

The Chicago Transit Board wishes everyone a wonderful holiday season and a Happy New Year.

James P. McDonough
Chairman



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Fondest Christmas Memories

The Christmas season is the time of the year which, among many pleasant happenings, brings back happy memories. The staff of TRANSIT NEWS asked a number of CTA employees to tell about the Christmases they will always remember. We hope these accounts will prompt you to think about your most memorable Christmas.



Csaba Zongor, graphics designer, Operations Planning:

"My favorite Christmas celebrations were those I spent as a child with my family, observing traditional Hungarian customs. We spent the week before Christmas in preparation. My mother made the cookies; my father would make candy; my grandmother made wrapping paper out of white tissue paper, and my sister, brother and I would help. Then, we all wrapped the cookies, candy and nuts, and hung them on a broomstick until we used them to decorate the tree the day before Christmas. You cleaned off the tree during the holidays by helping yourself to the goodies.

"We also went out caroling Christmas Eve, collecting friends as we went from house to house."



Larry Latham, foot collector, West Section:

"My favorite Christmas happened just last year. On Christmas morning, our six children presented me with a large beautifully-wrapped box. I opened it, but inside was another box. I did this several times and began thinking it was all a joke and that I'd probably wind up with a necktie.

"You can't imagine how surprised I was when I opened the last box (it was still a large one) - - and found a Union Pacific electric train set. It was an HO gauge passenger streamliner of my very own!

"I had been given a train as a boy in Dayton, but I never really had a chance to play with it, because my dad and uncle always seemed to be playing with it.

"I have added to my Union Pacific set now, so I have 5 freight as well as passenger cars. It is set up in my basement and always ready to go. And even my youngest - - my 13-year-old son - - knows he can't touch it, unless I'm there to supervise."



Mary Lou Guerrero, bus driver, North Park:

"I had emigrated with my family from a very poor town in Jalisco, Mexico, where the most beautiful part about Christmas was the family gatherings and special cooking, celebrated with religious rites and Christmas carols. The best part for the children was the breaking of a pinata hung in the middle of the patio, and I remember how happy and close we all were.

"I was 7 years old when I spent my first Christmas in the United States, and I will never forget how I stood staring at the beautiful Christmas tree my parents decorated. I had never seen one before. When neighbors and friends began arriving with presents, I just couldn't believe what I was seeing; and when the time came to start opening the presents, I didn't know which one to open first. That Christmas I felt like a princess."



Archange Cadichon, janitor, State street subway:

"There is no Christmas that can compare to the last one I spent in my native Haiti in 1964. I was 23 years old then, and living at home with my parents, two brothers and two

sisters. We lived in a small provincial town called Hinche, about a seven-hour drive from the capital.

"Both my father and my mother each had four brothers and sisters, and they and their families joined us on December 24. Many of my relatives came on horseback from as far as 50 miles away. We all gathered at Midnight Mass at our church. Then, our cousins and my brothers and sisters and I went dancing in the main square of the town.

"We danced until 5 o'clock in the morning; then went home for two hours of sleep. When we got up for breakfast, we gave each other presents; and I remember how excited I was when one of my sisters, who was a teacher, gave me a wristwatch. It was something not so many people had.

"Later, we had our traditional Christmas dinner, including rice, beans and chicken cooked in Creole style. A lot of our food came from my father's farm, where I often worked after school. We grew corn, rice, peanuts, tobacco and sugar cane."



Gus Alevizos, labor relations analyst:

"My most memorable Christmas was when I was eight or nine and my family went to a midnight service at a Greek Orthodox church on the south side of Chicago.

"It was special in two ways. It was the first midnight service I had ever attended. And I was able to take part in the singing of carols in Greek. I didn't know what all of the words meant, but I had been taught in school what they were."



C. Errico Miller, bus supervisor, Central District:

"I shall never forget the Christmas when I was 10 years old. My parents had said that no one should look at the presents under the tree until Christmas morning. But I couldn't help myself. I saw that there was a brand new bike. So when everyone had gone to bed Christmas Eve, I quickly dressed and slipped downstairs. I took the bike outside and rode up and down the street several times. Then, I wiped off the tires, and put the bike back near the tree. It was a secret I kept until I was grown up."



Electra de Alba, bus driver, North Avenue:

"When we emigrated from Mexico, we had to leave behind three of our children in Mexico with relatives. We tried very hard to expedite the legal processing to obtain their immigrant status into the United States. But like everyone else, we had to wait our turn.

"Then, in 1970, we were notified that our children would be able to join us by December 31. That was the best Christmas season for us! After a long separation of two years, we were finally able to be together again."



Arlliss Jones, rail supervisor on loan as an analyst in Methods and Standards:

"As a child growing up in Louisiana, I thought it was really great to get the necessities such as high-top boots with a side pocket, gloves and the like for Christmas.

"I had never known what a tree could mean at Christmas until I was married. My wife and I hardly had more than a nickel between us, but we went out and bought a tree to celebrate our first Christmas together."



Ellen Kane Munro, lawyer:

"The Christmas I shall always remember was in 1969 when my husband returned from Viet Nam. He had not seen our daughter Laura in a year and a half, and I knew he

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would be leaving a month later for a new assignment in Virginia. That Christmas was especially important to us. I realized for the first time what it was like being a family, as contrasted to just having a family."



Angelo Bianchini, clerk, Howard Terminal:

"Christmas of last year was the best of all. My wife, Pearl, and our son, John, 12, and daughter, Lisa, 10, and I took a plane to Los Angeles to spend Christmas with our older daughter, Mrs. Carol Fahey, and her family in nearby Torrence.

"The temperature was in the 70's Christmas Day, and it seemed unusual to see a beautiful Christmas tree in the living room of my daughter's home and at the same time see flowers in bloom in bright sunlight outside the picture window.

"The best part of Christmas, though, was that our family was able to get together for a wonderful time. The day after Christmas I went swimming in the Pacific ocean.

"I like California so much I am planning to take an early retirement and move there. My daughter owns a restaurant at Sunset boulevard and Vine street in Hollywood, and I am going to help her run it."



A CTA employee who asked that he not be identified:

"It was in 1958 in my native country, Cuba, and I was a new employee of a tire manufacturing company. The other employees were smiling from ear to ear because they had received the customary Christmas bonus. I had been hired so recently that I did not qualify for a bonus.

"I was feeling very gloomy as I started home with only \$4 in my pocket. Then, I suddenly decided that I had so little to lose that I would try my luck playing black jack. Two hours later I walked out of the place after winning \$600.

"Unexpectedly, I had more than enough money to buy gifts for friends and family. But that experience will never be repeated because I am no gambler and that evening was just pure luck."



Miss Willie MacCormack, keypunch operator, Data Processing:

"My best Christmas was last year. My brother was in the Navy, and my mother and I heard a newscast about a ship that had had an explosion. We were worried because we thought my brother might have been on that ship. Finally, we got a call from him. He said he was all right, but he also told us that he would not be able to be home for Christmas. We got the best gift of all when he arrived four days before Christmas after having gotten an unexpected furlough."



Ralph Louis, insurance analyst:

"I will never forget Christmas when I was six years old because that was when I learned who Santa Claus really was. I was in the attic and found a lot of toys. I showed them to an older brother, who also still believed there was a Santa Claus who came down the chimney. We asked our mother and father about the toys. They explained that they had been Santa Claus, and then they told us the meaning of Christmas."

Louis Loebbaka, assignment clerk, Howard Terminal:
"It was 1946. World War II was over, and it was the first time in five years that my sister, three brothers and I were able to get together with our mother and father in their home in Evanston.

"It was a wonderful day. There was enough snow to make the song 'White Christmas' come to mind. Two Christmas trees flanked a wood-burning fireplace.

"My brothers and I had been in the army in Europe, but we hadn't served together. So that Christmas was extra special for us. Dad, who was a grocer, had obtained a 35-pound turkey, which mother prepared with all the trimmings.

"Sitting around the table and exchanging war stories made us realize how very fortunate we were. The four of us brothers served in the war and came out of it with only minor wounds."



Mrs. Shirley Boyd, receptionist, Transportation:

"Every Christmas has been wonderful. I think my biggest surprise was in 1975. After we had unwrapped the presents, my husband, Earl, said he had forgotten something. He went into another room and brought out a very large box for me. It was just what I wanted - a television set for the bedroom." (Editor's Note: Earl Boyd, an X-ray technician for CTA, was asked, without knowing that his wife had been interviewed, what he considered to be his favorite Christmas memory. His answer: "When I gave my wife, Shirley, a television set for the bedroom.")



Samuel Stockings Sr., bus driver, 69th street garage:

"It was Christmas Day of 1975, and my wife, Ella, and our sons, Barry and Anthony, and I were gathered around the Christmas tree to open gifts. But one in our family was missing, our oldest son, Samuel Jr., who was with the army at Fort Benning, Georgia. Although I didn't say anything, I wondered why Sam Jr. hadn't mailed anything to his mother and brothers for Christmas.

"The doorbell rang and my wife went to the door.

"Guess what - guess what!" she exclaimed. "Sam is home!"

"He had been away in the army for more than a year and he had given no hint that he had a holiday leave coming. He came in with Christmas gifts in his arms.

"After breakfast, we went to services in the New Friendship Missionary Baptist Church, where everyone joined in welcoming Sam Jr. home for the holiday. He had attended church there with us since he was a child, and his being home and sharing Christmas and going to church with us was a thrill I'll never forget."



Michael Leavy, motorman, North Section:

"During my childhood in Dublin, Ireland, we used to visit the homes of neighbors on Christmas morning, sampling the traditional plum pudding until it was time to go to our own home for Christmas dinner. By that time, I wasn't hungry any more.

"The Christmas I remember best, though, was here in Chicago when my own children were growing up. I asked a friend to play Santa, and I left the basement door open so he could get in. I kept the children up till 11 o'clock so they could see him.

"When we went down to the basement to investigate after we heard him entering, there he was, looking just the way Santa should. But when he bent down to pick up my little boy so he could hold him up and give him a hug, all the stuffing fell out from under his costume.

"That was the end of that. No one believed in Santa from that day on."

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Al Paul, attorney, Tort Litigation:

"I will never forget the Christmas of '67. I was a first lieutenant in the Army, and I was stationed at a remote radar site, on a 4,000-foot hill, 45 miles northwest of Fairbanks, Alaska, for seven months.

"Normally we spent our days reading radar signals and doing other work related to the defense of Fairbanks as part of the NORAD anti-missile system. But on Christmas Day, we went outside - it was 40 degrees below zero - chopped down a tree with our Army-issued hatchets, brought it into the officers lounge, and decorated it.

"Then we began to toast each other. We kept warm for the next couple of days."



Rafael Rodriguez, travel information agent:

"From December 16 through Christmas Day, most families in my childhood hometown of Caguas, Puerto Rico, would get up at 5 o'clock in the morning to go to church for the special religious services of that season.

"The balmy weather was so delightful that most of the times as soon as we came out of church, we would go for a quick swim in a nearby river. After the swim, we would go by a bakery to buy freshly baked bread, which we would eat on the way home.

"On Christmas Day, people were extremely friendly. As you walked by homes, in any block, you would be invited to come in to have a bite of food, a drink, or a cup of coffee. Everyone shared whatever they could on that special day.

"For children, it was fun all the way through January 6 when supposedly the Three Kings or Three Wise Men would arrive on their camels to leave presents.

"The custom was to look for a shoe box, which was not always easy to find. We would fill the shoe box with fresh grass and would place it under the bed to feed the camels which the Wise Men would be riding when bringing the presents overnight. The following morning the grass was gone, and a present was in the box."



Mrs. Colleen Camiano, hospital clerk, Insurance:

"I had the nicest Christmas when I was 11. It was the first time my father (Clyde Yount, now retired) had enough seniority to take the day off from his job in the CTA signal department.

"My mom had all the relatives over for a big dinner Christmas Day. There must have been at least 10 guests because they really filled the small house in which we lived.

"It started snowing, and kept it up, into the evening and the night. No one could go home. All of the cars were stuck in the driveway.

"So everyone stayed overnight, and we all squeezed around the table for a family breakfast the next morning.

"That day, Christmas continued through to the afternoon when the weather changed for the better and everyone was able to move the cars."



Tomas Larrea, travel information agent:

"Ecuador, like every other country, has its special way of celebrating Christmas. The festivities are mostly devoted to religious services, but it also is a very special occasion for the children.

"On Christmas Day people come out in the streets, like in a procession, singing Christmas carols and holding in a pedestal the figure of baby Jesus. In the crowd, there is a

man in a red costume with horns, supposedly the devil, who keeps teasing and tempting the children to misbehave. I remember those thrilling moments very vividly - a mixture of fear and temptation to play with the devil, screaming and running. It was very exciting.

"Last year, my family and I had the opportunity to spend Christmas again with our relatives in Ecuador; and even though we had a great time reminiscing, we missed Chicago and the snow. It wasn't the beautiful white Christmas to which we have grown accustomed since making our home in this city.

"But each place has something of its own. We have learned to love both."



Sue Roberts, Central Assignment:

"I'll never forget last Christmas when my husband thought he had hidden all of the presents in a closet. I had a feeling that he might have gotten me a new dress, but I was concerned because I was in the process of dieting and I wondered what size he might have gotten.

"So I opened one of the boxes, and sure enough there was a pretty three-piece suit. It was a smaller size than I had been wearing, so I decided to try it on.

"It fit perfectly, but as I was admiring myself in the mirror my husband appeared unexpectedly after coming home early.

"I was so embarrassed that I asked my husband what I could do to make up for what I had done. He teasingly told me that I could get him a suit. I took him seriously, and on Christmas Day surprised him with a suede suit he had seen and liked. That was in addition to gifts I had already bought for him."



Pat McCarthy, supervisor, Track and Structures:

"In 1940, just after World War II started, my mother, my three sisters and I were living in County Tipperary, Ireland, in Clogheen, a small farm town. My dad had evacuated us from London because of the bombing there. Dad, however, had to stay in London where he worked in the General Post Office.

"In England, Santa Claus is called Father Christmas; and before Christmas, the talk among us children, of course, was what Father Christmas would bring us. I was 7 years old, and had asked for an erector set; and my younger sister had asked for a doll.

"Dad knew about our requests, so when he left London for a surprise holiday visit with us, he had in his suit case probably one of the last metal erector sets in Great Britain and my sister's doll, along with gifts for mother and my two other sisters.

"Mother had given us permission to stay up late that Christmas Eve to wait for Father Christmas because she knew dad was en route. But it kept getting later and later, and finally all of us went to bed.

"What mother didn't know was that the train dad boarded in Ireland did not come as far as Clogheen, but ended its run at Thurles, 10 miles away. There were no buses either. It was a mild, moonlit night; and dad walked the 10 miles to Clogheen with his suitcase of gifts.

"When we awoke Christmas morning, we found that Father Christmas had brought what we had asked for. And, to make the day even better, we had our father with us for the holidays. Somehow we children never tied the two events together until a few years later."



An employee whose name is being withheld:

"My most unforgettable happy memory of Christmas time was when I was 7 years old. There were seven children in our family, and our father had a very low paying job.

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Even though it was a beautiful time of the year, the Christmas season also was a time of yearning for us, because we knew that our family could not afford anything special.

"On the day before Christmas, while our mother was reading us a Christmas story, there was a knock on the door. A priest and two nuns from St. Pius church were there, looking tired and holding a large cardboard box which they said was a gift from the church for our family. They hugged us and wished us a Merry Christmas. The minute they left we opened the box with its surprises - - pairs of new shoes, nice clothing, toys for each of us, candies, and cans of delicious food and cakes. It was a Christmas dream come true that will remain fresh in my memory as long as I live."



Arnold D. Johnson, motorman, West Section:

"My greatest Christmas thrill occurred when I received a Lionel train on Christmas morning. I was 9 years old, and I had been wanting a train for a long time. I can still remember the number 999 painted on the side of the locomotive and the little pellets you could drop in the smoke stack to make smoke.

"There was someone in our house who didn't enjoy it quite as much as I did, though. We had a little puppy that stuck its tongue on the track when I was running the train. It got a pretty strong jolt of electricity, and part of its tongue stayed black for a long time afterward."



William J. Rooney, assistant superintendent, Kimball:

"Every Christmas Day has extra meaning for me because December 25 is my birthday. I was the second oldest boy in a family of nine children, and never had a birthday party of my own. It was always a family occasion, but I never felt cheated. I always got my share.

"There wasn't all that much to go around, though. I grew up in Jenkins township, just outside Pittston, Pennsylvania, where my dad was a miner. In fact, both my granddads settled there and became coal miners after coming over from Ireland. My dad has three brothers and four sisters, and my mom had six brothers and a sister, and they all lived in the same town.

"Since everyone had their own families to take care of, Christmas was a one-family affair; but it was still a grand occasion. We always had turkey, though the rest of the winter the meat would be bear or deer we hunted up in the mountains just a few hundred yards from the house.

"The only shops in town were taverns and a couple of grocery stores. You signed for everything you got until payday. You had to go to Pittston for most things. At Christmas, if I got a baseball cap or a catcher's mitt I thought I was the luckiest fellow in the world."



*Merry Christmas
To All!*

Charitable Contributions—

'PEOPLE HELPING PEOPLE'

Dear CTA Employees:

During the next several weeks, your help will again be sought in CTA's annual Charitable Contribution Campaign. This is the time of the year when all of us have the opportunity of pledging to assist people who are less fortunate.

This year we are broadening our Charitable Contribution Campaign. In addition to contributing to the many services supported by the Crusade of Mercy, our CTA campaign will also provide assistance to a separate worthy cause--the fight against sickle cell anemia.

The suggestion to include support of the sickle cell anemia program in our Charitable Contribution Campaign was made by the employees through the CTA unions. We heartily endorse that suggestion.

As in other years, all employees of the CTA will have the opportunity to participate in the Charitable Contribution Campaign through a monthly payroll deduction plan. You may make a one-time cash contribution, but the payroll deduction plan is preferred.

Under our broadened Charitable Contribution program, 95 per cent of all contributions will go to the Crusade of Mercy and 5 per cent to the sickle cell anemia program.

You will be contacted soon by a fellow CTA employee to enroll you in the payroll deduction plan if you are not already enrolled or to suggest that you increase your deduction if you are already participating in the deduction plan.

We would hope that you could consider pledging the equivalent of one day's pay. For the year, this would amount to four-tenths of 1 per cent of your salary. This would be pro-rated and deducted over the 12-month period so that each deduction would be relatively small.

The CTA's theme is "People Moving People." For our annual Charitable Contribution Campaign, let us make that theme "People Helping People."

Sincerely yours,

James J. McDonough
Chairman

New T-Shirts Marketed

New colorful CTA T-shirts which for the first time have long sleeves are now available at city and suburban stores of Marshall Field & Co. and at several specialty shops.

Featuring a map of the CTA rapid transit routes, the new T-shirts are made of high-quality cotton, and are being offered in a variety of colors.

Especially attractive is the champagne shirt with the various routes in eight colors. Other shirts are of dark tones - red, blue, black, green and brown, with the routes in white.

The firm of Laven, Fuller & Perkins, 200 E. Ontario st., is producing the T-shirts under contract with the CTA. The contract provides for exclusive use of copyrighted CTA graphics with a royalty return to the CTA of 5 per cent of the wholesale return.

It is important to note that different types and sizes of the new CTA T-shirts are being offered at different stores. And it might be wise to call the store first, because the new shirts are proving to be very popular.

Here is where to shop:

WOMEN'S SIZES (various colors):

- * Carol & Co., 12 W. Division st.
- * Atlantis Arisen, 2300 N. Clark st.
- * For Her Shop, in the O'Hare Hilton Hotel at O'Hare airport.
- * Garden Boutique, in the Hyatt Regency O'Hare Hotel near the airport.

MEN'S SIZES (only the champagne color with map in eight colors):

- * In the Student Department of Marshall Field & Co.
- State Street
- Water Tower
- Evanston
- Old Orchard, Skokie
- Woodfield, Schaumburg
- River Oaks Plaza, Calumet City

CHILDREN'S SIZES (various colors):

- * In the Children's Department of Marshall Field & Co.
- State Street
- Water Tower
- Evanston
- Old Orchard, Skokie
- Oak Brook
- Woodfield, Schaumburg
- Oak Park

Modeling T-shirts are, left to right, top to bottom: Linda Bremer, Public Affairs; Reggie Daren, Medical; Jeanne Lane, Public Affairs; Judy Kolovitz, Group Sales; Therese McMath, General Finance, and Anit Leppiks, Public Affairs.

OUR COVER: Jeanne Lane (left) and Erin McMullan, of Public Affairs, model new long-sleeve T-shirts on the Orleans street bridge just outside of the Merchandise Mart.



New Promotions



Flowers

Robert E. Flowers, former supervisor, Rail Vehicle Shop, has been appointed superintendent, Rail Vehicle Maintenance. Flowers, who joined CTA as a car serviceman in 1949, served as terminal instructor, assistant foreman and foreman, Rapid Transit Terminals, before becoming unit supervisor, Terminals, in 1974. He and his wife, Margaret, have two sons and two daughters and live in Hoffman Estates.

Richard M. Schneider, former superintendent, Rail Vehicle Maintenance, is now superintendent, Automotive Vehicle Maintenance. Schneider started with the Chicago Surface Lines in 1944 as a clerk at Limits. He was later superintendent, Technical Services, Surface Division, and supervisor, Bus Shops. He and his wife, Barbara, make their home in Barrington.

Joseph A. Rosendhal, superintendent, Automotive Vehicle Maintenance since 1974, has been named special assistant to the director, Vehicle Maintenance. Rosendhal began his transit career as a repairman at Noble Street in 1947. He later became industrial engineer, superintendent, Material Control & Office Procedure, and superintendent, Surface Shops. He and his wife, Virginia, live in Mount Greenwood on the Far South Side.

In other Maintenance Department reassignments, Terrance J. McGuigan, former unit supervisor, Bus Garages, was appointed unit supervisor, Vehicle Maintenance Shops, and Matthew M. Coyle, former unit supervisor, Rail Vehicle Terminals, became supervisor, Rail Vehicle Shops.

Two former supervisors in Vehicle Maintenance Engineering have been selected supervisors, Methods & Standards, in the same areas of responsibility: William T. Haworth (Automotive) and Thomas P. Lyons (Rail). In new positions as supervisors, Bus Garages North and



Schneider

South, respectively, are Thomas S. Gecan, former unit supervisor, Bus Garages, and Donald Sturenfeldt, former supervisor, Bus Garages.

Appointed unit supervisors, Product Engineering, were John F. Lipka, former unit supervisor, Body Section, and John F. Humiston, former unit supervisor, Mechanical Section. Named unit supervisors, Methods Engineering, were Dennis N. Milicevic, former Methods & Standards engineer, and Joseph C. Puthumana, former supervisor, Methods & Standards.

A realignment of activities within the Claims-Real Estate-Sales Department has resulted in the appointment of supervisors for five new positions. Richard M. Dickieson, former sales coordinator, Charter Sales Services, is now supervisor, Sales Services. Lawrence M. Grey, former supervisor, Claims Examination (Property Damage), has become supervisor, Claims Examination (Property Damage & Bodily Injury).

Charles E. Marble, former supervisor, Information Analysis & Administration, has been selected supervisor, Administrative Services & Procedures. Nancy N. Nagel, former statistical analyst, Information Analysis, has been named supervisor, Information Services. Alan E. Neumann, former supervisor, Education & Research, has been reassigned as supervisor, Research-Development.

New as safety coordinators, Maintenance, are Ronald E. Cook, former bus serviceman, Kedzie, and John W. Johnson, former token clerk, Treasury. Lawrence Murphy, former conductor, North Section, has been appointed human relations specialist, Human Relations. Mohammed Khan has moved from methods-standards engineer, Maintenance, to planning analyst, Transportation.

Florence A. Salus, former clerk-



Rosendhal

stenographer, Maintenance, is now executive secretary-supervisor, General Operations.

Now serving as money handlers, Treasury, are former bus drivers Raymond Carson (North Park), Clarence Jenkins (Limits) and James R. Walls (52nd Street), and former bus serviceman Stephen Bubacz (Archer).

Michael V. Barry, former interviewer, Employment-Placement, has been appointed real estate representative, Claims-Real Estate-Sales. Reassigned to Claims as stenographer II is Judy R. Kolovitz, former stenographer I, Engineering, and as utility clerk, Gloria Buchanan, former hospital-dental clerk, Insurance & Pensions.

Walter L. Frye, former bus driver, North Avenue, has become shop tractor operator, Skokie. Dennis Winnick, former shopman I, Skokie, has been selected shopman II, Plant Maintenance. Nathaniel Thomas, former bus serviceman, 77th Street, has been named laborer, Materials Management. Otis Barnes, former bus serviceman, North Park, is now a bus driver, 77th Street.

Hattie Smith, former clerk-typist, Management Services, has been selected typist II, Public Affairs. Emanuel Haimann, station clerk, 52nd Street, has been reassigned to the same position at Kedzie. Marion Michaud, former clerk, Job Classification, has been chosen utility clerk, Insurance & Pensions.

Frances L. Calpin, former call directory operator, Employment-Placement, has been appointed dictating typist, Management Services. Delores Duff has moved from typist to utility clerk, Materials Management-Stores, and in Financial Services, Sharon Love has been reassigned from accounts payable clerk to verification clerk. Also in Financial Services, Homer Barron, former relief janitor, Bus System, has been named payroll clerk.

Chicago Sun-Times Covers Last Sunday Of '77 CULTURE BUS

By Kay Rutherford

This article is being reprinted by special permission of the Chicago Sun-Times.

Despite the cold and drizzle Sunday, there were more than enough passengers to fill the 11 a.m. Culture Bus as it pulled away from the Art Institute on the last day of its run for the year.

And one of the first persons on, sitting right up front, was Mary Casali, a senior citizen who proudly declared she'd ridden every Sunday since the Culture Bus began its 11 a.m. to 5 p.m. circuits of eight Chicago museums last May 29.

"It's terrible they're discontinuing it," said her companion, Helen Varga, a retired government employee. "It's a great idea. It brings people out of their homes — broadens their views."

Young and Old Liked It

And the culture bus ride certainly was different from any other bus ride in the city. Strangers young and old chatted with their

seatmates and "ohed" and "ahhed" at the sights.

Some 24,000 people rode the bus between downtown and the University of Chicago during the summer. On Aug. 14, the busiest Sunday, 1,824 sightseers set forth. But with summer gone the passenger load has dropped to about 550, so the Chicago Transit Authority had discontinued the Culture Bus until spring, when it's hoped a North Side bus route will be added.

The commentator on the first leg of the journey down S. Lake Shore Dr. was 25-year old Steve Hastalis, who has memorized every turn on the route and facts about the things to be seen. He had to commit the tour to memory because he lost his sight when he was 7.

"I have the whole script down in Braille," he said, "but after the first couple of Sundays, I didn't need it anymore. The drivers help me out when we're coming up to statues and things,

and I've memorized the turns."

As the bus disgorged about three-fourths of its passengers at the Museum of Science and Industry, it took on a few new riders and a volunteer commentator from the University of Chicago.

U. of C. Commentator

Earl Andrews, a sophomore from Sacramento, Calif., had tales to tell of Clarence Darrow and Houdini as the bus rolled through Jackson Park, as well as little known often funny, information about the university.

"People like stories, not statistics," he said. "Like (the late) Robert Maynard Hutchins, then university president, wandering into Rockefeller Chapel one evening. He discovered more souls were being made than saved and the chapel is now closed at 5 p.m.," Andrews said.

More passengers left at the Oriental Institute to view its treasures and to wander the university's quiet quadrangles. "Gee, it's another world out here," a young North Side man said.

Gazing at the gargoyles and neo-Gothic spires, he noted, "You'd think you were in the country. They've got real birds out here, not pigeons."

Rider Reactions

★ ★ ★ ★ OUR STAR RIDER ★ ★ ★ ★



Walton Minford, of Hillside, and Mrs. Joseph Leonardo, of Palos Heights, who are volunteer workers at Hines Hospital, rode the Culture Buses four Sundays. Minford said the CTA drivers and commentators were "very friendly and informative." Mrs. Leonardo said the Culture Buses are "one of the best ways to see Chicago."



Pamela Holman, a student at Englewood High School, heard about the Culture Bus on the Channel 2 News. She said: "The Culture Bus is nice. I liked everything about it."



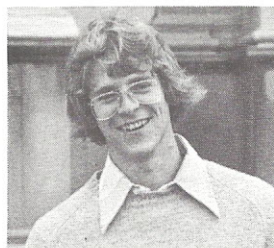
Jackie Forrest (left), a secretary for a firm in the Merchandise Mart, thought the Culture Bus was the best way to show Chicago to her mother, Barbara, of San Diego, during a visit here.



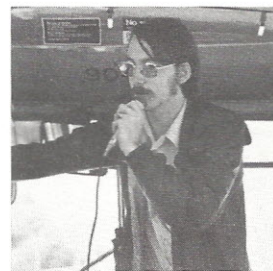
Mary B. Casali, who works in the employee cafeteria at the First National Bank of Chicago and lives in the Loop area, rode the Culture Bus on each of the 22 Sundays and three holidays. She said: "It was very interesting and educational. I visited all of the museums."



Leonard Garrison, of Billings, Mont., said: "It's very good for tourists who don't know Chicago. It helps them plan their day."



Danny Bourland, of Walkersville, Md., doing student research work at Argonne National Laboratory, said he liked the Culture Bus "so much the first time that I came back for another Sunday."



Earl Andrews, a sophomore at the U. of C., said: "I took my first ride on the Culture Bus in September, and I enjoyed it so much that I volunteered to be a commentator. I liked commenting, particularly because the riders were so appreciative."



Claudia Burnett, a student at Corliss High School, who read about the Culture Bus in the newspaper, said she wants to ride again next year.



Jamie Garrison, a junior at Luther South High School, and Craig Stevenson, a junior at Lindbloom High School, visited all of the eight museums on the last Sunday of the Culture Bus service.

42,516 Rides Taken By 24,250 Riders

A total of 42,516 rides!

That was the prime measure of success of the first season of the RTA/CTA Culture Bus service.

The final count also showed that these 42,516 rides were taken by 24,250 riders.

And of the 24,250 riders, a total of 10,116 originated (or bought their Super Transferpasses) on the Culture Buses, and 14,134 originated (or had already bought their Super Transferpasses) on other CTA routes.

In view of this success, the CTA is planning to add a second route when the Culture Bus service is resumed next year. The second route would serve museums and other attractions on the near north side and in the Lincoln Park area.

This year's initial service was provided by the CTA in conjunction with the Regional Transportation Authority and the Chicago Council on Fine Arts.

The Culture Bus service was provided on 22 Sundays and three holidays, from

May 29th to October 23rd. Stops were made at eight museum along a sightseeing route which extended from the Art Institute along the lakefront to the University of Chicago area.

In addition to the Public Affairs staff, many persons collaborated to make the Culture Bus service a real team effort. George Krambles, CTA executive director, and Harold Geissenheimer, manager of the General Operations Division, always dropped by to help.

Eight students of the University of Chicago, under the direction of Luis Cuadros, of Puerto Rico, a junior, took turns as volunteers giving a commentary as the buses went through the campus. The other students were: Earl Andrews, of Sacramento, Cal., sophomore; Mark Bruso, of Mount Prospect, junior; Christine DeRosa, of Dolton, a junior; David Jaffe, of West Bloomfield, Mich., senior; Barry Friedman, of Rockville, Md., junior; Erica Peresman, of Pittsburgh, a sophomore, and David Wierz, of Mequon, Wis., sophomore.

CTAers working behind the scene were McKinley Porter, superintendent, and Arnold Hillstrom, chief clerk, 52nd street garage, who selected drivers for the Culture Bus runs. Emanuel Haimann,

station clerk (until his reassignment to Kedzie in October), checked each Sunday and holiday to make certain about the assignment of drivers. The buses were cleaned and readied for service by maintenance crews under the direction of James Glynn, a garage foreman.

Drivers from the 52nd street garage on the Culture Bus runs included Moses Clay Jr., Walter Falls Jr., Lafayette D. Garmony, Shirley L. Hobbs Jr., William C. Johnson Jr., Herman Lloyd, Charles W. Martin, Howard Moore, Robert Newman, Alvin Potts, Walter V. Sanders, and James R. Walls.

Among others of the Culture Bus team were Walter Prosen, superintendent, district B; John W. Perkins, instructor, Training Center; and Cleven Brogdon and Roscoe Wilson, bus service supervisors, Central District.

Eileen (Murph) Neurauter, of Public Affairs, was project manager for most of the season. When she was on vacation in Egypt toward the end of the season, Jeff Stern, of Public Affairs, served as project manager.

Major contributions to the success of the Culture Bus service also were made by Operations Planning and Operations Graphics.



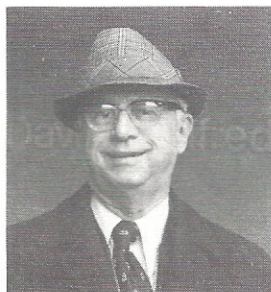
Robert and Freda Elberfeld, of Cincinnati, rode the Culture Bus while on their honeymoon in Chicago. Freda, who is a payroll clerk, said that the Culture Bus "makes a good impression on visitors to Chicago." Robert, a systems analyst, commented: "That bus was just what we were looking for."



Gary and Alice Behrendt, of Jamaica, N.Y., came to Chicago to attend a sales meeting, and stayed an extra day to see the city. Walking down Michigan avenue, they spotted the 'Spirit of Chicago' bus destination sign, and decided to take the Culture Bus for sightseeing. Gary said: "The trip gave us a good feeling about the city. Chicago is amazingly clean, cleaner than other urban areas. It is a beautiful city."



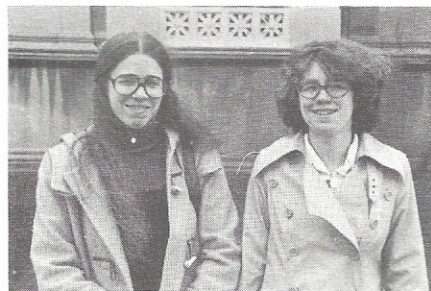
Sheila Holman, a student at Englewood High School, heard about the Culture Bus from a friend. She said: "Everybody should ride the Culture Bus because it's a nice ride and you see places you've never seen before."



Joseph Campbell, office manager at the Walter Ingstrup Company, rode three Sundays. He visited the Oriental Institute the first Sunday, the DuSable Museum of African American History the second, and the Smart Gallery the third Sunday. He commented: "I know Chicago well, but each time I saw things I had never seen before, like the Stock Exchange Arch. Near Soldier Field before the Bears' game, I saw a woman police officer on horseback for the first time."



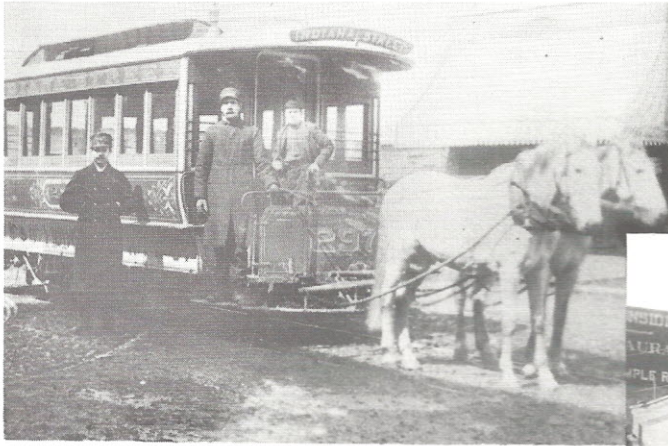
Seaman Recruit Walter Mixon, of Grand Marais, Mich., who graduated from boot camp at the Great Lakes Naval Training Center, described the Culture Bus as "a great way to see places." He added: "Everything is big compared to where I come from; my town has four hundred people in it."



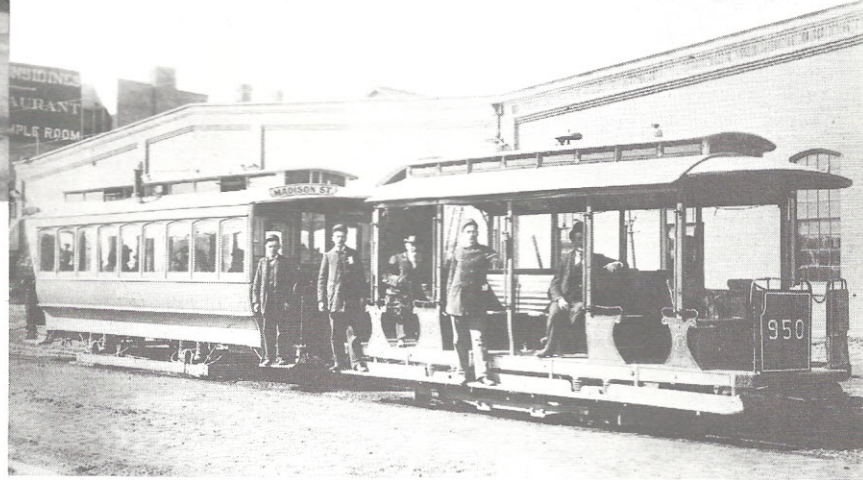
Kathy and Susan Anderson are sisters who grew up in Yonkers, N.Y., and who rode the Culture Bus while Kathy visited her sister in Chicago. Kathy, a student in an eastern university, said the Culture Bus was "a great way to see the city in a short time." Susan, now a nurse in Chicago, was impressed by "how friendly the CTA people were."

SURFACE

Photo history of transit in Chicago



Horsecars (1859–1906)



Cable car trains (1882–1906)



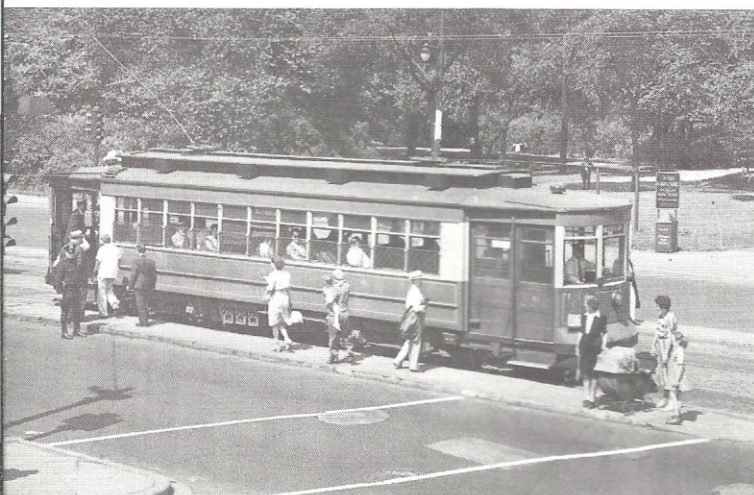
Four-wheel electric streetcars (1890–1914)

Red Pullman streetcars (1908–1954)



Open top double deck buses (1917–1937)

40-seat trolley buses (1930–1958)



VEHICLES

Published in observance of CTA's
30th anniversary of operations



Closed top double deck buses (1930–1950)



44-seat gasoline buses (1944–1963)



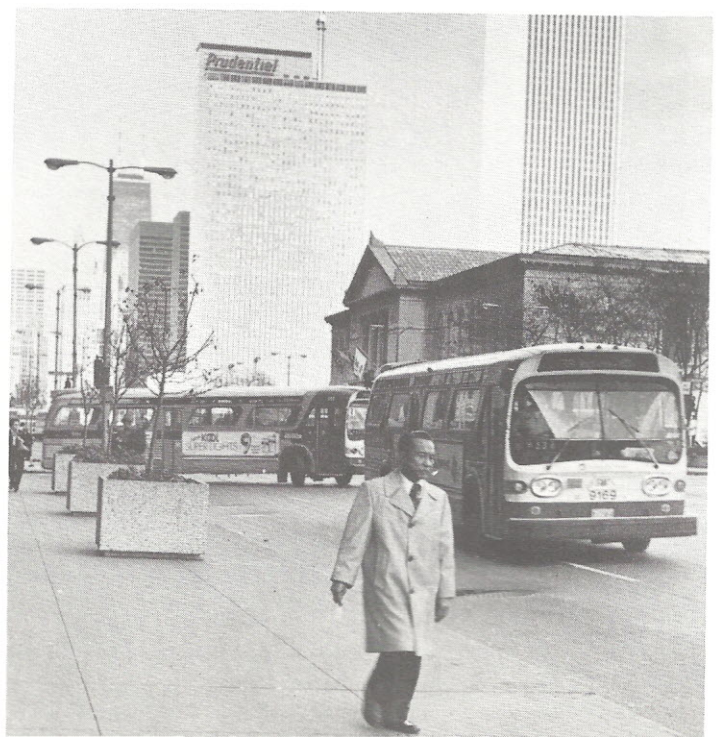
49-seat trolley buses (1951–1973)

50-seat air conditioned diesel buses (1972 to present)



Green Hornet streetcars (1946–1958)

50-seat propane buses (1951–1976)



A Museum Of Science and Industry Christmas

Thirty-six ethnic groups are participating this year in the annual "Christmas Around The World" Festival through Jan. 1 at the Museum of Science and Industry at 57th street and Lake Shore drive in Jackson Park.

The Festival includes a display of 30 pageants featuring folk music and dancing, Christmas trees in the museum's rotunda, programs by school and church choirs, and international buffet dinners.



Puerto Rican Decorations

Newly represented at the Festival are Latvia and Korea. Other countries represented are Hungary, Iceland, Italy, Czechoslovakia, Norway, Romania, Luxembourg, China, Serbia, Puerto Rico, Egypt, Finland, Greece, Japan, Switzerland, and The Netherlands.



Greek Decorations

Also, Austria, Denmark, Slovenia, Germany, Mexico, The Ukraine, Armenia, Ireland, Hawaii, Great Britain, France, Sweden, Croatia, The Philippines, Lithuania, Poland, Afro-America, and the United States.

The pageants are presented at 1930 hours each weeknight until Dec. 18, as well as on weekends.

The international buffet dinners, which require reservations, are offered each evening through Dec. 18 in a new Festival dining room. Call 684-1414 for reservations.

That is also the number to call for information about the programs. There is no charge for admission to the museum or for the Festival programs. Except for the

Christmas tree display area, the museum is open 0930 to 1600 Monday through Friday and 0930 to 1730 Saturday and Sunday. The Christmas display area is open until 2000 every day through Dec. 18. Closed Christmas day.



Czechoslovakian Decorations

TO GET THERE

CTA's No. 55 Garfield bus provides service to the door of the Museum of Science and Industry. Other bus routes within a short walk of the museum are the No. 1 Drexel-Hyde Park, the No. 28 Stony Island, and the No. 6 Jeffery Express (Mon-Fri).



Sergio Rodriguez Receives Medallion

Sergio Rodriguez, financial analyst, Financial Services Group, receives President's Medallion from the Rev. Raymond Baumhart, Loyola University president, at Founder's Day luncheon Oct. 25 in the Continental Plaza hotel. Rodriguez was one of 12 students awarded medallions for scholarship, leadership, and service. Rodriguez is working toward his master's degree at Loyola's Graduate School of Theology. He is also a deacon in the Roman Catholic church, for which he is doing parish work.

Joining him at the award luncheon were his wife, Nidia, and his parents, Mr. and Mrs. Juan Rodriguez, of Mexico City. The senior Mr. Rodriguez is a retired employee of a Mexico City transit agency. (CTA Photo by Bert Cadney)

Receives Award For Honesty

"Honesty is the best policy."

A cliché? Not to Michael Murphy, shopman in the Truck Shop at Skokie Shop.

Mike was recently awarded the Thillens (Checashers) Award For Honesty for returning money overpaid by their cashier.

He also received a check as a token of their appreciation.

In a letter to Robert S. Winther, superintendent, Skokie Shop, Mr. Mel Thillens, president of Thillens, Inc., said: "You are to be congratulated, Mr. Winther, for having personnel of this caliber in your organization." (Our thanks to Mary Hendrickson of Skokie Shop for submitting this item to Transit News)

Welcome Back!

Richard Cacini, who was recently discharged from the U.S. Army as a lieutenant out at Fort Carson, Colorado, would like to let his friends know he is back at work with CTA. Richard was on military leave for two years. He is now a clerk at Archer Garage.

CTA Comes To Aid Of ICG Commuters

No matter how large or small the need, CTA always stands ready to help its fellow carriers in an emergency. The largest operation of this kind was carried out late in August when CTA provided 75,000 shuttle rides to Burlington Northern commuters around the site of a train accident in west suburban LaGrange. (See Transit News, September 1977)

CTA's latest emergency operation was on a smaller scale, but was no less appreciated by commuters. It came as a result of a fire early Sunday, Oct. 30, in an abandoned warehouse on Baltimore avenue at 89th street. The rear of the building bordered the South Chicago line of the Illinois Central Gulf railroad, and when sections of a wall collapsed, debris blocked the tracks and interfered with the power supply.

ICG officials decided they would have to suspend service south of 83rd street until dangerous parts of the building could be removed, the debris cleared, and power restored. But this meant there would be no way that ICG trains could serve stations at 87th and

91st streets.

Bernard Ford, director of transportation for the Regional Transportation Authority, coordinated the emergency shuttle service early Sunday by contacting George Krambles, the CTA executive director. Richard Gross, assistant superintendent, District A, conferred at the scene with ICG's Henry Laundry, director of commuter services. At the direction of Thomas A. Shanahan, area superintendent, Bus Service, Gross and Joseph Grojean, relief superintendent, then developed the route for the shuttle service.

A shuttle bus was operating Sunday afternoon from the ICG stations at 91st and at 87th and Baltimore to 83rd street, where riders could board their regularly-scheduled trains.

Three buses ran at 15-minute intervals during the rush periods, and at other times the service was tailored to the need. By the time ICG restored its service for the evening rush period on Nov. 3, CTA buses had carried 2,782 ICG passengers on 158 trips.

Under the shuttle bus arrangement, commuters needed only to show their ICG riding cards to board buses. Train and bus schedules were coordinated.

Keeping the operation running smoothly were Robert Morris, Donald Allen, and Edward Greer, District A supervisors.



Lottery Brings Smiles

The winning smiles of John Keil, applications analyst, Data Center, and his wife, Dorothy, reflect their good fortune in coming up with the ticket numbers needed to collect an Illinois Lottery prize of \$10,000. Dorothy bought the winning ticket at the west side catalog order department of Sears Roebuck & Co., where she is an order clerk.

They said the prize was very timely, in view of the fact that their two daughters had been married during the summer.

CTA Pioneers To Install New Officers

New officers of the CTA Pioneers organization will be installed in ceremonies at the 12:30 p.m. Jan. 10 meeting in the Golden Flame restaurant, Higgins road and Nagle avenue.

William Pinasco will be sworn in as president; Maynard "Pinky" Moran will become first vice president; George May, second vice president; Carl Larsen, secretary, and Willard Lyons, treasurer.

Scheduled to be installed as directors are Frank Laske, immediate past president; Ralph Kugelard;

Clarence Lind, and Everett England.

The CTA Pioneers has 433 members and its membership consists of retired employees of CTA and its predecessor companies.

The organization holds its meetings at 12:30 on the second Tuesday of each month at the Golden Flame restaurant. Membership dues are \$1 a year.

Four of its regular meetings are designated Ladies Days when spouses and friends of members are invited to attend.

Associate Judge Lionel J. Berc, of Cook County Circuit Court, wrote to commend driver Curtis M. Anderson (North Park garage) for his alertness and courteous conduct on a Broadway bus which the judge had boarded in the Loop. "I was jostled and my wallet was removed from my trouser pocket.

"On complaining loudly to the driver, he turned around and saw a youth drop a wallet to the floor. He kept all the doors closed and called for police by radio through his dispatcher. Although some passengers complained and sought to leave the bus, the driver remained cool and courteous until police arrived, found the wallet and took the boy into custody, allowing the bus to proceed."



Curtis M. Anderson



Frankie Collins

Frankie Collins, conductor, South Section, was commended for the "excellent way" she handled an incident on a northbound Howard B train one afternoon at Wilson. Mrs. Ruth Pyster, of Catalpa avenue, said, "I heard a commotion and moaning, and when I turned around, a lady was on the floor of the car and the 'conductoress' was comforting her.

"She was marvelous, reassuring the lady that the ambulance was on its way, announcing the delay to the rest of the passengers, and even watching out for the lady's glasses, purse and packages. The passengers remained seated and quiet--not a grumble about the delay."

commendation corner

An early morning rider on Norman L. Lee's King Drive bus (77th Street garage) said she feels fortunate to have been served by such a concerned driver. Ms. M. Carter, of Vernon avenue, said, "He visually checks for his regular passengers if they aren't at the bus stop and waits for them if they're within a reasonable distance. He extends himself in many instances for his passengers, and I'm sure they all appreciate him. I feel that his concern is outstanding because there is so much going on in this city and it can be dangerous standing on the corners early in the morning."

####

Anthony Ceriale, driver of a Pulaski bus (North Avenue garage), was praised by Geraldine J. Szpekowski, assistant loan manager of a bank on Milwaukee avenue. "I boarded the bus at Diversey. The driver was most gracious and courteous. He greeted each passenger with a 'Good afternoon' and 'Thank you.' Departing passengers received the same courtesies.

At intersections where there was a connecting bus, he waited for passengers. In my opinion, he is a driving advertisement for the CTA."

####

Conductor Charles B. Young (West Section) was complimented by Philip J. Hellerman, of Ainslie street, a regular rider on a rush period Congress-Milwaukee train northbound from the Loop. "His voice is clear and loud. It does not matter whether the train is an old one or a new one. He also provides more information than the usual 'No smoking' and station stops. He indicates what kind of train we are riding (A or B), announces the transfer points, and tells what connecting bus routes are available at the stops. He even calls the stop for the Greyhound bus terminal and traffic court.

####

Levell Gatson, driver of a Roosevelt Road bus (Kedzie garage), was thanked

for his prompt assistance one afternoon by Sister Susan Keferl, SND, of Holy Family Seminary on South May street. "As I stepped on the bus, a teenage boy came up behind me and tried to grab my purse. As I struggled with him, I fell to the ground. The driver braked the bus and came after the boy. I really appreciate his help and commend his willingness to become involved. Happily, I did not lose my purse."

####

James Young, Jr., a janitor (B District) who works nights in the State Street subway, was thanked for recovering and turning in a wallet he found in a trash basket. The wallet's owner, Velvet Barreras, of Cullom avenue, said, "Please tell him how much I appreciate his thoughtfulness. Having my wallet returned to me saved me endless phone calls to department stores regarding stolen credit cards and reapplying for a driver's license, I.D.'s, etc., not to mention priceless pictures that are one of a kind to me."

Michele: No Stranger To Royalty

Michele K. Desvignes is no stranger to royalty.

Michele, the daughter of Mr. and Mrs. Bob Desvignes, far south area superintendent in the Transportation Department, was one of 230 undergraduate students at the University of Chicago to lunch with His Royal Highness Prince Charles, the Prince of Wales.

The luncheon was held Oct. 19 in the Cloister Club, part of Ida Noyes Hall, which is one of the student centers on the campus. Decorations, which included huge replicas of the royal coat of arms and the seal of the University, were made for the occasion by a student.

The students joined John T. Wilson, president of the university; Jonathan Smith, dean of the college, and the Prince in toasts to Queen Elizabeth and President Carter.

Michele has also made acquaintance with King Gustav of Sweden when she visited Kalmar during a trip to Sweden in 1972.

In 1974, Michele met The Abba (traditional ruler) in Lagos, Nigeria. At that time, she was living in Nashville, Tenn., and happened to know Skeeter Davis, the country-western singer. Ms. Davis decided that she would do a concert tour of Northern Africa, but Michele told her that she should not go without her.

"I guess I was just in the right place at the right time," says Michele.



The Bulls Needs Depth

By W. B. Wolfan

Chicago sports teams - - 1977 vintage - - have taken a buffeting so far, particularly in baseball where the White Sox and Cubs raised premature hopes for a crosstown series, only to fall by the wayside in August and September.

Many fans thought the Bears, a young team that coach Jack Pardee is still rebuilding, had a good chance for a Central Division title, but setbacks by New Orleans and Atlanta were solar plexus blows to the overly optimistic Bear fans.

The Chicago Bulls may be a bright spot in the sports picture if they live up to their capabilities this season. The prospects are good. The Bulls have some real stars who should make the playoffs and they have strengthened their bench.

There isn't any question that the Bulls are a hustling club, but they must find a way to counteract the zone defenses that Artis Gilmore will face every time he starts a game. Otherwise the going may be rough.

In one of the early season games which the Bulls lost to the Milwaukee Bucks, the zone around Gilmore was made up of as many as three defenders at one time.

With Gilmore in that kind of tight quarters it is pretty obvious that the Bulls offense gets tied up in knots. A strong pressure defense can stop the Bulls, and Milwaukee did exactly that in an early season defeat for Chicago.

In defeating Houston at the start of the season the Bulls looked good. At one time they were behind 15 points but there was no panic upon the part of the Bulls and they finally pulled that one out by a 107-103 score.

Reserve strength in the person of John Mengelt and Nick Weatherspoon is going to help the Bulls eventually. Coach Ed Badger wants to work in his rookies whenever he can to give them much needed experience in NBA basketball. Lack of experienced reserves is a weakness Badger worries about.

The three rookies are Tate Armstrong, Mark Landsberger and Steve Sheppard. This trio has the potential but experience is lacking in actual competition. They need plenty of playing time this season.

The starting lineup is a strong one, providing its members stay healthy. Much depends upon the breaks. As we said earlier, Gilmore is a marked man. The opponents will key on Artis in every game. So the slack will have to be taken up by Mickey Johnson and Wilbur Holland.

Coach Badger believes that the fate of the Bulls may well be determined by defense over the long haul.

Perhaps the reserves may be a partial answer to the defensive problem, but coach Badger needs at least one more strong defense man he can throw into the breach if needed.

It is this column's opinion that the Bulls will improve as the season goes on but it will be awhile before they regain the form they displayed against Portland in last year's play-offs. It depends upon a factor that doesn't show in the record books - - desire. That quality is a "MUST" for a winning team.



But Santa Claus has more than his share of problems this year, the principal one involving the over paid athletes from the pro baseball, basketball and football worlds. The question for Santa is - - what do you put into a stocking for an outfielder who gets 3 million bucks for swatting a little round pellet a few hundred feet?

While Santa pondered, one of the secret agents among the elves sneaked a look at the Christmas list for the sports stars and leaked it to the press. There are some very interesting requests on his list. Here are some of them taken out of context:

The Chicago Bears - - "Send us another Dick Butkus and once again they'll be cheering at Soldier Field and prone bodies of quarterbacks will be all over the place."

The Chicago White Sox - - "Give us the spirit of '59 mixed with go-go lotion. That's all we need for a divisional flag."

The Chicago Bulls - - "Give us a player like Rick Barry and a couple of defensive guards and our holiday will indeed be merry."

The Chicago Blackhawks - - "Santa, all we want is another Bobby Hull. Take a look around the icecap - - maybe you'll find someone."

Cincinnati Reds - - "Gee, how we'd like to have that old gang of ours back at Riverfront Park, especially Don Gullett."

The Kansas City Royals - - "All we need, Santa, is a little bit of luck."

Charley Finley, Oakland A's - - "I want a carbon copy of that new song - - "Oh, Reggie, Oh Reggie, where art thou?"

Bo Schembechler, University of Michigan - - "Bring us a new little brown jug, Santa, ours is gone to Minneapolis and with it went my football team."

Woody Hayes, Ohio State - - "Leave me some of those prep stars from Ohio who go to that other school up north."

George Steinbrenner, the Yankees - - "Don't need a thing except maybe a Cigar Store Indian for the dugout."

Bowie Kuhn, Baseball Commissioner - - "I want a return to the old days when most ball players couldn't even spell the word litigation."

The Oakland Raiders - - "Another Super Bowl check so all of us can buy new Cadillacs."

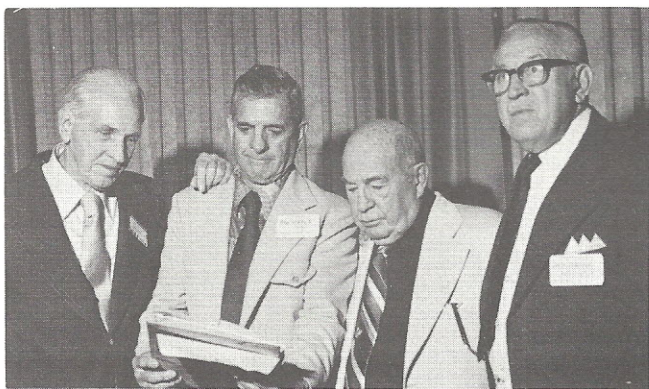
The Philadelphia Phillies - - "Dear Santa - - please tell us how to get started at the beginning of the season instead of mid-July."

Chicago Fans - - "Santa, please, oh, please, give us a winner of some kind, even if it's only at Sportsman's Park."

The last word we had from the North Pole was that Santa made up his mind in one area. When he guides his reindeer over Yankee Stadium on Christmas Eve, Rudolph will sky-write the following words: "Dear Reggie and Billy - - Peace and good will to all - - yours, Santa Claus."

The gift factory at the North Pole has been working overtime this holiday season with extra elves being called in to man the production line. Even Rudolph, the red-nosed reindeer, has been pressed into service to haul the elves in from outlying icecaps.

CTA Senior Citizen Retirement



Discussing finishing touches for the CTA Senior Citizens Retirement Organization dinner-dance in Ferrara Manor, North and Central avenues, are (from left), Clarence Lind, 1st vice-president; Bernard "Ben" Scholz, president; Joe Nolan, general manager, and Jack Kalka, secretary.



Enjoying the pre-dinner social hour are (from left), Leroy Graham, Mrs. Clara Berry, and Mr. and Mrs. Ben Gosse.



Mr. and Mrs. Vern Swanagain pause by a Roman statue to look for acquaintances among the throng attending the dinner-dance.



Mr. and Mrs. Robert Keag (center) receive greetings from Joe Nolan and Ed Wiss.

"Retirement is not just the end of a career, it is the beginning of a whole new way of life," says Joe Nolan, general manager of the CTA Senior Citizens Retirement Organization.

Nolan says his organization has nearly 1,000 members and each month attracts between 250 and 350 members to its dinner dances in Ferrara Manor, North and Central avenues. Dinner dances are held the last Tuesday of each month.



Table partners Mr. and Mrs. Bernard "Ben" Scholz and Mr. and Mrs. Joe Hennelly.



Enjoying a friendly get-together are board members Lawrence Birmingham (left) and Maynard "Pinky" Moran. Mrs. Moran is at right.



Redo Hall (left), sergeant at arms, greets Mr. and Mrs. Leroy Martens.

Organization Dinner Dance

The CTA Senior Citizens Retirement Organization is open to all senior citizens. It is a non-profit, tax exempt organization. Life membership is \$10. The organization is headquartered at 1304 N. Laramie av., Chicago, Ill., 60651. The telephone number is 287-9058. It is affiliated with the Greater Chicago Council of Senior Citizens and the National Council of Senior Citizens, Washington, D. C.



Mr. and Mrs. James Lacki purchase their dinner-dance tickets from Jack Kalka, secretary.



Mr. and Mrs. Ernest Hill and Ed Wiss exchange greetings. Hill and Wiss are board members of the organization.



Mrs. Emily Klecker (left) and Mrs. Mary Kanczynski join their husbands, Ed Kanczynski (second from right) and William Klecker on the stairs at Ferrara Manor.



After admiring statuary in Ferrara Manor, Bill Platt (left), CTA director of Job Classification, Human Resources Department, George Clark (center), and Myles Harrington, organization board member, head for the dining room.



Board member Jim Tucker (left) joins Pete Meinardi (second from left), consultant to the organization, in welcoming Mr. and Mrs. John Finch.



Mr. and Mrs. James Hardy are serenaded by Art Hitterman of the Ferrara Manor staff.



Mr. and Mrs. Wilbert Lembachner seem to be in the mood for a fun time as they arrive for the dinner-dance.



Unloading the prefabricated section of the bus passenger shelter.



Attaching the back and side sections of the shelter.

CTA Shelter Experts At Work



Drilling holes into concrete for bolting shelter to sidewalk.

Six employees of the CTA's Plant Maintenance Department have become experts in the installation of bus stop shelters.

With plenty of experience behind them, they now install a shelter in a speedy 45 minutes.

The crew regulars are Bob Cagala, Louis Velez, Brian Athern, Eugene Clifford, and Rich Pilarski. The crew leader is Bob Johnson. They are all sheet metal workers who report to Steve Kudelka, sheet metal foreman.

The truck driver for the crew is usually Otha Hall.

The shelters are pre-fabricated in four basic sections--the three walls and the roof. Installation work includes mounting the feet, levelling them, and then anchoring them into the concrete base. Then all sections have to be riveted together.

The CTA is currently installing 100 bus

shelters which are in addition to the 100 installed last year. The first one of the new order was erected Monday, Oct. 31, southbound in Orleans street at the Merchandise Mart Apparel Center.

The CTA is also installing 70 shelters provided by the City of Chicago.

Sixty-five of the new shelters will be 8 feet, 3 inches in length, and 35 shelters will be 12 feet, 4 inches long. The other measurements of the two sizes are the same--5 feet, 8 inches wide and 7 feet, 6 inches high.

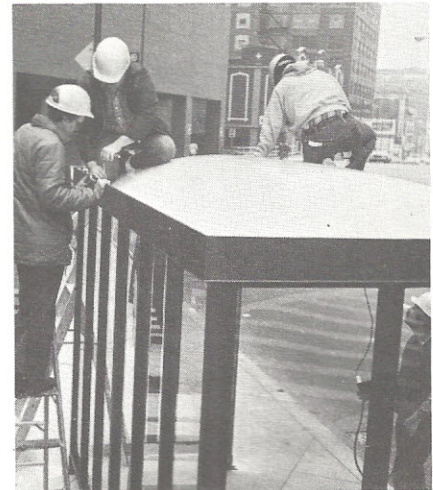
The shelters are similar in design to the 100 initial shelters erected last year. The sides and backs of the shelters are of transparent non-breakable plastic panels. The street side of the shelters is open. The top is off-white translucent plastic. The frames are aluminum with a bronze finish. (CTA Photos by Mike Hoffert)



Bolting the shelter to the sidewalk.



Raising the roof of the shelter.



Attaching the roof to the sides of the shelter.

NEW PENSIONERS

EDWARD ADAMS, Night Foreman,
52nd Street, Emp. 11-19-45
ERVIN BREST, Janitor,
Archer, Emp. 8-08-41
LOUISE M. DREWS, Ticket Agent,
West Section, Emp. 1-12-57
JOHN M. GALVIN, Operator,
North Avenue, Emp. 5-31-51
WILLIAM M. JONES, Operator,
Beverly, Emp. 10-03-52
PETER KONDRATUK, Bus Repairer,
Kedzie, Emp. 9-13-44
LOUIS R. MUELLER, Asst. Station Supt.,
North Park, Emp. 8-15-45
PHILIP A. PATERNOSTER, Janitor,
Limits, Emp. 8-12-54
GEORGE D. RELSTAB, Asst. Supt. School,
Limits, Emp. 7-17-41
GERTRUDE M. YARDLEY, Ticket Agent,
West Section, Emp. 1-16-60

DISABILITY RETIREMENTS

MARVIN BRINSON, Car Repairer B,
61st Street, Emp. 5-09-51
GERALDINE D. BUTLER, Assignment Clk.,
Lake/Randolph, Emp. 8-04-71
JOSEPH E. HASSMAN, Car Serviceman,
54th Street, Emp. 2-12-60
JOHN W. WHITSELL, Operator,
77th Street, Emp. 10-13-69

Service anniversaries in November

35 years

C. F. Derrick, Central Counting
A. J. Hubacz, Safety
P. H. Karowsky, Howard-Kimball
T. W. McMahon, District A
H. M. Ringo, Beverly
B. L. Roskuszka, Maintenance
N. A. Spitali, Utility
J. P. Wilczynski, North Avenue

25 years

H. E. Austin, Kedzie
D. E. Bowen Sr., Utility
H. Browning, North Avenue
P. F. Healy, Archer
A. Jackson, Limits
L. Lupetini, Skokie Shop

30 years

L. B. Cantwell, District A
W. N. Cecich, Utility
S. E. Dein, Forest Glen
S. Dorich, Stores, South
W. G. Gerber, Stores, South
W. A. Harris Jr., 77th Street
J. W. Jackson, Kedzie
E. F. Johnson, Agents North
R. Kempe, Skokie Shop
B. Klatt, South Shops
E. Kuemmel, Forest Glen
F. McDermott, Electrical
J. S. Nash, 61st Street
V. Ondrias, 69th Street
J. A. Rosendhal, Automotive Maint.
J. Salamone, Electrical
E. J. Schurz Jr., Forest Glen
J. F. Tarczueski, South Shops
H. Walters, North Avenue
M. W. Warchol, North Avenue

N. Martin, Ashland/95th
K. A. Paetsch, Maintenance
W. G. Reynolds, District C
P. G. Stephens, Skokie Shop
R. Washington, 69th Street
J. Williams, Electrical

IN MEMORIAM

FREDA BECK, 82, North Section,
Emp. 9-15-27, Died 8-22-77
ALEXANDRO BOMBICINO, 93, Kedzie,
Emp. 6-10-03, Died 9-03-77
OSCAR BREITENBACH, 93, Elston,
Emp. 7-27-18, Died 9-23-77
ANDREW BUCARO, 84, Way & Struct.,
Emp. 7-06-36, Died 9-28-77
GRADY H. COLLINS, 71, Kedzie,
Emp. 3-21-44, Died 9-29-77
JOHN E. CONWELL, 77, 69th Street,
Emp. 5-09-22, Died 9-02-77
THOMAS W. CRAIG, 67, 77th Street,
Emp. 9-11-47, Died 9-14-77
AARON DECKER, 84, Lawndale,
Emp. 4-07-43, Died 9-08-77
RUDOLPH DORNER, 80, Kedzie,
Emp. 9-28-27, Died 9-28-77
ALBERT A. ELIZALDE, 87, Limits,
Emp. 10-24-44, Died 9-16-77
JOHN FITZGERALD, 82, 77th Street,
Emp. 1-26-15, Died 9-05-77
EDWARD A. KALL, 81, 69th Street,
Emp. 5-13-24, Died 9-28-77
THOMAS P. KURAS, 73, Lawndale,
Emp. 12-14-28, Died 9-09-77
STANLEY LUKASZEWICZ, 59, Electrical,
Emp. 12-16-50, Died 9-16-77
JOSEPH MARCHESE, 76, Engineering,
Emp. 5-03-21, Died 9-11-77

THOMAS McCLUSKEY, 81, Lawndale,
Emp. 10-15-43, Died 9-29-77
JOHN J. McMAHON, 63, Marketing,
Emp. 8-15-42, Died 9-13-77
JOHN E. MEMPHER, 87, 77th Street,
Emp. 9-11-22, Died 10-05-77
ALBERT G. MIELICH, 91, North Section,
Emp. 4-18-13, Died 8-08-77
THOMAS F. QUINAN, 70, North Section,
Emp. 4-07-28, Died 9-04-77
GLADYS RADCLIFFE, 82, North Section,
Emp. 9-24-26, Died 9-21-77
FRANK SCHENDL, 67, North Park,
Emp. 6-25-42, Died 9-19-77
EVANDELOS KOPIS, 85, Kimball,
Emp. 7-09-27, Died 9-19-77
OWEN SMITH, 92, 77th Street,
Emp. 5-28-18, Died 9-06-77
GEORGE SOUKUP, 76, Forest Glen,
Emp. 9-22-42, Died 9-09-77
FRANK M. WAGNER, 69, Kedzie,
Emp. 5-10-45, Died 9-29-77
AUGUST WAHLBERG, 80, South Shops,
Emp. 1-04-24, Died 8-30-77
JAMES WIVINIS, 76, South Section,
Emp. 3-21-24, Died 9-24-77
VIRGIL E. WOLFE, 63, North Park,
Emp. 2-16-42, Died 9-22-77
FRANK M. YERMAN, 70, 69th Street,
Emp. 1-12-29, Died 9-25-77



Our Apologies—

—to Susan A. Thieme (left), former management development coordinator, who has been named superintendent, Training Center, Transportation Department, and Paul H. Kadowaki (right), who was named superintendent of Bus Instruction, Kimball.

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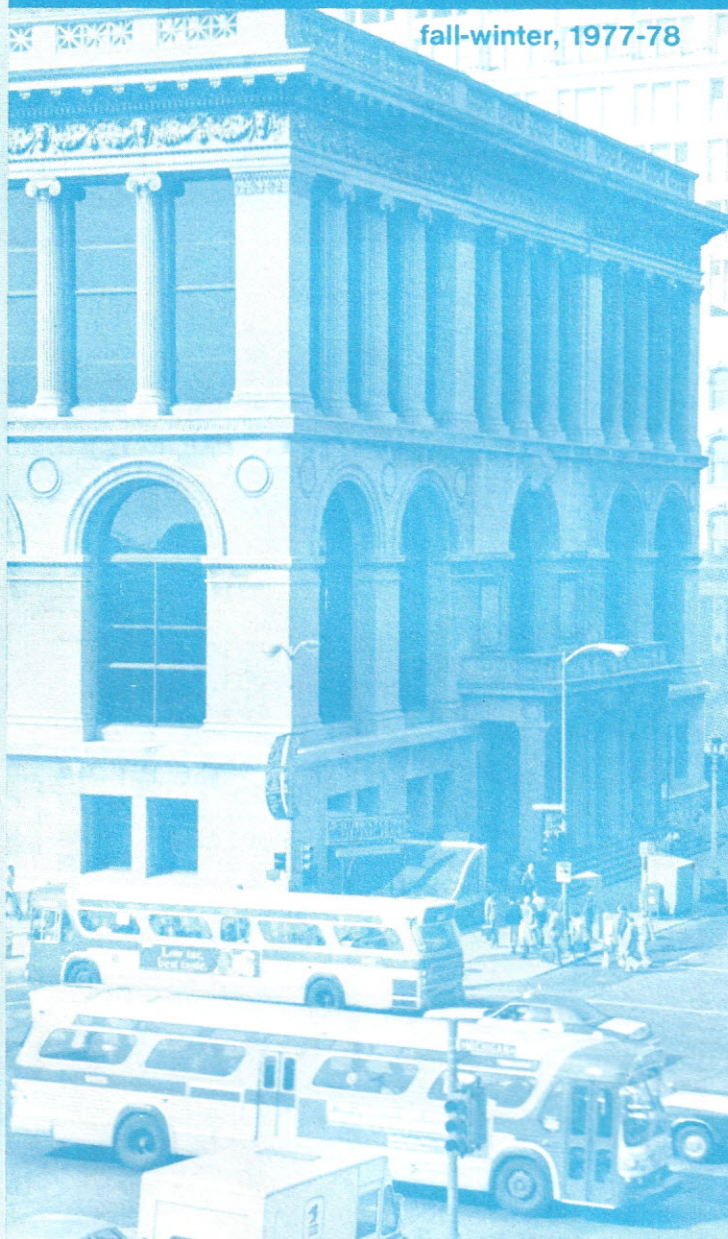
Address Correction Requested



route map

mapa de rutas

how to go by bus, 'L'-subway
in Chicago and nearby suburbs



fall-winter, 1977-78

The CTA's new fall-winter '77-78 Route Map featuring the Chicago Public Library Cultural Center on the cover is now available at 'L'-subway stations and bus garages, library branches, hotels, and public building information booths. The new map also features the home schedules of the Black Hawk hockey team and the Bulls basketball team.

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