P. Murray, South Shops  
J. F. Nardi, Maintenance  
W. C. Norvilas, Management Services  
L. C. Pedersen, North Park  
L. R. Skrine, Management Services  
R. C. Utley, Forest Glen

H. Mackey, Utility  
C. B. Morgan, Archer  
C. F. Nelson, 98th Maintenance  
P. E. Powell, Maintenance  
L. P. Shelby, Electrical  
V. V. Szymkewicz, Travel Info. Ctr.  
E. L. Thompson, North Avenue  
P. Virgil, Beverly  
C. Wardlow, Limits

## NEW PENSIONERS

TONY BOGETICH, Laborer,  
Way & Structure, Emp. 9-03-41  
GEORGE BURKS, Bus Serviceman,  
Kedzie, Emp. 7-12-41  
JOHN F. CASEY, Ticket Agent,  
North Section, Emp. 4-19-72  
LEONEL W. CRAIG, Operator,  
77th Street, Emp. 6-05-47  
ANTHONY DEL GIUDICE, Operator,  
Kedzie, Emp. 3-13-43  
RITA M. HEINZE, Ticket Agent,  
South Section, Emp. 6-25-43  
EDWARD F. KUKLEWICZ, Asst. Foreman,  
Forest Glen, Emp. 10-16-41  
JAMES S. LYONS, Operator,  
Beverly, Emp. 8-05-41  
WILLIAM RAVIZEE, Laborer,  
Stores-South, Emp. 6-04-53  
EMIL C. SAJATOVIC, Machinist,  
South Shops, Emp. 4-14-47  
MARIAN A. SPARKS, Ticket Agent,  
North Section, Emp. 2-09-63  
AUGUSTUS L. THOMAS, Operator,  
52nd Street, Emp. 4-23-45  
EARL H. WASHINGTON, Operator,  
Kedzie, Emp. 2-25-49

RAYMOND W. WORKMAN, Signal Maint.,  
Plant Maintenance, Emp. 6-29-43

## DISABILITY RETIREMENTS

JAMES H. BROWN, Ticket Agent,  
South Section, Emp. 6-03-63  
MICHAEL W. LEW, Operator,  
Archer, Emp. 7-27-55

### CTA TRANSIT NEWS

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# cta people

## Top Scholar

DAVID MARTIN II, 16, has done a lot of paper work, and it has paid off handsomely. David, the son of DAVID MARTIN, assistant superintendent, 63rd-Ashland, and EVELYN MARTIN, typist at South Shops, is the recipient of a scholarship for his last year at Quigley South High School. The program is sponsored by The Chicago Sun-Times and awards made on the basis of scholastic achievement. David maintained a 3.25 average and was among eight other recipients in the Chicago and immediate suburban area. His duties in the newspaper business consisted of assuring delivery of newspapers to distributing agencies and sending the newsboys out on their routes. He has been working since entering high school. His favorite sport is skiing, and he is a member of the ski club at school. The scholarships were presented by Marshall Field, publisher of The Chicago Sun-Times and Chicago Daily News, with a dinner held at the Chicago Press Club on June 9. David is shown at right being congratulated by Sidney J. Mench, Sun-Times circulation manager.



## Graduation Signal Says "Go"



It was graduation day June 15 for a class of signal and interlocking maintainers at West Shops. Standing, left to right: G. MATEJOVSKY, unit supervisor; D. BARR, instructor; T. WESTER, M. BRADY, J. SCHRAM, G. BABBITT, N. MOORE, P. RIZZUTO, J. FARMER, H. HOOKS, L. CHATMAN, J. SIMS, K. HYLAND, P. VESIC, D. GRIEG, instructor, and T. LOWERY, instructor. Seated, left to right: M. La-

VELLE, W. ROGERS, J. LIPTAK, R. PEACOCK, R. HERNANDEZ, U. DUKES, E. KLEIN, and W. THOMAS. Attending the ceremonies were GEORGE MILLONAS, director, Plant Maintenance; RON SWINDELL, superintendent, Power and Way; and TED SZEWC, supervisor, Signal, Telephone, Radio Maintenance. Not pictured is the yellow cake with white frosting that was served at the occasion. It was long gone.





**At New Office:** At the grand opening of the new Metropolitan 'L' Federal Credit Union office at 818 W. Harrison Street, Oak Park were (front) John Carolan, treasurer (at left), and Houston Washington, president, and (back) Harry Paolicchi, vice-president (at left), and John Leonard, director. The event also marked the 40th anniversary of the federal credit union movement.



**First Grandchild:** Bill Parrillo, director of budget-planning, enjoys one of the first treats of many as a proud grandfather. Parents are Joseph Parrillo, who was a summertime worker for CTA in transportation, and wife Jo-Ann. Baby is Keven Michael.



**Mom Graduates:** Benjamin C. Morris Jr. (second from right), assistant superintendent in the Control Center, had the pleasure of attending the graduation of his mother, Ernestine, 58, from Roosevelt University, where she was awarded a bachelor degree in general studies. Also attending the graduation were a daughter, Mrs. Hattie Chapman, and another son, Carlton, a reservations clerk with Northwest Airlines. Another son is Dr. Ernest R. Morris, dean of administration at the Urbana campus of the University of Illinois. Ernest and Carlton once worked summers for the CTA as conductors.



**Twin Honors:** William E. Whittehill, assistant superintendent, 69th Street garage, had double reason to celebrate this graduation season. His twin sons Ronald (left) and Roger both received law degrees from Western State University in Fullerton, California. Ronald worked the past four summers as a CTA conductor, while Roger was a ticket agent for six summers. Their oldest brother, William, Jr., an architect, served for four summers as a conductor. Another brother, Norman, is a bus repairer at 77th Street. This picture appeared in an article on twins in the Chicago Daily News.



## This Is No Joke!



Ravenswood and Evanston 'L' riders have become accustomed to watching for a daily joke or funny saying on the wall of the Mack-Chicago, Inc., carton manufacturing plant, just south of our Sedgwick station. Richard McCall, president of the company, began feeding riders-by this daily dose of humor when the company bought the building more than ten years ago.

On a recent Friday, however, the 'L' riders found the serious and sensible suggestion, shown above, instead of the daily joke. Eileen "Murph" Neurauter of the CTA had suggested this culture bus announcement to McCall and he had responded as a service to the community.

The suggestion worked, too. Bus ridership the following Sunday set a new record. In return for Mack-Chicago's courtesy, we would like to acquaint our readers with a few of the previous quips they may have missed:

- Wine lovers say "Any port in a storm".
- A miser lives within his income.
- Michelangelo was a chisler.
- The problem with lip-stick. It doesn't.
- Bakers are well bread.
- Investments may be hazardous to your wealth.
- Bosses follow work schedules to a tee.
- In Russia you go anywhere they please.
- And on a bitter cold January day. We're dreaming of a green Easter.



**Up She Goes:** Here is one of the first push-ups by one of the four new two-piston hoists installed at North Park garage. A triple-piston unit, the first in the CTA system, has also been installed to service the new articulated (hinged) buses which are on order. (CTA photo by Eric Blakely)

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