

cta's 30th Birthday

Operations Began
October 1, 1947

Historical
Highlights

Page 2



THEN, at the start of CTA, wood-steel cars made up much of the rapid transit fleet; and most surface vehicles were the red streetcars. NOW, the latest are the 2400 series cars and the 9000 series buses.

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
OCTOBER, 1977

HISTORICAL

1945 -

1945

April 12 Metropolitan Transit Authority Act creating the Chicago Transit Authority signed into law by Dwight H. Green, Republican governor of Illinois, culminating a successful bi-partisan effort that began in the late 1930s under the leadership of Democratic Mayor Edward J. Kelly.

April 23 Authorization by the Chicago City Council of exclusive rights to the CTA to operate unified system of local transportation.

June 4 Metropolitan Transit Authority Act approved by referendum.

June 28 First meeting of Chicago Transit Board. Philip Harrington elected chairman. One of original members was James R. Quinn, former chairman of City Council Local Transportation Committee, who served on the CTA Board until his death Nov. 26, 1976.

Dec. 11 Placed first of series of orders for 1,275 surface vehicles (600 streetcars, 465 motor buses and 210 trolley buses) using renewal funds of the Chicago Surface Lines.

1946

July 29 First major street car route (Montrose avenue) converted to bus operation.

1947

Oct. 1 The CTA began operations after purchasing properties of two privately owned bankrupt companies, the Chicago Surface Lines and the Chicago Rapid Transit Company, at a new cost of \$51,000,000 for the surface system and \$12,162,000 for rapid transit system. A total price of \$75,000,000 for the Surface Lines included a renewal reserve fund of \$24,000,000. Purchase money came from first CTA revenue bond issued of \$105,000,000.

Walter J. McCarter became the first general manager.

1948

April 5 First rapid transit skip-stop ("A" and "B") service begun on Lake route.

1949

May 25 Ralph Budd became second CTA chairman.

Dec. 4 New Beverly bus garage opened.

1950

May 28 New North Park bus garage opened.

July 27 500 propane (liquefied-gas) buses ordered - - largest order placed in transit history.

Aug. 13 First of 720 rapid transit cars (6000 series) placed in operation.

Sept. 7 349 trolley buses ordered - - largest U.S. order.

1951

Feb. 25 Dearborn street subway opened. (Chicago's first subway under State street was opened Oct. 17, 1943.)

1952

Oct. 1 Completed unification of city's local transportation services by purchasing properties of a third privately owned company, the Chicago Motor Coach Company, which operated mostly in the boulevards. Purchase price of \$16,400,000 came from a second CTA revenue bond issue of \$23,000,000.

1953

Oct. 1 Rapid Transit right-of-way on North route between Montrose avenue in Chicago and Linden avenue terminal in Wilmette purchased from Chicago, Milwaukee, St. Paul and Pacific Railroad with proceeds of a third CTA revenue bond issue of \$7,000,000.

1954

Jan. 7 Purchased right-of-way of Garfield Park route between Laramie avenue, Chicago, and Desplaines avenue, Forest Park, from the Chicago, Aurora and Elgin Railway. (Garfield Park route later replaced by rapid transit route in Eisenhower expressway.)

May 30 The last of the old red street cars replaced with buses (Cermak and Lake routes).

June 24 Virgil E. Gunlock became third CTA chairman.

1955

Dec. 4 New Forest Glen bus garage opened.

1957

Jan. 10 Mrs. Bernice T. Van der Vries became first woman member of Chicago Transit Board.

Dec. 1 Last wood-steel rapid transit cars operated (Kenwood and Evanston routes).

1958

June 21 Last streetcar operated (Wentworth route).

June 22 Rapid transit operations begun in media strip of Eisenhower (Congress) expressway as a new concept of incorporating rail transit in a highway route.

1961

April 19 Four-track operation begun through Wilson avenue station area on North rapid transit route.

1962

July 27 Rapid transit inspection shop opened at Desplaines terminal on Eisenhower route.

Oct. 28 Lake rapid transit route elevated between Laramie avenue, Chicago, and Harlem avenue, Forest Park.

1963

June 13 Order placed for first air-conditioned rapid transit cars (180 cars of 2000 series).

July 2 George L. DeMent became fourth CTA chairman.

Oct. 1 Major new bus overhaul facility opened at South Shops.

Dec. 30 For new Skokie Swift service, right-of-way between Howard terminal and Dempster street, Skokie, purchased from Chicago, North Shore and Milwaukee Railroad.

1964

April 20 New Skokie Swift service begun. This was the first rapid transit project to receive a demonstration capital improvement grant from the federal government.

Oct. 1 Thomas B. O'Connor became general manager, succeeding Walter J. McCarter, who retired.

HIGHLIGHTS

- 1977

1965

Aug. 18 Illinois State Legislature authorizes first reimbursement to CTA for its long-standing program of providing reduced fares for students in elementary and high schools.

1967

March 22 New transportation office building opened at 77th street garage.

June 19 New rapid transit inspection shop opened at Harlem avenue terminal on Lake route.

Nov. 30 First electronic cab signaling installed on Lake route.

Dec. 29 Order placed for 150 air-conditioned rapid transit cars (2200 series) for the Dan Ryan and Kennedy routes.

1969

April 10 First reduced fare for senior citizens (between 0900 and 1500 hours weekdays and Saturdays and longer period on Sundays).

May 6 Englewood elevated route extended from Loomis to Ashland. Modern station opened at Ashland.

Sept. 28 Service begun on Dan Ryan route in the expressway median. This marked the merging of the Lake route with the new Ryan service.

Nov. 6 Exact fare for bus routes started.

1970

Feb. 1 Service begun to Jefferson Park terminal on the Kennedy rapid transit extension.

O'Hare Express bus service begun in Kennedy expressway between Jefferson Park and O'Hare International Airport.

June 29 Northwest Passage opened to provide enclosed walkway and escalators for connecting the North Western commuter railroad station with the CTA's elevated station at Lake and Clinton streets.

1971

May 13 Michael Cafferty became fifth CTA chairman.

Sept. 14 Filed applications with the U.S. Department of Transportation and the Illinois Department of Transportation for grants totaling \$121,000,000 as the first phase of CTA's major modernization program.

Nov. 1 Suggestion Bus began city-wide tour to solicit ideas from the public for the design of new buses and rapid transit cars.

1972

Aug. 11 First of 525 new air-conditioned buses placed in operation.

Nov. 5 Reduced fare for senior citizens extended to all hours.

1973

Jan. 19 Clair M. Roddewig elected acting chairman of the CTA board.

May 25 Milton Pikarsky became sixth CTA chairman.

Nov. 5 First of an additional order of 545 air-conditioned buses placed in service.

Nov. 8 Third rail replaced trolley on Evanston rapid transit branch. 50-year-old rapid transit cars of 4000 series taken out of service.

Dec. 12 Regional Transportation Authority Act signed into law by Gov. Walker, with one of the main purposes being to provide public financial assistance to supplement fare collections for paying operating costs of the CTA, commuter railroads, and suburban bus operators in six-county metropolitan area.

1974

Jan. 3 Placed into effect the unique one-hour transfer permitting unlimited use of 10-cent transfer as long as last ride beings one hour after time punched on transfer at purchase.

Jan. 14 Completed installation of cab signaling on Douglas route.

March 10 Sunday Bargain Fare put into effect.

March 19 Creation of Regional Transportation Authority approved by referendum.

June 2 Super Transferpass placed into effect for Sundays and holidays, permitting unlimited riding at reduced fare for 24-hour period.

June 12 Modernized Bryn Mawr station on North elevated route opened.

June 17 First woman bus driver hired.

Aug. 1 Expanded and modernized transit information center opened.

Oct. 23 New terminal building at Kimball and Lawrence avenues of Ravenswood route opened.

1975

Jan. 31 Milton Pikarsky became RTA chairman.

Feb. 1 James R. Quinn elected acting chairman of CTA Board.

March 4 Cab signaling completed on North-South route.

June 26 New bus service facilities opened at 77th street garage.

Sept. 4 Delivery begun on order of 600 more new buses.

Dec. 5 Cab signaling completed on Evanston-Wilmette branch.

Dec. 19 Cab signaling completed on Skokie Swift route.

1976

Jan. 6 Last propane bus taken out of service.

Feb. 5 James J. McDonough elected acting chairman of CTA Board. George Krambles appointed general manager.

Aug. 22 Cab signaling completed on Ravenswood route.

Oct. 6 Inaugural run of the first of 200 new rapid transit cars (2400 series).

Oct. 14 First CTA bus stop shelter erected under new program of erecting 100 or more shelters a year.

1977

Jan. 5 Edward F. Brabec elected vice-chairman of CTA Board, succeeding the late James R. Quinn, who had served in that position many years.

Jan. 20 Federal grants made to Chicago Public Works Department for extending Kennedy rapid transit route to O'Hare Airport and transforming downtown State street into a transit mall.

May 29 Culture Bus service begun as special Sunday and holiday operation serving eight museums from downtown to the University of Chicago area.

Aug. 7 Expanded and modernized CTA Control Center opened in Merchandise Mart.

Oct. 5 James J. McDonough became seventh chairman of CTA Board.

McDonough Elected CTA Chairman

Chosen Also For New Term As Chairman Of APTA



James J. McDonough

James J. McDonough was elected Chairman of the Chicago Transit Board for a three-year term at the Board's meeting Oct. 5.

McDonough also was re-elected Chairman of the American Public Transit Association on Oct. 10 at the organization's annual meeting in Atlanta. With more than 300 transit system members, APTA represents the transit industry in the United States, Canada, and Mexico.

In his role as APTA Chairman, McDonough will continue to be the nation's No. 1 spokesman for public transportation.

Becomes International Director

Also, at a meeting Oct. 5 in Stuttgart, West Germany, McDonough was elected to the Board of Directors of the International Union of Public Transport, an international professional organization in public transportation.

McDonough became a member of the CTA Board on Dec. 18, 1975, as an appointee of the late Mayor Daley, and had been Acting Chairman since Feb. 5, 1976.

His selection as Chairman of the CTA was in keeping with a state law amendment passed by the legislature and signed by Gov. Thompson, which allows a CTA Board member with other business activities to be elected as the Board's policy-making Chairman.

This practice is followed by other major transit systems throughout the country, including the large systems in the New York City area, Philadelphia, Washington, D. C., San Francisco, and Los Angeles.

Although his salary as Chairman under the amended state law could be \$25,000 a year, Chairman McDonough has requested that, for his current three-year term, his salary be limited to the Board member salary of \$15,000.

National Survey Rates— Chicago No. 1 in Transit

Chicago has been cited as having the best public transportation service in a nation wide survey of 50 cities and urban centers.

The survey also gave high marks to Chicago for its city government.

The Association of Master of Business Administration Executives conducted the survey by asking executives in business and industry to answer a series of "quality-of-life" questions in terms of "very good/excellent," "good," or "fair/poor."

About Chicago, the survey report said in part:

"Among the survey's more noteworthy findings is that 61 per cent rated Chicago's government very good/excellent and 68 per cent rated public transportation the same way -- exceptionally high ratings, compared to other cities."

The 68 per cent response of very good/excellent gave Chicago the highest rating in public transportation. The City of San Francisco was rated in second place in public transportation, with a 60 per cent response of very good/excellent.

In a separate rating of the Chicago suburban area, the report said that "the fact that Chicago has excellent commuter mass transit and easy access to highways from most suburbs was cited again and again as a major advantage of suburban Chicago (48 per cent rated public transportation very good/excellent and 57 per cent rated commuting conditions the same way, although 17 per cent said they commute over an hour to work)."

The 61 per cent response of very good/excellent for Chicago's city government was outranked in the survey only by Indianapolis, with 69 per cent, and Minneapolis-St. Paul, with 62 per cent.

Executive Director



George Krambles

An amendment to the state law that created the Chicago Transit Authority has changed the title of the CTA General Manager to that of Executive Director.

The change in the state law was voted earlier this year and signed by Gov. Thompson.

On Oct. 5, the CTA Board, acting in accordance with the change in the law, adopted an ordinance to make the change official.

All of which means that, instead of General Manager, George Krambles now is Executive Director.

The change in title to that of Executive Director conforms with presently accepted practices in industry and other organizational structures.

HERNANDO BERNAL, North Avenue garage, was complimented by Jacqueline Davies, of North Hoyne avenue, for doing a nice job under very bad circumstances. Ms. Davies said she boarded Bernal's Division street bus one rainy night and a newspaper delivery truck blocked his turn. Ms. Davies continued: "The driver was held up at least 10 minutes, but he never lost his cool. Later, at Larrabee, there was a blackout, and a lot of kids on the bus were yelling, but the driver concentrated on his driving and got us safely past a useless traffic light. Although we saw two accidents as we went along, our driver went so carefully that I, at least, felt very safe."



JEFFERY QUALLS, 77th Street garage, a 24-year CTA veteran who drives a South Deering bus, has received the thanks of an entire family for his kind and unselfish act in helping a woman who had fallen and seriously injured herself early one morning on Commercial avenue. Mrs. Lois Osborne, of Calumet City, wrote that her 62-year-old mother, Mrs. Genevieve Rodak, slipped on the pavement and could not get up. It was later learned she had broken a thigh bone.

Mrs. Osborne wrote: "Several cars drove by, but no one stopped to help her. This bus driver came and tried to help her up, but she could not move. He then returned to the bus and called for an ambulance, remaining with her until the ambulance arrived. Lord only knows how long she would have lain there had it not been for this man coming to her aid. Words cannot express the gratitude we feel toward him."

commendation corner

CORINE A. GLASPIE, West Section, a ticket agent at the Kedzie avenue entrance to the Logan Square station, is appreciated by Bruce L. Goldberg, an attorney on West Monroe street. He said, "This young lady is extremely helpful, courteous, and I believe genuinely interested in the public. She greets each passenger with a friendly 'Good morning' and renders her service in a most commodious fashion. This agent starts the commuter's day out on a bright note."

JAMES C. BELL, Kedzie garage, received a commendation from Joanne Brown, who lives along the north Damen route. Ms. Brown wrote: "I am writing this letter to commend a very special bus driver, badge #3690, for the wonderful service he has given his riders. Throughout the years he has consistently served us well with enthusiasm and concern. He always has a pleasant disposition and a true dedication to his job. Unfortunately, he has just switched routes, and I share with many others a sadness because he will be missed. His smile, cheerfulness and greeting created a special harmony on the bus."

CHARLES E. CARRINGTON, conductor, North Section, is "an employee after whom others should model themselves," according to Greg Dobbs, who works at 190 North State. Mr. Dobbs wrote: "For several years now, on certain trains, I have heard his announcements, and they are far and away superior to the norm. They've come in a deep clear voice, with words chosen to attract the rider's attention to the prohibi-

tion on smoking, the transfer possibilities at the forthcoming stop, or whatever. I find this very helpful."

ALBERT JACQUES, North Avenue garage, was commended for knowing "the precise technique for being helpful" to blind people. Cynthia Brown, a blind rider who lives on Melrose street and takes the Belmont bus home from work, said, "As I board the bus, this driver, without leaving his seat or raising his voice, gives me very clear directions regarding the nearest available seat, such as 'second seat behind me' or 'the seat next to the door.' He calls every street name, and when I get off the bus, he always mentions how near the curb we are and how far from the corner. He is also polite and helpful to the other passengers."

NIKI A. HANSEN, Forest Glen garage, was complimented by Wayne Klatt, of North Avers avenue, a rider on her Lawrence avenue bus. Mr. Klatt wrote: "She shows a real concern for her passengers, calls out all the stops, reminds people of where they want to get off, and says 'goodbye' or 'have a nice day.' She also can be firm when some passengers are rowdy."

Daniel R. Vagird, a Cotati, California, professor who was in Chicago recently for a conference, wrote: "I took the bus the other day, and was so impressed with the compassion, sensitivity, consideration and overall humane behavior of driver #3152 (DENNIS P. SEBO, Limits garage) on route

#153 that I wanted to commend him to you. He was helpful beyond necessity and gentle to all he spoke to...and incredibly patient."

ISAAC WILLIAMS, Limits garage, driver of a southbound Halsted bus, was praised for "the effort he made to see that all patrons of CTA receive the consideration they deserve and expect." Mrs. William Barcroft, of South Michigan avenue, wrote: "This driver requested two individuals to please not smoke and asked one young man not to have his transistor radio going full blast as he boarded the bus. He also asked a young lady who got on with food and a beverage to please take the carton with her when she left. This driver spoke with authority, and I must say, he received cooperation."

PRaises O'HARE BUS SERVICE

We had the occasion for the first time to take the CTA bus to O'Hare Airport. That is really a great service to the folks, as we are, who have to watch their pennies.

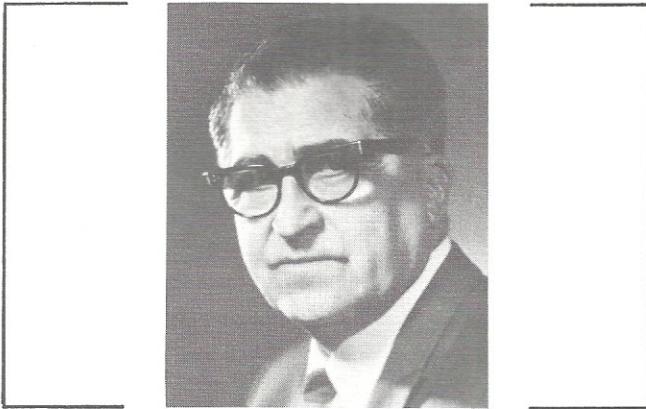
My daughter and I wanted to see my granddaughter and great-grandson off at O'Hare. They were going home to San Diego after having spent a week with relatives in Chicago and Indiana. Not having a car, how were we going to get to the airport? A neighbor told us about the CTA service.

Thanks, CTA, for thinking of the folks who live on a limited budget.

A Chicagoan

Electrical Engineer, Financial Analyst Join CTA

ENGINEERING



A. R. Menanteaux

ALFRED R. MENANTEAUX, a professional engineer who helped design electrical facilities for two CTA rapid transit lines, has joined the Authority as an electrical design engineer. Menanteaux, a native of Santiago, Chile, most recently was assistant director of the electrical and mechanical division of Clark, Dietz & Associates, engineers in Urbana. He also has served as senior electrical engineer at the Sherwin-Williams Company and at Consoer, Townsend & Associates, consulting engineers, both of Chicago. From 1966 to 1968 Menanteaux was chief electrical engineer for DeLeuw Cather & Company, transportation consulting engineers for the Dan Ryan and Kennedy-Logan Square rapid transit projects. Menanteaux lives in Sauk Village.

Mrs. RUTH M. LeBRON, formerly an accountant with the Standard Oil Company, has been appointed financial analyst, Financial Reporting and Analysis. Mrs. LeBron received a bachelor of science degree from DePaul University, where she majored in accounting. She is currently working toward a master's degree in accounting from the same university. Born in San Lorenzo, Puerto Rico, Mrs. LeBron now lives in Skokie with her husband, Ruben, and a daughter.

Twelve new assistant superintendents have been appointed by Transportation from within the same department. The new assignments of seven, who formerly were management-professional interns, are: ROOSEVELT CORY and HERBERT D. WILLIAMS, Far South; TIMOTHY HALL, Near South; ROY D. McGRATH, District C; SALVADOR P. PERCE, Central; ABRAHAM SCARBROUGH, District A, and ALEKSANDER WYSZYNSKI, District B.

Three of the new assistant superintendents formerly were supervising instructors: JERRY N. KNOFF, Far North; JOHN T. McCREA, Near South, and CHARLES J. BANSER, North Rail District. ROBERT E. LEE, assigned to 61st Street, Ashland and the Dan Ryan, was a combination clerk at Ashland. JAMES J. LAHEY, now at Forest Glen, was superintendent, Training Center.

KAREN I. DOMINO and ROSEMARY ROBERSON, former sub-unit supervisors, Agents, have been named unit supervisors in the same section. Now serving as management-professional interns, Control Center, are former bus service supervisors RAYMOND A. LUGIAI (District C); GEORGE O. HAND (District D), and DERRICK G. ROBINSON (District B); JOHN W. BATZEL, former instructor, and DOROTHY L. HARRIS, former sub-unit supervisor, Agents.

PAUL GROSS, former conductor, North Section, has been selected planner, Operations Planning. New as training coordinators, Training Development Program, are former bus drivers FENTON L. DRAKE (North Avenue) and SALVATORE TERRACINA (Forest Glen), and former bus

ACCOUNTING



R. M. LeBron

serviceman ERNESTINA AVILA (Forest Glen).

JAMES C. HAASE, former project administrator, Engineering, has been named unit supervisor, Cost Control and Procedures, Financial Services. Also new in Financial Services is MICHAEL W. BROGAN, former Methods and Procedures analyst, Comptroller, now supervisor, Accounts Receivable. In Engineering, RAYMOND SWIEC, former engineering assistant, is now electrical design engineer, and GERALD J. GUTH, former signal draftsman, has been named signal designer.

Four new principal applications analysts have been appointed from within the Datacenter: THOMAS WODARSKI, former supervisor, Computer and Maintenance Programming; CHESTER VENESKEY and LOUIS RUTTKAY, former senior applications analysts, and JAMES WARPINSKI, former principal applications designer. WINSCOTT STOKES, former supervisor, Methods and Standards, Plant Maintenance, has been named program development analyst, Grant Programming-Administration.

NEAL St. JOHN, former junior draftsman, Operations Planning, has been appointed junior transit technician in the same department. In Treasury, CHARLES F. DERRICK, former supervisor of money handlers, has been named chief clerk, and in Transportation at Kedzie garage, WILLIAM T. RUDDLE has moved from station clerk to chief clerk.

Reassigned as helpers, Maintenance, are FREEMAN PICKETT, former motorman, North Section, and EMILE OUSLEY Jr., former bus driver, 69th Street. Now serving as car repairmen, Maintenance, are PHILLIP LIPSCOMB, former car serviceman, and JOSEPH PULLIAM, former bus driver, 77th Street. Former bus servicemen ALVIN CARRUTHERS (Archer) and TOMMY WILLIAMS (Beverly) are now laborers, Maintenance. Also in Maintenance, MICHAEL McCLORY, former car serviceman, Wilson, has become a unit exchange clerk.

JULIUS BRAZIL, former station clerk, Archer, has been appointed junior photographer, Management Services. ROBERT ADAMOWSKI, former trackman, Maintenance, has been selected money handler, Treasury and JO ANN KNUDSEN, former office equipment clerk, Management Services, has been chosen project documentation clerk, Datacenter.

BARBARA MITIU, former typist, Public Affairs, is now utility clerk, Insurance. ANNE BANDUR, former typist, Insurance and Pensions, has become utility clerk, Claims-Real Estate-Sales, and CAROL A. MAMON, former ticket agent, South Section, has been named clerk, Stores. LYNN M. BELL, former clerk-stenographer, Job Classification, has been reassigned as stenographer, Safety.

Recent Visitors To CTA

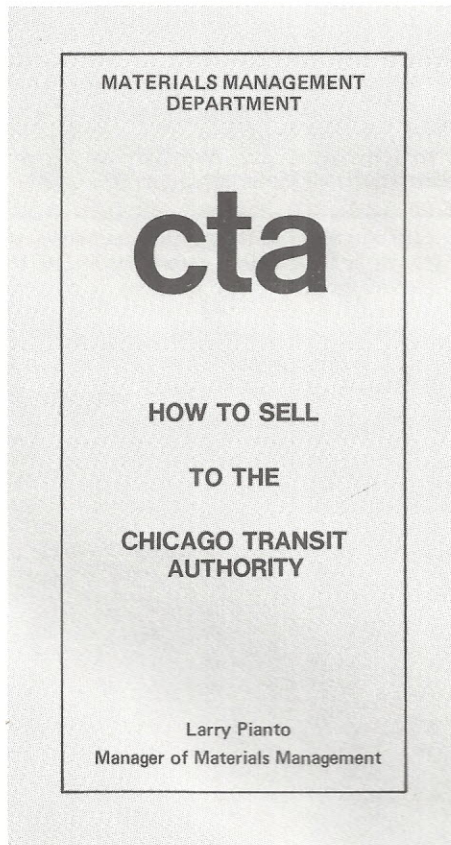


Mr. Andres Poch (right), director of electrical engineering and operations for the Santiago, Chile, Metro, on a recent visit to the CTA, met with CTA representatives (left to right) Alfred R. Menanteaux, electrical design engineer and a former resident of Chile; James Stewart, director, equipment design, and Harold Geissenheimer, general operations manager.



Another recent visitor to the CTA was Lester Reichard, who retired in 1965 as superintendent of rapid transit shops and terminals. He had 47 years of rapid transit service. Early in his career with the Chicago Rapid Transit Company, he was an inspector on the then new 4000 series cars that were retired in 1973. Left to right are George Krambles, Executive Director; Glenn Andersen, supervisor, industrial equipment design; Mr. Reichard, and James McDonough, Chairman.

CTA Issues Booklet To Suppliers On 'How To Sell To The CTA'



Larry Pianto

The CTA Materials Management Department has a new publication entitled "How To Sell To The CTA" to assist suppliers in understanding the CTA's purchasing procedures.

Larry Pianto, manager of the Materials Management Department, in his position as CTA's purchasing agent, points out in the foreword of the booklet that the objective at the CTA is to operate the public transit system in a most efficient manner at the lowest possible cost.

The booklet explains that all purchases for services or materials are let by free and open competitive bidding.

For purchases over \$5,000, advertisements for bids are placed in newspapers; and for purchases under \$5,000, solicitation of bids is by mail or telephone.

Among other information, the booklet tells how suppliers can be placed on the CTA's active suppliers' list by completing the appropriate forms available from the CTA.

Copies of the booklet are available in Room 732 of the Merchandise Mart. By mail, copies may be obtained by writing the CTA Materials Management Department, P.O. Box 3555, Chicago 60654.

Ends Family Tradition Of 168 Years In Transit

A family tradition of a total of 168 years of service in Chicago transit came to an end Sept. 1 with the retirement of William Ruzich, 62, a CTA mechanical maintenance welder.

Ruzich was hired as a track worker by the predecessor Chicago Surface Lines in 1937 when he was 22 years old.

Also serving 40 years or more in transit were his father, Leo, who was hired by the Chicago City Railway Company in 1898, and two brothers, John and Joseph.

His brother, John, an engineer, joined the Chicago Surface Lines in 1926, and was superintendent of track and structures and assistant to the general superintendent in the Engineering Department before retiring in 1967. John died last February.

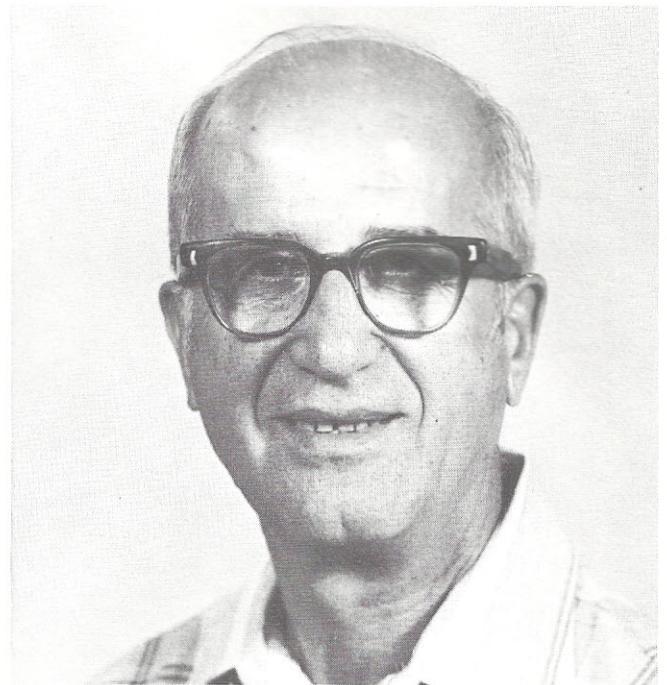
His brother, Joseph, now 73, retired from the CTA eight years ago as a track foreman. He had started in 1924 as a track worker with Chicago Surface Lines.

"I liked my work with the CTA very much, especially the last years in maintenance," said William Ruzich. "When I did a job, I felt good about it. I also have had very good bosses."

Ruzich recalled his promotion with the Surface Lines to welder's helper in 1942, but he added that it "did not mean a warm inside job."

"Winter or summer, we never seemed to be inside," he said. "A common assignment in my early days of welding was to repair or replace a cracked streetcar rail."

As one might suspect, his retirement plan for this winter calls for a vacation in Florida.



CTA Seniors Enjoy Trip To Nashville

If you are a retiree, it is very enjoyable to be active with a retiree organization - not only for the fellowship, but also for the pleasure of taking special trips in good company.

That is the case with the CTA Senior Citizens Retirement Organization, which sponsored a tour to Nashville, Tenn., and which is planning other similar trips.

Forty-one members of this CTA retiree organization took the Nashville trip, which included four days by Greyhound bus.

In Nashville, they attended a performance of the Grand Old Opry and toured that scenic area which has become famous at "Opryland U.S.A."

On the way back, they stopped at Louisville, where they visited the U.S. Music Hall of Fame.



Joseph Nolan

"This was the first tour our organization has sponsored, and it was a great success," reported Joseph Nolan, general manager of the CTA Senior Citizens Retirement Organization.

"Our next tour will be a four-day trip to Las Vegas," he said. "That tour is already booked up, but we hope to have more such trips."

The Nashville trip cost \$165 per person at the double-

CTA Pioneers To Celebrate Second Anniversary

The CTA Pioneers will celebrate their second anniversary as a retirees' club with a Ladies Day and Christmas Party at 12:30 p.m. on Tuesday, Dec. 13, at the Golden Flame Restaurant, Nagle avenue and Higgins road. There will be prizes and dancing. Luncheon is \$3; no reservations are needed. The Pioneers welcome CTA retirees from all departments to join the club. Membership fee is \$1. For further information call Pinky Moran at 763-6379.

occupancy rate and \$198 at the single occupancy rate.

Bill Platt, director of Job classification in the Human Resources Department, had the pleasure as an active CTA'er of taking the Nashville trip.

"Those senior citizens are hard to keep up with," said Bill. "They are a great group of people who know how to have a good time."

CTA TRANSIT NEWS

Volume 30

Number 10

Published for employees and retirees by the Public Affairs Department. Produced by the Administrative Services Unit under the direction of Charles T. Zanin.

Tom Buck, Public Affairs Manager
Christine Borcic, Managing Editor
Jack Sowchin, Graphics Editor

Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$2. CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P. O. Box 3555, Chicago, Illinois 60654.

Hangups To Be Proud Of

There is a small group of CTA employees who are proud of their hangups. These CTAers make up the staff of the Sign Shop, which is in South Shops.

Their hangups are the 35,000 signs they produce each year--signs ranging in size from 2-inch-square decals to 12-foot-long identification signs for rapid transit stations.

"Most of our work consists of making bus stop signs, destination signs and other signs for the bus

and rapid transit systems," explains Winmon Lewis Jr., painter-leader.

Other members of the sign shop crew are James Cervenka, painter-leader, and Jeffery Jankus and John Seay, both painter A's.

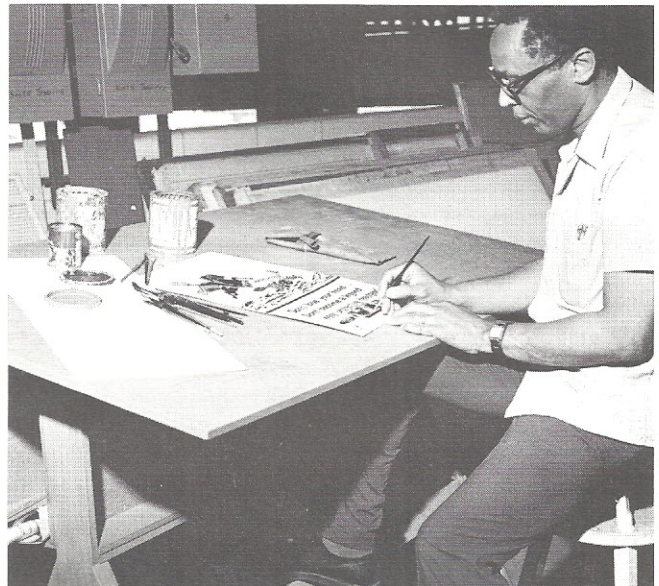
Vernon Howe is the shop's foreman, and Theodore E. Pietrus, unit supervisor of the bus body shop, oversees the work of the Sign Shop.

A silk-screen type of process is used to make most of the signs.

Combinations of red, white, blue, yellow and black paints are used.



Winmon Lewis Jr. (right), a sign shop painter-leader, discusses sketch of a sign with John Seay, painter A. Behind them are racks used for drying signs made in a silk-screen type process used in the shop.



Lewis puts finishing touch on a safety placard featuring the Headless Horseman of Sleepy Hollow, from the classic Halloween story by Washington Irving.



James Cervenka, a sign shop painter-leader (left), shows a newly-baked bus stop sign to Vernon Howe, sign shop foreman.



Jeffery Jankus, sign shop painter A, lays out a roller destination sign for use on the No. 151 bus route. (CTA Photos by Eric Blakely)

'I Will Never Forget Bing'

By W. B. Wolfan

I will never forget Bing Crosby and my day on a motion picture set with Bing and Bob Hope.

I met Bing while serving in the army air forces during World War II and was his personal guest at the Paramount Studios in Hollywood during the making of one of his famous "Road" pictures with Bob Hope, "Road to Utopia."

He was the kind of man who genuinely liked people and found time for everyone. Yet he was also a quiet, reserved individual who avoided fanfare of any kind.

Bing and his partner, Bob Hope, were great friends of men in uniform and were a tremendous morale factor at U.S. military installations.

I happened to meet Bing because I was stationed at the Wendover Army Air Force Base on the Utah-Nevada border at the western edge of the Bonneville salt flats.

Bing's ranch was at Tuscarora, Nevada, near the town of Elko. Bing and his ranch manager, John Eckert, often came to Elko to spend a couple of days relaxing at the Commercial Hotel.

Soldiers from Wendover had only two places to go on their weekends, Elko 110 miles to the west, and Salt Lake City 130 miles to the east of us. Wendover itself had a maximum population of 100, a gas station, and the State Line Hotel. There was an old saying that even the Ute Indians shunned the area in the early days of the West.

It was in Elko that I was introduced to Crosby by the Commercial Hotel manager, Pete Walters. The first time I saw Bing, he was hardly recognizable, supporting a heavy growth of beard that disguised his features. Casual was the word for Bing while tending to his Nevada ranch.

Elko was known for the blase attitude of its citizens who paid no attention to celebrities and Crosby obviously enjoyed the privacy Elko afforded him.

I was a young air force lieutenant at Wendover in 1943. Before I arrived at that base in the salt desert, Crosby and Hope had performed there.

Hope had labeled Wendover Field as "Alcatraz with tents," and the only base in the Continental United States where "the Chaplain went over the hill three days after he got there."

Everything Bob Hope said was true. The army air forces stationed 12,000 men there in some of the worst terrain in the nation. The main air base was just off the one highway, U.S. 40, and there was also an air force bombing and gunnery school in the hills. The military said the site was chosen because of flying weather. What the men said cannot be printed.

Wendover trained Flying Fortress and Liberator bomb crews for the air war in Europe and North Africa. Later it was chosen as the secret training site for the Manhattan project's air arm, the 509th composite



(Photo courtesy of Wide World Photo)

group. Isolated as it was, Wendover Field was ideal for security purposes.

One day I suggested to our base commander that the Chaplain, James Minehan, and I make a trip to Crosby's ranch to ask if Bing could help us get more Hollywood shows to play Wendover. We felt strongly that it would be a boon to morale of those bomb crews in second phase training for overseas bombing operations.

A Wendover enlisted man's three-day pass was mostly taken up by travel time riding a slow Greyhound bus or a train, the Western Pacific, that sometimes never came through at all. It took five hours by bus to go to town (Salt Lake City). Chaplain Minehan agreed to accompany me to the Crosby ranch, where we were greeted warmly by Bing, whose sons were at the ranch with him that summer.

We explained we needed more entertainment at Wendover, and Bing said he knew that it was needed because he had been there with Hope when the base first opened. He told us that when he returned to Hollywood, he would help us and he kept his word. The shows started coming, and we knew that Bing was responsible.

As we said goodbye that day, I remarked that I would like to see a movie being made if I ever came to Hollywood. He told me to call him if I should be in the film capital.

A couple of months later, I was granted my first leave since entering the army.

I had never been in Hollywood, so I decided to make the trip to gape at the movie stars at Hollywood and Vine and visit the famous Hollywood Canteen.

I registered at the Biltmore Hotel and on the day I arrived I remembered what Crosby had said. I thought that it might be a long shot that he would even remember me, but I decided to take a chance and telephoned Bing's Hollywood office to leave word that I was in town at the Biltmore.

The following sequence of events remains fresh in my memory. The next morning my phone rang at about 8:30 a.m. It was Mr. Crosby's secretary. She said: "Is this Lt. Wolfan?"

I replied affirmatively. Then she said: "Just a moment," and Crosby himself came on the line. He asked what I would like to see and I told him a movie studio would be just fine.

"Okay," Bing replied. "There'll be a pass waiting for you at Paramount. Come on out this morning."

I was up and dressed in the fastest 15 minutes since I had been inducted into the army, and took a taxi out to Melrose avenue and the Paramount Studio. For a young man out of Grand Rapids, Michigan, it was some thrill to be heading out to a Hollywood motion picture lot at Bing Crosby's personal invitation. I was pretty flustered when I came to the Paramount gate and told the guard: "Mr. Crosby left a pass for me."

And sure enough, there it was--a pass for Set 9, for Lt. Wolfan, signed by Crosby.

Somehow I made my way to Set 9, where they were filming scenes in a huge water tank. This was a movie where Hope and Crosby, straw hats and all, mistakenly get aboard a ship going to Alaska. They were filming the boat scenes that day.

I went to Crosby's dressing room and he told me to make myself at home, introducing me to Barney Dean, one of Hope's writers. "Barney will show you around," Bing said. "Anything I can do for you, let me know."

Well, watching Crosby and Hope on a movie set was as funny as their "Road" pictures. Hope's ad libs

are fast and furious, and he breaks up the film crew. In one scene of "Road to Utopia," 17 retakes were needed before the director was satisfied with the scene involving Bob, Bing and Dorothy Lamour.

At noon, Crosby came over to me and said he was going to lunch in his dressing room, but that I was welcome to go with Hope and the others to eat at the Studio commissary. So I went along with Bob, William Demarest (famous character actor), golf pro Ed Dudley, and Barney Dean. Lunching with Hope is a hilarious experience all by itself. We were the center of attention in the commissary.

After lunch, I returned to the "Road to Utopia" set and was asked if I would like to see another movie being filmed on the lot. So I walked over to another set to watch Betty Hutton in "Incendiary Blonde." Escorting me was George Marshall Jr., the son of the director of the picture. He introduced me to Miss Hutton, then at the height of her Hollywood career.

Later in the afternoon I came back to thank Crosby, but my day wasn't over yet.

Bing asked me what I was doing that night. I told him I had no special plans, so he said that I was welcome to come to the Kraft Radio Music Hall, his network radio show, as his guest that evening.

So from backstage, I heard Bing sing to a coast-to-coast audience in a live broadcast from the Hollywood Studios.

Bing Crosby was not only an entertainer, one of the greatest on the American scene.

As a person, he was a giant among men.



Bing Crosby and Bob Hope are pictured together at a benefit dinner held at the Waldorf-Astoria. (Photo courtesy of Wide World Photo)

Good Scout Award To CTA

The Chicago Transit Authority was honored with the Corporate Good Scout Award at the 1977 Transportation Industry Lunch-O-Ree held Oct. 20 by the Chicago Area Council of the Boy Scouts in the Conrad Hilton Hotel. CTA Chairman McDonough was presented the award by Thomas F. Meagher (left), president of Continental Air Transport Company and Executive Board Member of the Scout Council, who was general chairman of the luncheon. The master-of-ceremonies, Patrick L. O'Malley (right), president of Canteen Corporation and a member of the RTA Board, read the award citation: "For outstanding leadership in helping to build a better American community."

(CTA photo by Bert Cadney)



CTA Security Men Take Training Course At U of I

Thirteen new members of the CTA's Security Department have completed a six-week basic law enforcement course conducted by the Police Training Institute of the University of Illinois in Urbana.

They are Gary M. Beyer, Thomas J. Bonner Sr., Patrick W. Curley, Bobby J. Edwards, Ervin E. Hill III, Michael

Hogan, James D. Ingram, Vincent J. Krocka, William S. Marose, Kenneth H. McMaster, Ronald G. Rekosh, Richard Rusinak and Joseph P. Ryan.

Hill was elected president and Marose was elected vice president of their class, which totaled 35 members of law enforcement agencies throughout the state.

Super Success

The CTA had an especially successful summer with its Sunday Bargain Fares and Super Transferpass.

A report by Paul Kole, General Finance Manager, showed that:

*An average of 127,806 Super Transferpasses were sold each Sunday.

*The average total of originating riders on Sundays was more than 60 per cent greater than on comparable Sundays in 1973, which was before Bargain Fares became effective.

*The average total revenue was 3-1/2 cents higher than before the Bargain Fares despite the fact that the adult Bargain Fare is one-third less than the fare prior to Bargain Fares.

Kole's report on Bargain Fares and the Super Transferpass for the summer of '77 covered the 14 Sundays of June 5 through Sept. 4.

The average sale of 127,806 Super Transferpasses represented an increase of more than 154 per cent over an average of 50,242 in 1974. The Super Transferpass became effective on June 2, 1974.

Originating riders averaged 550,700 on the summer Sundays of 1977, as compared with 343,900 on Sundays before Bargain Fares in 1973.

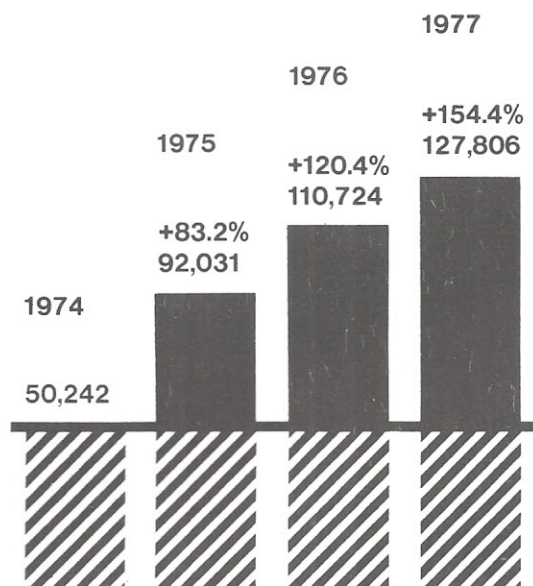
In computing Sunday riding now, the Super Transferpass is counted as two originating riders. The actual riding on Sunday is much higher than the total of originating riders because of the unlimited use of the Super Transferpass.

The average revenue was \$171,300 for the 14 Sundays this past summer under Bargain Fares and the Super Transferpass, as compared with an average of \$165,500 for the comparable Sundays at the higher fares in 1973.

Sunday riding has continued at a high level this fall, although use of the Bargain Fares and Super Transferpass can be affected by the weather.

The Bargain Fares are 30 cents for adults and 15 cents for senior citizens, children and handicapped persons. The Super Transferpass, which is good for any number of rides in a 24-hour period, sells for 80 cents for adults and 50 cents for senior citizens, children and handicapped persons. The Bargain Fares were introduced March 10, 1974.

Average Supertransfers Sold On Summer Sundays 1974-1977



cta engineering department projects in progress



A roof rehabilitation project is nearing completion at the brake shop building at South Shops. The project was started in July after it appeared that a series of patching operations had not stopped roof leaks in the 71-year-old structure.

The rehabilitation work has included the replacement of deteriorating parapet walls (lower right) and the installation of newly-fabricated scupper and

leader boxes (foreground in photo) in the new parapets. A mason covers the new parapet wall with coping tile (lower left), while standing on the new structured roof deck over the center bay skylight.

The old glass-paneled roof (top photo) is being replaced with a corrugated metal roof deck. Later, insulation board will be placed over the deck, followed by roofing material. (CTA Photos by Mike Hoffert)



Recent Suggestion Winners Announced

Still reaping rewards for a suggestion that was accepted more than a year ago is JOHN R. KALINOWSKI, a mechanic at South Shops, who received a supplemental cash award of \$390 from the CTA Employee Suggestion Plan.

With an initial check for \$455 that was presented in April, 1976, this brings to \$845 the amount Kalinowski has been awarded for recommending the reclaiming of converter shift control pistons and shaft assemblies on buses through rechroming.

Kalinowski is not a novice in benefiting from the Suggestion Plan system. He was CTA's Suggester of the Year in 1975, when he submitted 42 eligible suggestions and received \$275 in cash awards and six Honorable Mention Award merchandise certificates worth \$60.

Other recent supplemental award winners include JAMES FORRESTAL, now unit supervisor, and HENRY J. KOLAR, bus and truck mechanic, both at South Shops, who shared a \$70 cash award for suggesting the use of a stand with air bags when removing and installing diesel engines.

WILLARD V. CARPENTER, an electrical worker at South Shops, received a supplemental award of \$60 for recommending a new method to remove bushings (linings) from the commutator end frames of bus starters.

JOHN W. SPRINGER, stock clerk, Stores, won an additional \$45 for suggesting that CTA purchase a single standardized muffler strap for buses.

THOMAS H. TADEVIC, painter and finisher, South Shops, was awarded \$40 more for suggesting that bus doors be cleaned with steam, rather than thinner, before being painted.

LAWRENCE A. BERNAS, machinist, South Shops, received an additional \$25 for recommending the use of a special fixture to facilitate the handling and chucking of parts being machined for the damper fan drive assembly on buses. This and all the above awards are based on additional savings to the company over what was originally projected when the suggestions were first adopted.

A cash award of \$25 was given to EDWARD M. ADAMOWSKI, bookkeeper, Treasury, for recommending that window envelopes be used for distributing managerial and professional payroll checks.

Two awards of \$10 for safety ideas were made to THOMAS E. DUERR, an electrical worker at Skokie



John R. Kalinowski

Shop, and RICHARD STENZEL, bus repairer, Forest Glen.

A \$10 award was given for a suggestion submitted jointly by WILLIAM WONG, instructor, TABEC, and WILLIE LACEY, car repairer, 61st Street. Two other suggestions submitted by Wong brought him two Honorable Mention merchandise certificates and the \$25 in cash which is provided automatically to anyone who receives more than one Honorable Mention award within the same 12-month period.

As if to remind fellow retirees that they too are eligible to receive awards for suggestions aimed at improving some form of CTA operations, RUSS WARNSTEDT, former Suggestion Plan coordinator, also accepted a \$25 cash award along with his second Honorable Mention certificate. His latest winning suggestion was that Travellers' insurance forms be printed with the company address and phone number on pages intended for the doctor and hospital.

Other certificate winners--all from South Shops--were LAWRENCE A. BERNAS and HOWARD BURRIS, both machinists; THOMAS KMAN, carpenter; NICK K. SIMONETTI, foreman, electrical, and MICHAEL E. KEELE and JOHN E. GARNER, both electrical workers.

Also receiving certificates were WILLIAM F. LANE, supervisor, Forest Glen; RAYMOND SCHILD, towerman, Howard; MARY JANE JOHNSON, payroll clerk, Accounting; ERLING JOHNSON, ticket agent, West Section, and WILLIAM CHAMERLIK, machinist, Plant Maintenance.

A Prize Catch

If anyone is interested in knowing the secret of catching chinook in Lake Michigan, ask Jeff Jankus, South Shops.

While fishing off Montrose Harbor, Jeff caught the two pictured chinooks, one a 16 pounder, and the other a 20 pounder.

Needless to say, Jeff is very proud of his catch which he said was caught with a "Red Eye" lure.

Thanks to Maureen Bourney, South Shops, for submitting this item.



Free Street Theater On The 'L'



Members of the Free Street Theater used one of the CTA's new rapid transit cars on Sept. 19 for a promotional performance and press conference to announce their move into the new Chicago Public Library

Cultural Center. For the winter season, they will present a variety of 14 productions at no charge to the public in the Cultural Center. Reservations by telephoning 269-2837 are necessary for performances.

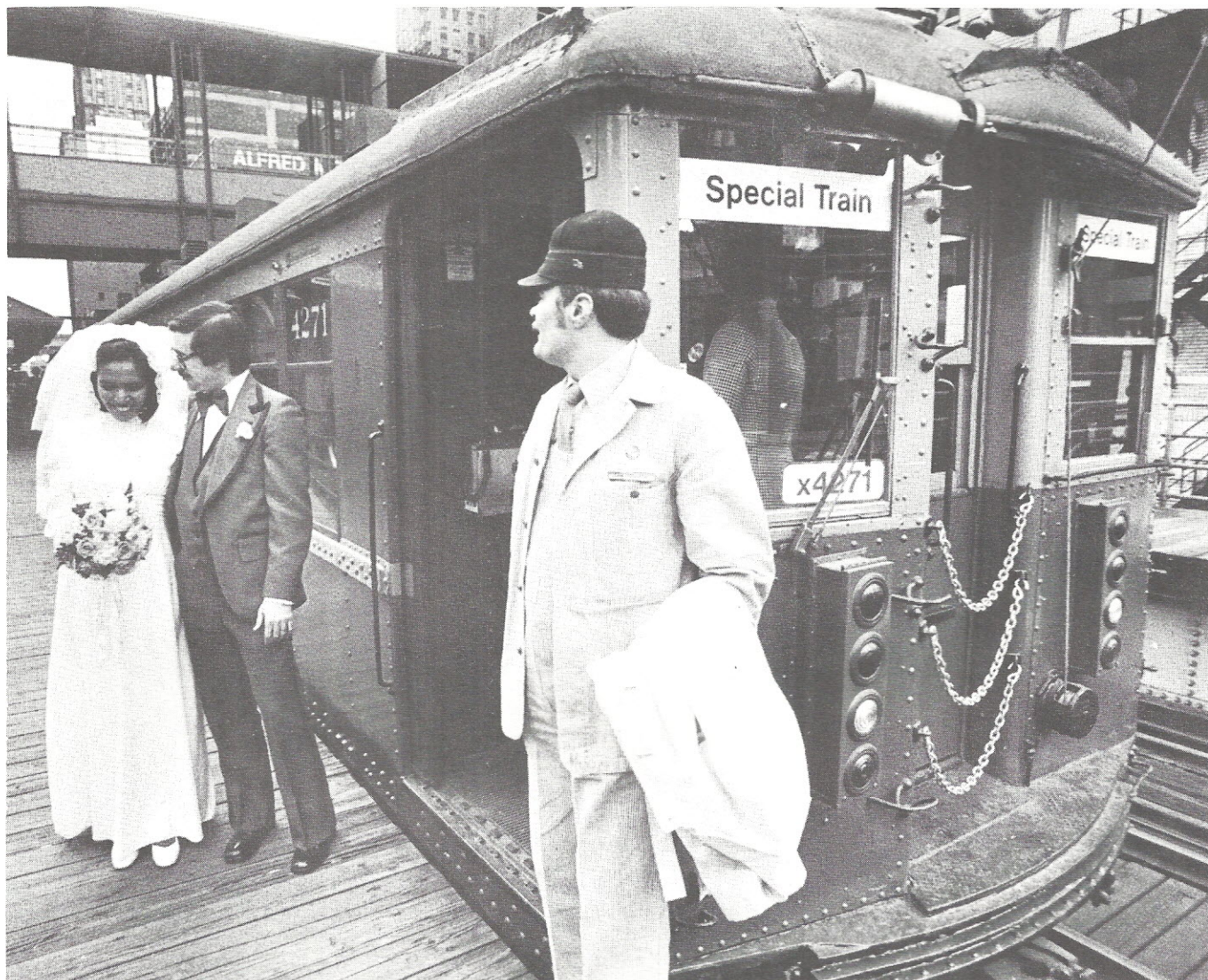
CTA Salutes Mexican-American Community



Bus driver Electra de Alba passed out CTA Spanish Guides on Sept. 17 as CTA "Spirit of Chicago" bus moved along in parade in 26th street celebrating the 167th anniversary of Mexican Independence. Rafael

Rodriguez and Enrique Gonzalez, travel information agents, also passed out the CTA Guides during the parade and a parade later in the day in downtown State street.

Wedding Reception on CTA Trains



Mr. and Mrs. Daniel J. Kane alight for picture-taking at the Clark-Lake station. James Zepp (at right) was the motor-

man of the antique car train, which was one of two trains used for the wedding reception. Photo Courtesy Chicago Tribune

It was "something old" and "something new," as go the words of an anonymous English poet, after the wedding Oct. 15 of Arline Datu, former CTA news writer now on the staff of Michael Reese hospital, and Daniel J. Kane, CTA management development coordinator.

The "something old" was a pair of 50-year-old rapid transit cars refurbished for use on special occasions.

The "something new" was a pair of the CTA's newest air-conditioned rapid transit cars.

As a wedding gift, friends contributed \$730 for chartering the two trains for a two-hour reception trip which extended from suburban Oak Park over the Lake route to downtown Chicago, around the Loop "L" structure, north to the Howard terminal, and then back again to Oak Park.

More than 200 wedding guests took the reception trip. During the trip on the antique train, Harold Hirsch, CTA manager of operations planning, gave a commentary on points of interest along the way.

"We were thrilled that our friends thought of such an unusual gift of chartering the trains for our reception," said Kane.

"It was especially appropriate for both of us, for Arline grew up near the 'L' in Uptown and I grew up near the 'L' in Oak Park," he said.

How they met at the CTA also was unusual.

As a new CTA employee in 1974, Arline first met Dan when he made an orientation presentation to a group of new employees.

Arline, who received her master's degree in journalism from Northwestern University, left the CTA earlier this year to become editor of the Michael Reese News publication.

Dan, who was graduated from Loras College, Dubuque, Ia., joined the CTA in 1973, and recently was promoted to management development coordinator in the Personnel Department.

Transportation also was the theme of their honeymoon.

They flew to Denver, where they boarded a train to San Francisco. In San Francisco, they planned to ride the cable cars and the new BART trains.

They were married in St. Edmund's Church in Oak Park. A brunch in Maywood preceded the reception trips on the two trains.

Arline is the daughter of Mr. and Mrs. Osmundo M. Datu, of Chicago. Dan is the son of Mrs. Marion Kane, of St. Petersburg, Fla.

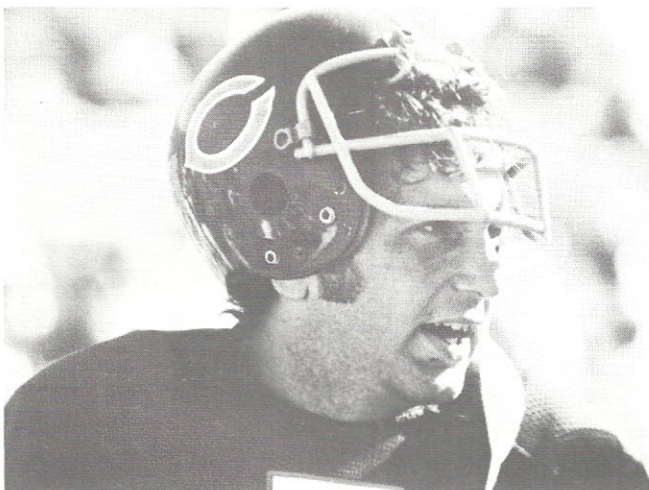
Quarterback—Man On The Spot

By W. B. Wolfan

National television has made grandstand quarterbacks out of millions of viewers in the past two decades.

Riding public transportation on Monday mornings and also on Tuesdays because of the Monday night TV game, one overhears post-game commentary by the TV-watchers turned experts. Their credentials may be questionable but they seem to have all the answers at their fingertips.

A topic dear to the hearts of the living room analysts is the quarterback's performance - a broad discussion of how Frank Tarkenton, Kenny Stabler, Bert Jones, Archie Manning, and most loudly of all, Bob Avellini, performed, especially if the Bears lost.



Bob Avellini, Bears Quarterback

Everybody seems to blame the quarterback for defeat. That is consistent, regardless of anything else that happens on the field.

If one played football himself there is perhaps a better understanding of why it requires the efforts of 11 men working as a team to execute properly.

A single missed block and the quarterback is flat on his back, and it isn't his fault.

Poor ball handling, timing misjudgment, slowness in getting downfield - all mistakes by other team members - can contribute to play failure.

Yet seldom, if ever, does a blocking lapse get the blame for a hurriedly-thrown pass. It's always the quarterback's fault, according to the inexperienced expert seated in front of the television set, who says, "He threw a bad pass." Nothing could be further from the truth.

Football has changed in some ways, but basically the game consists of run, pass, block, and tackle, and these basics must jell together. The coaches describe it as proper execution, which in simple language, may be defined as "everybody does what they are supposed to do on a particular play that has been practiced for weeks.

Most of the homebred grandstand experts probably couldn't even tell you how the forward pass, so prominent in pro-football, originated or when it was first injected into the game to open up the sport.

Back in 1913, coaches in the college ranks employed the pass more as a threat. It was not necessarily part of the offense and it was crudely done, if at all.

Notre Damers probably know that Knute Rockne was the man behind the change in football offense.

The late Gus Dorais, who coached the University of Detroit after graduating from Notre Dame, was a quarter-

back for the Irish in 1913. Rockne was an end. (This writer knew Dorais from the banquet circuit. Like Rockne, he was a brilliant football strategist.)

Rockne and Dorais spent the summer working at a resort called Cedar Point on Lake Erie. They took a football along to practice with for the upcoming season.

Dorais and Rockne worked on the forward pass all summer. They planned and tried out pass plays. They discovered that the pass could be incorporated into an offense and utilized successfully to open up a defense anticipating the line plunge or an end run. Nobody had ever used it for that purpose.

By the time the Irish played Army that fall, Dorais and Rockne had perfected their own passing combination. They sprang it on the cadets.

Dorais and Rockne completed 14 out of 17 passes that day. (The final score was Notre Dame, 35; Army, 13). The forward pass offense made big headlines and the offensive pattern of football was changed permanently.

Today professional football, tailored to spectator taste, emphasizes the passing game so much because the fans like an open game and pay to see it. Wide open play is much more spectacular than the old days of Minnesota football under Bernie Bierman emphasizing a ground game that dominated the Big 10.

Even today Woody Hayes of Ohio State and Bo Schembechler of Michigan are criticized for too much emphasis on the running attack. However, that pair win so many games that criticism is muffled because of their great coaching records at their respective universities.

The first passer to ever win a Heisman award was Davey O'Brien of TCU in 1938. Angelo Bertelli won it for Notre Dame in 1943.

Names like Sid Luckman of Columbia and the Bears, Sammy Baugh of TCU and the Redskins, and much earlier, Benny Friedman and Harry Newman of Michigan, helped make the passer a potent force in football. Ends such as Don Hutson and Benny Oosterbaan were standout receivers in an era when the big teams were hammering the line and running reverse plays with little passing emphasis. A defense could concentrate on the run and stop it, and there were many low scoring games as a result.

Football has made much progress, but it is a game of fundamentals.

The team that is a cohesive unit usually comes out on top in the long run.

No single individual can do it alone. He needs the help from those 10 other "guys" on the field with him to get the job done.

CTA Lawyers Softball Team Has Good Season With 12 Wins, 4 Losses

The CTA Lawyers softball team enjoyed a good 1977 season with 12 wins and 4 losses, thus winning fourth place in the Equity Division.

Somewhat disheartening, however, was a loss of the championship game on Oct. 10 to the State's Attorneys team, 23 to 17.

The play-offs began Aug. 31 with the CTA Lawyers defeating by a score of 11 to 8 the first-place team in the Law Division of the firm of Winston and Strawn. This game was highlighted for CTA by sparkling defensive plays by Ron Bosco and two home runs by Al Paul.

In the semi-finals, the CTA team, in a defensive struggle, defeated by 6 to 2 the law firm of Baker and McKenzie. For the CTA, the game was sparked by sharp fielding by Bruce Talaga and Art Adler and timely hits by Joe Sconza and Ron Bergin.

The championship game with the State's Attorneys team, which was delayed a month because of scheduling conflicts, was played under wet and muddy conditions. As a result, both teams made a number of errors.

The CTA's team this year was managed by Marv Luckman. Ron Bartkowicz was assistant manager.

Among the regular players were John Haskins, Tom Kearney, Bill Mansker, Mike Artery, and Greg Furda. Substitutes included Harry Brice, Euclides A. Agosto, Leon Wool, Ellen Munro, Jim Bidwill and Al Neuman.

As reported by Al Paul

Well, Management, You Finally Made It!

(CTA Photos by Eric Blakely)

We know the baseball season is over, but we believe these action pictures still will catch your eye.

Revenge is sweet! This must have been on the minds of the members of the management team when they met and defeated the 69th Street Raiders, champions of the CTA softball league, 30 to 16 in a game played on Sunday, September 11, in Grant Park.

Last year the Raiders, who have taken the softball title three years in succession, embarrassed the management team when they walloped them by a score of 23 to 2.

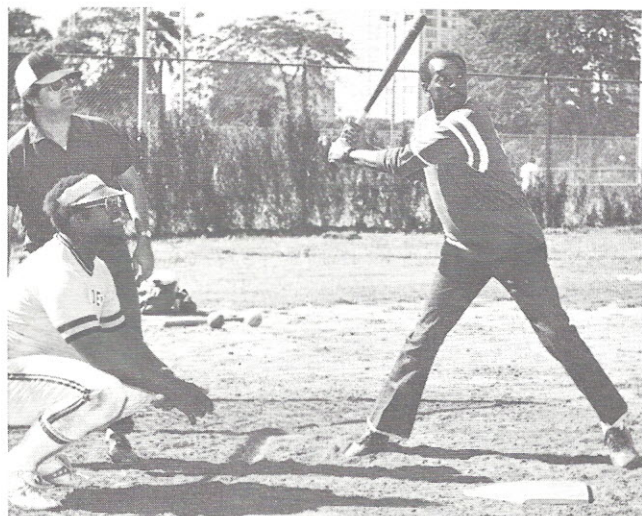
Well, it all goes to prove the old saying--he who laughs last laughs longest.



Among the spectators enjoying the game were, left to right, Fred King, manager of Personnel, Leo Cusick, RTA Operation Officer, and Harold Geissenheimer, manager, General Operations Division.



Steve Martin makes a valiant attempt to beat the ball to first base. He did - - as Ronald Smith, first baseman, dropped the ball.



Arliss Jones has that determined look as he waits for the ball. Catcher Reginald Hayes seems to be smiling as if he knows what Jones will do. The umpire is John Eckel.



It seemed the day of errors for Ron Smith as he dropped the ball again when he tried to tag Harry Sykora out at first base. Marvin Young, right, seems to be putting on brakes in his attempt to help Ron.



Ron Tuck shows how to hold the ball at first base, retiring Charles Dickerson, the man in the derby hat. Tony Andrews comes over to help.

Service anniversaries in October

40 years



F. J. Misek
Operations Planning

35 years

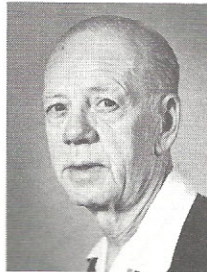
- T. R. Bowman, South Shops
- H. A. Fitzgerald, Howard-Kimball
- F. R. Gray, Archer
- M. J. Janowski, North Avenue
- B. W. Kerpen Jr., District C
- J. J. Kirby, Beverly
- W. L. Kulikauska, 69th Street
- F. E. Louward, South Shops
- J. E. Luscalzo, Kedzie
- E. R. O'Connell, Bus Service
- A. J. Porcaro, Rail Terminals
- W. C. Scott, Bus Garages
- A. A. Tuccy, Forest Glen
- N. Vonkaenel, Douglas-Congress

25 years

- H. L. Blanks, Kedzie
- T. A. Bodie, 77th Street
- J. M. Boll, South Shops
- R. L. Brown, Ashland/95th
- E. Bunton, Maintenance
- C. M. Ciciura, 69th Street

NEW PENSIONERS

Joining the ranks of the retired on October 1 was **CARL G. DANDY**, who had 41 years of service with CTA and its predecessor companies.



- JOHN P. APPELT, Janitor, Archer, Emp. 8-21-41
- CHESTER A. DAMIAN, Operator, North Park, Emp. 11-14-42
- CARL G. DANDY, Box Puller, Archer, Emp. 8-17-36

30 years

- C. Arendt, Skokie Shop
- A. S. Bedoe, Skokie Shop
- A. F. Blazeovich, Maintenance
- J. Byrne, Limits
- J. J. Cecala, Internal Aud.
- C. A. Cobleigh, 77th Street
- R. J. Colello, 77th Street
- T. C. Drag, Limits
- F. A. Fawcett, Skokie Shop
- C. A. Gazinski, Forest Glen
- R. W. Goebig, Beverly
- F. A. Grajek, Beverly
- S. J. Grzywna, South Shops
- S. J. Hillock, South Shops
- J. Janos, Forest Glen
- J. Kalinowski, South Shops
- W. J. Kelly, Bus Systems
- J. J. Marszalek, Engineering
- C. B. Mathews, Beverly
- M. J. McDonnell, Maintenance
- E. F. Menzel, Electrical
- P. J. Michalewicz, Electrical
- C. J. Noga, Archer
- S. R. Nowak, Douglas-Congress
- J. J. Olandese, Archer
- D. Parker, West Section
- D. Pierce, 69th Street
- W. Powell, 77th Street
- D. J. Proffitt, Datacenter
- P. Quinlivan, Beverly
- W. G. Radke, South Shops
- M. Rickson, Maintenance
- F. Skrzynski, Kedzie
- J. C. Smith, North Section
- S. B. Spizzirri, Maintenance
- R. B. Tausch, Maintenance
- T. S. Zawistowski, Forest Glen

- R. M. Evans, South Shops
- J. L. Holiman, Maintenance
- H. L. Hunter, Kedzie
- W. J. Jones, Beverly
- J. E. Jordan, North Section
- R. L. Kilpatrick, Kedzie
- D. B. Samples, South Shops
- R. S. Smajo, Archer
- L. W. Smith, Maintenance

- EUGENE L. DIEDEN, Instructor, North Area, Emp. 3-04-42
- ANTON GROSS, Ticket Agent, South Section, Emp. 9-02-41
- ARTHUR E. MILLER, Collector, Forest Glen, Emp. 8-15-47
- JOSEPH D. ODDO, Machinist, Maintenance, Emp. 8-20-48
- TYLER M. PHILPOTT, Operator, 52nd Street, Emp. 8-12-57
- JENNIE J. SCOTT, Clerk III, Maintenance, Emp. 2-19-68
- MICHAEL W. SEREDA, Operator, Forest Glen, Emp. 3-20-43
- LEONARD P. SIKORSKI, Operator, Archer, Emp. 5-20-46
- JOHN H. SMITH, Director Publications, Public Affairs, Emp. 8-26-74
- STANLEY P. STEVENS, Operator, 77th Street, Emp. 4-11-57

IN MEMORIAM

- CHARLES BARKLEY, 94, West Shops, Emp. 8-12-18, Died 8-18-77
- FRED E. BEYER, 83, North Section, Emp. 9-18-15, Died 8-20-77
- PATRICK BURKE, 45, West Shops, Emp. 7-03-50, Died 9-08-77
- ROBERT H. CONROY, 81, Electrical, Emp. 2-01-16, Died 8-20-77
- MC GARRY FERGUS, 84, Security, Emp. 10-01-47, Died 8-07-77
- MICHAEL J. FIORITA, 70, North Avenue, Emp. 9-20-29, Died 8-25-77
- PETER P. FULARA, 57, Forest Glen, Emp. 1-31-57, Died 10-03-77
- OTTO P. HEIMBUCH, 92, North Section, Emp. 11-20-04, Died 8-22-77
- STEPHEN KASALA, 81, West Shops, Emp. 9-13-37, Died 8-12-77
- FRANK KLETECKA, 88, West Section, Emp. 6-04-26, Died 8-30-77
- SPIROS P. KOCLAS, 86, Way & Structures, Emp. 4-18-44, Died 8-04-77
- WILLIAM C. MAIRE, 74, North Avenue, Emp. 11-11-36, Died 8-22-77
- JOHN H. MARVO, 75, 69th Street, Emp. 1-09-43, Died 8-22-77
- ANTON T. MOKSTAD, 67, Security, Emp. 11-09-36, Died 8-26-77
- WERNER MOORE, 43, Electrical, Emp. 3-15-56, Died 8-28-77
- FRANK NICHOLS, 58, 52nd Street, Emp. 4-13-48, Died 9-27-77
- EDWARD J. OLSEN, 66, North Section, Emp. 5-23-64, Died 8-18-77
- FRANK J. PAVELKA, 81, South Shops, Emp. 2-08-39, Died 8-01-77
- MOSES J. PRICE, 52, 77th Street, Emp. 2-14-50, Died 8-24-77
- ALBERT RHODES, 78, West Section, Emp. 1-29-26, Died 8-08-77
- JAMES ROSS, 81, Kedzie, Emp. 9-26-74, Died 9-25-77
- ALFRED M. SELVAGE, 64, North Section, Emp. 6-23-43, Died 8-15-77
- WILLIAM THOM, 86, 77th Street, Emp. 3-05-14, Died 5-19-77
- HENRY THUMBEL, 82, Lawndale, Emp. 10-25-29, Died 9-05-77
- CLARENCE C. VOSS, 72, North Avenue, Emp. 11-02-28, Died 8-09-77

FRED M. WILLIAMS, Operator, Archer, Emp. 7-21-60

DISABILITY RETIREMENTS

- ALBERT BENN, Bus Servicer, 52nd Street, Emp. 1-02-52
- WILLIE BONNER JR., Operator, Limits, Emp. 5-21-64
- CALDWELL DILLON, Bus Repairer, Beverly, Emp. 11-19-47
- NORMAN E. GNADT, Operator, North Avenue, Emp. 6-19-43
- RONALD L. MC KNIGHT, Collector, Limits, Emp. 10-27-66
- EDWARD J. SPRINGER, Operator, North Park, Emp. 5-02-50
- VIRGIL L. TYLER, Chauffeur, Utility, Emp. 9-16-57
- JAMES L. WILLIAMS, Supervisor, District A, Emp. 9-27-57

CTA Women Honored



Betty Edwards, Bill Kurtis, and Joseph Palen

Betty Edwards, community news representative, Public Affairs, was named "Woman of the Year" by the Cosmopolitan Chamber of Commerce for her "outstanding contributions in the areas of human and public relations." At the Cosmopolitan Chamber's "Evening with Friends" dinner Oct. 8 in the Conrad Hilton hotel, Betty was presented the award by Joseph Palen, the organization's vice-chairman and director of community affairs for Signode Corporation. Bill Kurtis (in background), Channel 2 anchorman, was master of ceremonies. The Cosmopolitan Chamber of Commerce is the largest inter-racial trade group in the nation.



Katy Moriarty



Murph Neurauter

Mary Catherine (Katy) Moriarty, the CTA's first woman bus service controller, and Eileen (Murph) Neurauter, Customer Service representative and project manager of the new Culture Bus service, were awarded Certificates of Leadership for 1977 by the YWCA of Metropolitan Chicago. Katy and Murph were among the women in business and industry who were honored at the YWCA's "Leader Luncheon" Sept. 30 in the Palmer House.

BULK RATE
Paid
U. S. POSTAGE
PERMIT NO. 8021
CHICAGO, ILL.