

Thankful Painter of Patriots (Page 10)



Two Years Behind The Wheel (Page 2)



cta

TRANSIT NEWS

FOR EMPLOYEES AND RETIREES
JUNE, 1976

Pleasing UMTA to the T (Page 9)



Retiree In The Swim (Page 22)



A Salute To The CTA Girls

While some men might claim that women have been steering things for years, it is only two years since CTA hired its first woman bus driver (June 20, 1974).

That's Mary Wallace who looks just as happy as ever and still can't resist reminding you that she is No. 1 (cover photo). "The job is fine," says Mary. "I think more women should get into this business."

Through May 20 of this year, her sisters behind the wheel have multiplied to 277, one of the largest distaff driving groups in public transportation anywhere.

Edith Carr has progressed to line instructor and Betty Jones has qualified as a collector, while Wanda Black has become the first woman station clerk.

The first female rapid transit conductor, Marilyn Jackson, came on board on August 30, 1974. The elevated and subway corps of CTA women now number 35. Marilyn has progressed to line instructor and Ivory Graham to tower.

In honor of this anniversary, Transit News salutes the many women—operating, office, professional—who make CTA go by presenting this gallery of just a few of them. The at-work portraits are by Jack Sowchin, and the profiles are by Arline Datu, of the Public Affairs staff.

Women bus drivers at 77th Street obliged Transit News by posing for the symbolic picture (13) at the top of Page 4. Some of them, as you will note, came in on their day off to do us this favor.

BETTY JONES (photo 1) is one of the drivers whose job personality has advanced her rapidly. Now a collector, she is pictured in action at Union Station during the morning rush hour where our "observing reporters" gave her high marks for courtesy to the riding public and her sense of public relations. Betty works out of Limits.

A service department within a service department—that's how Business Methods Analyst JANE MCGUAN (2) looks at the Data Center's role in CTA.

"It's a dynamic department which has been able to implement changes that have affected the outlook of CTA," says Jane.

Amid all the facts and figures, Jane's responsibilities are to oversee personnel data and to coordinate programs to educate employees to the Data Center.

One aspect of her job—and, for Jane, the most important—is the recruitment of individuals to work in the Center.

Jane was previously employed by Rand McNally publishers as a secretary and administrative assistant. She joined the CTA in July, 1974. She is now working toward her B.A. in business management at Mundelein College.

LOURDES COVARRUBIAS (3), formerly a ticket agent, became the first on her job in the Treasury. You might call her a "token woman" since her role is to count and package thousands of fare tokens every day. The electronic counter with which she is pictured is her helpmate.

She's been dubbed the godmother of CTA women operators, and to some extent, BETTY EDWARDS (4) fits the bill.

When CTA hired its first woman bus operator, it was Betty who prepared her to meet the press. The first motorwoman made her initial run with Betty on board.

This is, however, only one facet of Betty's job as a community news representative in Public Affairs. Betty serves as liaison to the black community newspapers. She represents CTA in such organizations as the Cosmopolitan Chamber of Commerce and the Urban Affairs Council.

Betty hails from Gary. She attended Indiana University, majoring in education. She then taught for six years at St. Elizabeth's high school in Chicago.

No stranger to the business of public contact, Betty was formerly the special events coordinator for the Chicago Urban League. Prior to that she worked for the Chicago Defender.



DOROTHY HARRIS (5) is presently in training, as pictured, as the second woman controller on the CTA mikes. She follows in the footsteps of KATY MORIARTY (pictured in Transit News, September 1975) who has now advanced to a ticket agent supervisory role.

SAUNDRA WATKINS was the first woman conductor to qualify as a motorwoman (6) and as a switchwoman. Now she's getting her final qualification to become yard forewoman.

"It really makes my day to see a person walk out of my office smiling and telling me 'I feel good'," says MARJORIE HOLMES (7).

As one of CTA's Human Relations specialists, Marjorie gets involved with the questions and

problems of employees. Another of her duties is the recruitment of minority professionals for managerial jobs.

Marjorie was once a secretary to Ann Landers. Born on the west coast, Marjorie came to Chicago in 1963 from Oakland. She started with CTA in May, 1970 in Insurance and moved into her present position in February, 1974.

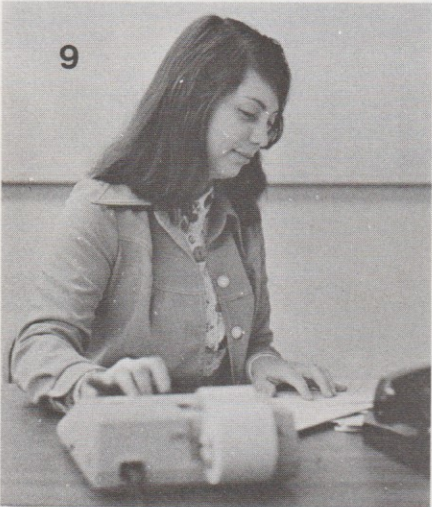
An honors graduate from Loop College, Marjorie is now finishing up a degree in business management at Roosevelt U.

"Coming soon—Route Numbers for all CTA Lake Shore Drive Expresses." Sound familiar? It's one of the ads carried on CTA buses and written by CAMILLA RENDER (8), promotion coordinator in the Marketing Department.

7



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11



On a larger scale, she also develops promotional ideas such as the "Pride in Transportation" art contest, which she coordinated with the city high schools.

"I enjoy working with promotion- I'm encouraged to be creative and have a free hand in working out my assignments," says Cam.

A recent graduate of Chicago State U. with a BS in Business Education, Cam will soon enter the graduate program in marketing/communications at Roosevelt U.

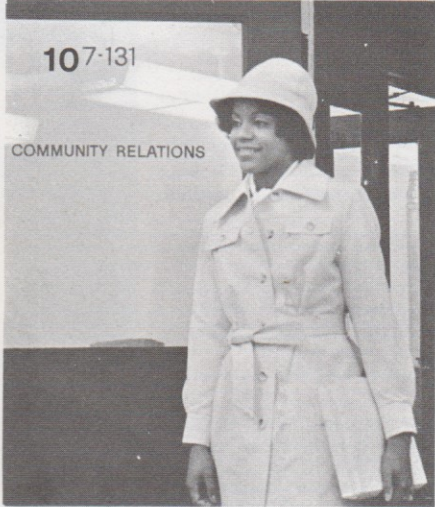
Cam spent 17 years with Scott, Foresman publishers in the promotion and advertising department.

CLAIRE GLENN (9) is director of financial analysis. She analyzes financial requisites,

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12



coordinates budgets, and conducts cost studies for various departments of CTA. She is a certified public accountant.

"Passengers riding the CTA need to know what it's like from the operator's and ticket agent's point of view," says HARRIETT MURPHY (10), community relations coordinator.

Having previously worked as a ticket agent herself, Harriett is in a good position to do that. She visits schools, senior citizens groups, and various neighborhood organizations to talk about everything from Supertransfers to how to make a day in the life of a bus operator brighter.

"I've always liked working with people, and I get a great deal of satisfaction from my work."

says Harriett.

Harriett began her career with CTA in 1969. She is now in the process of finishing up a BS degree in public administration from Daniel Hale Williams University.

Harriett's husband, Larry, is a CTA motorman. They and their 8-year-old daughter, Kelley, live in the South Side Hoyne community.

The next time you see those bi-lingual signs on a CTA vehicle, think of ELDA LEAL (11). She's responsible for the Spanish half-phrases such as "Prohibido Fumar" for "No Smoking" or "Solo Salida" for "Exit Only."

But as a community news representative in Public Affairs, Elda's work goes a bit beyond translations.

She acts as a liaison between CTA and the Spanish-speaking community and represents CTA at various civic and social programs. She also translates CTA news releases which go out to the media.

For Elda, the job offers lots of variety. She says, "There's great satisfaction in being able to develop and bring in new ideas."

Born in Monterey, Mexico, Elda attended the English Commercial Institute where she studied shorthand, accounting, and business administration. She came to the U.S. in 1966 and worked for Borg-Warner as an executive bi-lingual secretary. In August, 1973 she started here as a bi-lingual secretary.

Filling out forms can be pretty tedious, but ADELE MONSON (12) is one person who really enjoys working with them. She's CTA's senior forms designer.

Ninety percent of the forms CTA uses are Adele's creations- from CTA organization charts to bus operator's trip sheets.

Working from rough copy, Adele does the layout, selects type styles, sets the type, then touches up her original with India ink. The finished product is then ready to go to press.

Complicated forms such as the trip sheets, Adele says, are generally the most interesting jobs.

"They're difficult, but that's what I enjoy. It's a challenge to see if I can get everything to fit," she says.

Adele has 25 years service with CTA. She started as a statistical typist in the Stenographic Department and came into Forms Design in 1955.

ANITA CURTIS (14) has devoted her entire career at CTA to personnel work. She started in 1959 and today is superintendent of employment and placement.

"In the people business," she explains, "it's hard to draw a fine line between what I do and don't."

One aspect of her job is supervising the pre-screening selection of professional and managerial employees.

"I enjoy the people here and, with time, have tried to become more sensitive to them and their problems," says Anita.

Prior to CTA, she worked for Illinois Bell as a service representative- a position which gave her a first taste for dealing with people. Anita says her job, in its close contact with people, is a continual challenge.

A native of Waterloo, Iowa, Anita attended Drake University where her major interest was psychology. She came to Chicago in 1952 and now lives in the Chatham area with her husband Alton, a Chicago police sergeant.

As a child, JUDY GENESSEN (15), was an avid reader who also liked playing lending library. Today, she still reads quite a bit, but has exchanged her play library for CTA's Anthon Memorial Library.

As reference librarian, one of Judy's concerns has been to help build up the library's small, but extremely good collection. She and her associates have made quite a success of the endeavor.

"As a professional librarian, I can't imagine a more rewarding setting. We're part of one of the most important organizations. It's a field that's growing," she says.

Prior to CTA, Judy worked in the University of Chicago's Lab School library and also in the Public Works Joint Reference library.

A native Chicagoan, Judy received both her undergraduate and graduate degrees in library science from the University of Chicago.

Superintendents Won Over By Women

"A woman's place" is anywhere she's capable of doing the job--and one of those places, in the consensus opinion of CTA's 10 bus garage superintendents, is behind the wheel of a bus.

Two years ago, CTA hired its first woman bus operator. The historic moment was greeted with surprise and, perhaps, a question as to whether women could handle the job. Superintendents were among the doubting Thomases. Not now.

Says John Lynch, Archer garage superintendent, "We've changed our minds. We should have had these women long ago. They've added a lot of zest to the job."

The other nine superintendents couldn't be more in agreement. Here's a sampling of their comments:

"As people, as operators...you couldn't ask for any better." (John White, 69th Street)

"Women can hold their own." (Robert Keag, Kedzie)

"A woman is just as equal to the job as a man is." (Bill Schweitzer, Beverly)

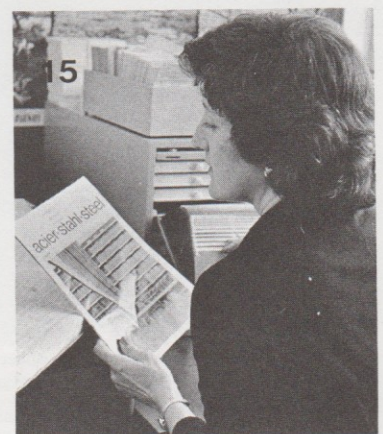
"I'll be the first guy to admit I didn't think they could cope...I thought we'd have a frequent turnover as the women realized it's a tough job, but we haven't. They're doing a pretty good job, and I think their trial period is over." (Frank Wsol, 77th Street)

"I don't find them hard to deal with...most of our fears about their handling the job didn't materialize." (Vic Johnson, Limits)

(Continued on page 5)

First Woman Lawyer At CTA

Ellen Kane Munro, shown here "reflecting" on her lawbooks, is CTA's first woman lawyer, assigned to the general law section of the Corporate Law department. Before joining us recently, she was with the law firm of Quinn, Jacobs & Barry. Previously, she served as clerk to Judge Joseph Burke of the Illinois Appellate Court. A native Chicagoan, Ellen received her law degree from Northwestern University in 1968. She also holds a business administration degree from Loyola. She is a member of the Chicago Bar Association, the Illinois State Bar Association and the American Bar Association. She and her husband, Thomas, have a daughter, Laura, 8.



Profiles for Anita Curtis and Judy Genesen on preceding page.



Mary Boski, right, is executive secretary/superintendent of the General Manager's office. Here, she checks one of dozens of daily job assignments with Celestine Offet, typist. Celestine is one of three administrative assistants who report to Mary. Mary has worked for George Krambles since 1964. She earlier was an administrative clerk for the late Executive Assistant of Inspection and Security, John E. Blare.

Superintendents (continued)

"I was a little apprehensive about whether they could cope with problems on the street, but I have little doubt now that they can cope." (Alex Johnson, North Park)

"They're doing a satisfactory job, and I'm satisfied." (George Daubs, Forest Glen)

"They've proven their worth--the majority of women bus drivers are good people." (Jessie Rodriguez, 52nd Street)

Two years isn't a very long time, and women bus operators are still far from being commonplace on the system. Yet if one were to single out the women's most significant accomplishment, it would have to be the conversion of their most adamant skeptics into their staunchest supporters.

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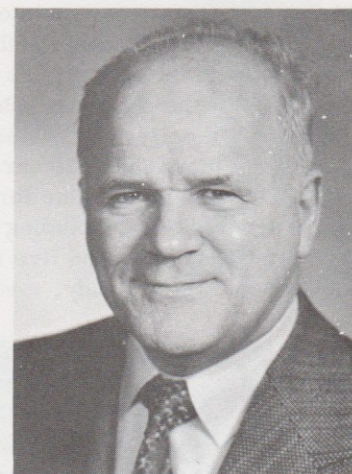
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Two CTAers Honored For Public Service

"Sustained excellence in public service--on this quality, two of CTA's management employees were presented with Superior Public Service Awards in the eighth annual honors ceremony initiated by Mayor Daley.

CTA's two (out of only 12 in the entire county): General Finance Manager Paul J. Kole for management of funding and budgeting of outstanding public transit service in Chicago, and John F. Boyce for his accomplishments and record as CTA's Director of Industrial Safety and Fire Prevention.



John Boyce

These winners were selected by a 53-person advisory board of community leaders from a group of finalists which also included Sal M. Bianchi, Manager, Claims Law & Real Estate; LeBlanc M. LeDree, bus operator, Limits garage, and Elda Leal, community news representative, Public Affairs department. These three received certificates at the awards luncheon in the Hyatt Regency.



General Finance Manager Paul Kole, left, receives his award plaque which symbolizes: "Superior Public Service transcends duty; for the mind, heart, and total being are involved in the struggle to save the metropolis or the community from the crushing coils of diverse problems." The presenter is James E. Olson, president of Illinois Bell Telephone. Mayor Daley is at left.

Railway Museum Members--

CTA Employees Run Transit Workhorses In New Pastures

By Jeff Stern

The Bicentennial Year emphasis on our nation's heritage is an every-year "thing" for a small, but enthusiastic group of CTA employees. These people are among the 80 regular members of the Illinois Railway Museum in Union, in southwestern McHenry County. They do the basic car maintenance, trolley and track work, and also help operate the equipment.

This is the 10th year the museum has been offering rides to the public on vehicles that were once the mainstay of city and interurban transit service. Among the more than 120 cars and engines in the museum's collection are nine former Chicago streetcars, eight elevated cars, including a wooden, open-platform model built in 1900, and five trolley buses.

Gordon "Jeff" Brady, mechanical engineer, Plant



"Jeff" Brady, the museum president (left), discusses with Frank Sirinek, of Illinois Bell, a maintenance problem involving the last Green Hornet streetcar still in operation.

Maintenance, is president of the non-profit educational corporation that runs the museum.

Brady says, "We're maintaining the skills that made the industry flourish."

One of the museum's founding members is Edward Mizerocki, a repairman at Wilson Avenue Shop. He has helped repair rolling stock since the museum purchased its first piece, a 1931 interurban, in 1953.

CTA management is represented by Glenn M. Andersen, superintendent, Safety and Maintenance Quality Control, Vehicle Maintenance. As a former trolley bus repairman at North Avenue, he uses his expertise to restore trolley-powered equipment.

Ray Zielinski, a bus operator at North Avenue, has the distinction of being the only CTA employee who still regularly notches up the controller on a Red Rocket streetcar. He's the motorman of No. 144, the last of the 1908-vintage Pullman cars that once swarmed by the hundreds over Chicago's streets.

The museum's Green Hornet streetcar went into passenger service last summer, thanks largely to the



help of Harold Tait, vehicle wiring foreman at Skokie Shop. Tait and electrician Donald F. Motyka, also at Skokie, spent a number of Sundays under the car, completely rebuilding electrical controls.

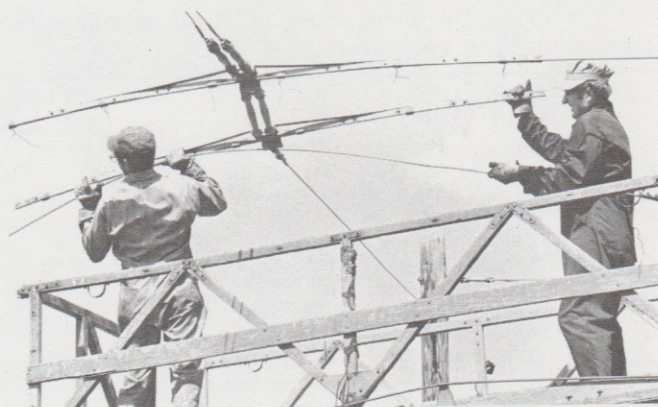
Dispatching trains is James R. Nicholas, junior communication technician at West Shops. Another West Shops employee, Dennis Storzak, a carpenter in Plant Maintenance, specializes in restoring the woodwork in old rail cars and streetcars.

Pete Vesic, a serviceman at Forest Park, is the newest CTA employee to become a museum member. Vesic is looking forward to his 21st birthday because he will then be eligible to operate the streetcars.

Vesic says, "I grew up in Chicago and believe the older equipment had a great influence on the development of the city and suburbs. The museum is the only place you can still go to get an idea of the impact."

Among the many vehicles a visitor can ride are interurban electrics, streetcars and parlor cars from trains of the 1920's. Other relics on view include the Burlington's Nebraska Zephyr, a dozen steam engines, and elaborately decorated private railcars.

Museum president Brady recommends a day's outing at Union as an enjoyable educational experience for any family. The museum, which is near the Marengo exit off the Northwest Tollway, will be open daily until Labor Day and has its own picnic facilities.



Glenn Andersen (right) works with Bob Rayunec, of Western Electric, atop a line truck installing trolley wire for the museum's trolley bus line.



Time out

Trade Fair Is Summer's Biggest Attraction

By Anit Leppiks

This summer the CTA can take you on a world tour--right to the door of Navy Pier.

The Pier is the site of the Bicentennial Chicago International Trade Exposition, open daily from 1200 hours until 2200 hours July 1-18.

The exposition will feature exhibits, entertainment, and special attractions from more than 40 countries. Among them: Brazil, Republic of China, Germany, Haiti, Indonesia, Japan, Republic of Korea, Lithuania, Luxembourg, Malaysia, Morocco, Pakistan, Philippines, Poland, Romania, Spain, Thailand, Trinidad-Tobago, and Yugoslavia. American companies, many headquartered in Chicago, also will exhibit their products and services.

The top attraction is expected to be Chicago U.S.A., a professional musical review with comedy and acrobatic acts. Daily performances are scheduled for 1400, 1600, and 2100.

Performers will include the Volantes, a unicycle comedy team; Ron Urban, magician; 35 singers and dancers, and a 20-piece orchestra directed by Frank York.

The show will be an ethnic salute to Chicago, reflecting the city's international profile. Dances from Greece, Italy, Poland and other countries around the world will be performed.

A custom-made floating stage built to complement the 5,000-seat outdoor grandstand will serve as the "showcase" for original music, choreography, and wardrobes. Fireworks displays over Lake Michigan will be featured.

The Tommy Bartlett Water Ski Show is scheduled daily on Lake Michigan at 1300, 1515, 1700 and 2000. A winged kite, launched and

manned by a water skier, will rise to a height of 1,500 feet before coming to rest on the waterfront stage.

Other shows will be held in Navy Pier's refurbished 1927 ballroom, complete with art deco curved bandshell and a galaxy of lights scattered throughout the cathedral-like lofts.

The international theatre program, to be held in the ballroom, will be highlighted by a folk song and dance festival continuing from 1200 to 2200 daily, admission free. Among the nations to be represented are Canada, Japan, Sweden, and Yugoslavia. More than 2,500 amateur and professional performers will be invited.

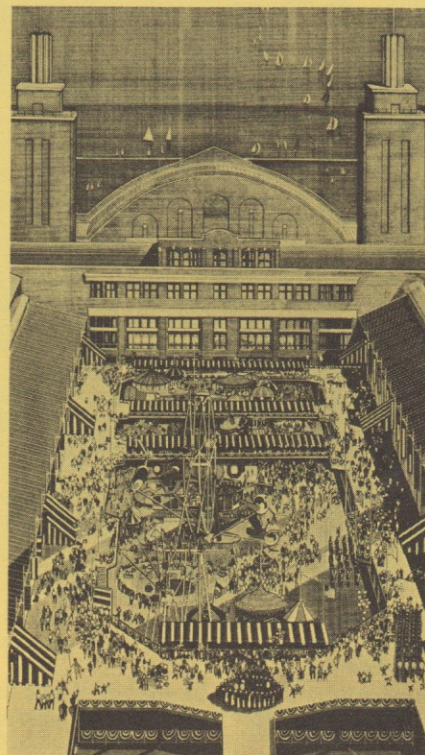
Visitors will also hear from community choirs and have an opportunity to view foreign films.

Continuing the global theme of the exposition will be a daily international fashion show, introducing the latest and finest in contemporary wardrobes from around the world.

An amusement area will offer 22 different rides. The spectrum will range from a 90-foot double sky wheel to a turn-of-the-century carousel.

A capsule course in American history will be presented through a Presidential Lifestyles exhibit reflecting the personalities, families, and habits of United States presidents. Vignette and real-life settings will display paintings, sport and hobby items, books, personal accessories, and furniture connected with these chief executives' lives.

A Miss International Exposition will honor young ladies representing various national origins. Winner of the contest will model in the daily fashion promotions.



Here's the Amusement Area at Navy Pier for the Bicentennial Chicago International Trade Exposition July 1 - 18. Take your family for a world of fun.

The exposition will focus on the role of Chicago as the largest industrial area in the nation and the biggest producer of goods for export. Midwest exports now represent more than \$30 billion annually, and more than \$8 billion of this amount originates in Chicago and Illinois. The Midwest alone generates about one-third of United States exports.

The exposition is the largest Bicentennial celebration in America and has been officially endorsed by the American Revolution Bicentennial Administration. More than 500,000 people are expected to attend.

Admission: adults, \$4; seniors, \$3; children, \$2.50.

Best travel: by CTA.

Kalinowski, Suggester Of The Year

By Jeff Stern

John R. Kalinowski, bus and truck specialist, Vehicle Maintenance, South Shops, has been named CTA's "Best Suggester of the Year" for 1975. He was chosen for the award by CTA management and was officially recognized at a luncheon May 20 sponsored by the Chicago Chapter of the National Association of Suggestion Systems.



Kalinowski was selected after having outscored all other CTA employees in four qualifying categories: the number of eligible suggestions turned in; the number of suggestions accepted; total cash awards received, and total savings to the company through adoption of the suggestions.

Altogether in 1975, Kalinowski submitted 42 eligible suggestions. For the seven that were accepted he received \$275 in cash awards and six Honorable Mention Award merchandise certificates worth \$60.

In April, 1976, however, Kalinowski surpassed his own 1975 cash award total by winning \$455 for an accepted suggestion. His winning suggestion was to reclaim the converter shift control piston and shaft assembly on buses through rechroming.

Adoption of the suggestion allows the reuse of piston and shaft parts at half the cost of buying new assemblies, and provides projected first-year savings to the CTA of \$3,019.20.

The second place cash award winner for April was Michael S. Cook, specialist, Human Relations. Cook received \$320 for suggesting the in-house production of a test-scoring sheet that was previously purchased from a distributor.

Cash awards were also won recently by Donald Liberko, janitor, North Side; William Wong, garage instructor, TABEC, and William Caffrey, evaluation technician, Property Accounting. Other winners are Vito Pontrelli, electrical worker; George Wylie, blacksmith-welder, and Ronald Benshish, safety coordinator, all from Skokie Shop; Riley A. January and Lawrence Bernas, machinists, and Anthony Blazeovich, materials handler, from South Shops.

Bernas, Liberko and Wong also received Honorable Mention Award merchandise certificates for other suggestions they submitted. Additional certificate winners include Alexander Pala, bus repair foreman, North Ave.; James D. Allen, switchman, Douglas terminal; James P. McMahon, stock clerk, Storeroom 61, and Helen Edwards, ticket agent, Evanston.

Receiving certificates at South Shops were Andrew G. Rizzuto, garage foreman; Walter C. Post and Francis E. May, both mechanic leaders; Dennis M. Cristofaro, truck mechanic, and Frank Papaleo, painter. Three bus repairers were also winners: Robert Powers, 52nd St.; John W. Kochopolus, Archer, and Keith J. Klein, Limits. Among others were Charles R. Lamb, bus operator, and James E. Schultz, assistant garage foreman, both of Beverly.

William D. Lewis and Victor V. Szymkewicz, both Travel Information representatives, also won merchandise certificates, as did George T. Munyer, security officer; Albert F. Banis, procurement analyst, and Frank E. O'Dowd, unit supervisor, Routes and Systems.

33 Job Promotions, Reassignments Made

Two professional positions were filled recently by Joseph Anderson, former station clerk at Forest Park Terminal, who was named Quality Control inspector, Maintenance, and Thomas Rowe who moved from electrical engineer to electrical design engineer, Engineering.

Five employees have taken on new assignments as station clerks. They are former 77th St. bus operators David Alexander, Robert McCombs and Isiah Thomas; Edward Brown, street collector, Archer, and Philip Mangan, field audit clerk, Internal Auditing.

Three former bus repairers have become bus and truck mechanics at South Shops: Robert Hogueisson, Beverly; Kenneth Carson, Archer, and Joe Ellington, 77th St. Three openings for electrical workers at Skokie Shop were taken by former Skokie shopmen Theodore Swider and Robert Stowell and former Wilson car repairman Terry Bernero.

Former North Section conductors John Leyva and Willie Harderman are now yard foremen in the same section. West Section conductor Philip Diaz has also been chosen yard foreman, remaining in that section. Joseph Donovan has moved from car serviceman, Maintenance, to trackman, Plant Maintenance, and Willie Pickett, former shop utility clerk, Maintenance, South Shops, is now bus dispatcher, Maintenance.

At Skokie Shop, former laborer Horace Grayson has been selected shopman, while material coordinator Edward Blicharz has become combination clerk coordinator. Lulling Savage, former shop tractor operator, Vehicle Maintenance, is now boiler maintenance man, Maintenance, and laborer Thomas A. Hall has moved from Maintenance, South Shops, to Materials Management.

Former bus operators William Barber, 77th St., and John Lambert, North Ave., have filled openings, respectively, for machinist, South Shops, and principal mail clerk, Management Services. Stenographers changing work locations are Jill S. Linne, from Operations Planning to Skokie Shop, and Pauline Cook, from Plant Maintenance to Materials Management. Clerk/stenographer Joan O'Dell has moved from Maintenance, Skokie Shop, to Insurance.

In the Datacenter, Thomas Boldt has been promoted from programmer I to programmer II, and Marlene Trock, former Data Processing control clerk, has been named programmer I. In Accounting, payroll relief clerk Marie Coari has been selected control clerk.

Three former clerk/stenographers have filled openings in Claims Law & Real Estate. Rina Green, who was in the same office, became utility clerk. Joanne Rudolph, formerly of Maintenance/Office Procedures, became secretarial stenographer, as did Susan Grecnik, who moved over from Corporate Law.

CTA Adopts 24 Hour Clock

The Split Level Day Is Passe!

By Rick Willis

Here is the 24-hour clock from the wall of the Operations Control room in the Merchandise Mart.

Suddenly, it's the clock for the entire riding public of Chicago.

For CTA has adopted the system for all route schedules, the new Bicentennial maps (presently in production), and bus and rapid transit signs.

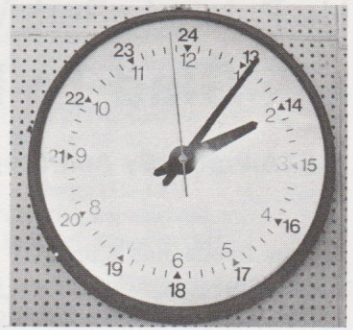
This makes CTA employees pioneers in Chicago, indeed most of the U.S., for the most simplified, error-free time-telling method—a method already familiar to the public of European and South American cities, but state-side, largely limited to internal use by the military and such public services as police and fire departments.

When questioned by passengers and neighborhood friends as to why CTA adopted the 24-hour clock, tell them: "Because, once a rider gets accustomed to it, trips are easier to plan and timetables are easier to read without a chance of confusing an A.M. time with a P.M."

And, if you need to "teach" a short course, here's a lesson you can use: The 24-hour clock uses four digits to give the time in hours and minutes, and does not require use of the letters A.M. or P.M.

For example, 2:00 A.M. becomes 0200 hours, and 4:47 A.M. becomes 0447 hours. Afternoon or P.M. hours are determined by adding 12 to the designated hour. Thus, 5:30 P.M. becomes 1730 hours and 11:07 P.M. is 2307 hours. This avoids confusion between morning and afternoon hours.

The last second of the day, midnight, is 2400 hours. The first second of the new day is 000001 hours and the first full minute of the new day, one minute past midnight, is 0001 hours. This method of telling time leaves absolutely no uncertainty as to the time designated.



For his first official inspection of CTA, Administrator Robert Patricelli of the Urban Mass Transportation Administration was given the best possible method - - he rode on it. In fact, the Washington party didn't even stop for lunch, but stayed aboard a CTA bus for continued information gathering from their CTA management guides. Here, at right, Patricelli huddles with George Krambles and Public Works Commissioner Marshall Sulloway. Left, Acting Chairman James McDonough consults with Jerome C. Premo, UMTA Associate Administrator for Transit Assistance. The stewardess is Barbara Colwell. Stops on the tour included the operations control room, our new and pace-setting computerized bus maintenance system, and our data processing set-up. At the North Avenue garage, an impromptu visit to a training room caught instructor Paul Kadowaki in CTA T-shirt (rather than business suit) as a defensive driving refresher course for bus supervisors was conducted. Kadowaki's embarrassment at being "out of uniform," was quickly ended when Patricelli commended him for his CTA loyalty and said that he (Patricelli) ought to be wearing an UMTA T-shirt (cover photo). Next time, however, Kadowaki has been advised to "be surprised" in a T-shirt with the newer Helvetica logo.

He Paints In Red, White, and Blue--

Glad To Be In America, Glad To Be In CTA

A CTA Profile By Anit Leppiks

Jan Broda has a special inspiration for his painting in '76.

He has been transferring some of the CTA rapid transit fleet into moving billboards heralding 200 years of American freedom.

"I know what it's like not to be free. I came half-way around the world to be free. That's why the American Bicentennial is very meaningful for me."

Broda means what he says. He came to America 26 years ago--after fighting with the Free Polish Army against the Germans who invaded his homeland, Poland, during World War II.

Reading Broda's wartime experiences is like reading Homer's *Odyssey*. Drafted into the German army in 1943, he jumped at a chance to desert 11 months later and surrendered to the Canadians in France, who then positioned him to join the Polish Free Army. He was one of two men in his platoon to receive the Krzyz Waleczny Cross, Poland's second highest honor.

He met General George S. Patton in Holland in 1944, just before the Battle of the Bulge. He served under British Field Marshall Bertrand L. Montgomery, chasing the Germans from Normandy, France, to Wilhelmshaven, Germany.

As part of the engineering battalion of the First Polish Armored Division, he built bridges on the Seine, France; a network of canals on the Meuse, Holland; and bridges on the Ems, Germany--always under cover of darkness, dodging artillery spotters and bullets. That's what he got his medal for bravery for--and also his only wound. That wound--shrapnel in his leg--came just 10 days before the end of the war.

He was bandaged up, loaded aboard a train bound for a hospital, when he jumped the rail and returned to his company on foot.

"I wanted to be with the fellows," he explains matter-of-factly.

After such experiences, Broda was not about to return to a country--even if it was his native land--that had been shackled behind the communist iron curtain that was pulled down during the negotiations ending World War II.

So he came to Chicago, and in 1953 began his work as a painter at Skokie Shop. Since the beginning of CTA's Spirit of '76 program in October, 1974, he's been painting and affixing the stars and stripes to CTA trains.

But lest he forget why he decided to choose freedom, Broda and his wife visited his parents in Poland's southeast province of Silesia, last July.

"It was depressing. You could see it as you walked down the street. The people were not really free," he says.

Broda says he first felt it when his plane landed in Warsaw.

"We were 'greeted' by an armed camp. Soldiers--with weapons cocked--had surrounded the plane. Then the customs people were very cold. It was not a very good first impression."

Broda soon found food was scarce--people stood in line for hours to buy from a total supply of groceries which here would equal only the soap supply at a local food store. At best, shoppers add a few cans of beans or peas to their pantry of bread, potatoes, and cabbage.

Polish commuters can get to work easily, thanks to a good rail network that keeps trains running round the clock and is full of riders at various times of the day. However, Broda found that cars, like the new Fiat he rented to sightsee with, are built with weaker engines than western models.

Of course, there is equal pay, notes Broda, meaning that almost everyone--doctor, chemist, truck driver, and typist--takes home the same salary. It's a salary which cannot even support a couple living in a miniature one-bedroom apartment, without both spouses working.

An apartment, Broda observed, is assigned after a normal wait of 10 years.

If your thought was to dine out one evening, better start saving up weeks ahead. Broda says his brother, a truck driver, earns 22 zlotys an hour. An average--"by no means good"--meal in a restaurant cost 140 zlotys a person.



Broda, the freedom fighter:
1945



MEASURE OF PATRIOTISM: Tom Hagerty, painter apprentice, left, helps Jan Broda measure a name band for one of CTA's Bicentennial fleet.

Broda relates that the Polish can spot you immediately as an American, either by the clothes you wear or the way you act. They'd put out feelers, he says, to see if they could talk to you. As soon as you encouraged them--told them not to be afraid--they'd open up.

"It's so wonderful to be in America," Broda says impetuously, with a catch in his voice.

"You can say what you think, without fear of re-crimination. You can work--and enjoy it. You can even grow lax--although that is not good--without fear."

Back in the U.S.A., Broda has had time to muse over what America's weakness is; he sees it as a lack of discipline which means we do not safeguard and advocate our freedom enough.

Thus, his special reason to use the Bicentennial to focus attention on what we have.

To Broda, that includes his job.

That he values it was evident, when, two months after he was hired as a laborer, he was promoted to the paint section.

"Personnel told me that few employees were promoted in such a short period of time," he says.

That he is satisfied with, as well as conscientious of his CTA work, is reflected in his 16-year-old son, Jeff.

"He wants to work with me someday at the CTA," he says.

As a painter of the Spirit of '76 fleet, Broda has affixed banners announcing who each particular train was named after.

So which is Broda's favorite train?

Need we ask? It's the Kazimier Pulaski, named for the Polish count who believed in freedom enough to travel halfway around the world to fight for it for our American ancestors.

Broda, now a Polish-American citizen, hopes America, as it celebrates 200 years of democratic government, will continue to serve as an example of freedom for men everywhere.

commendation corner

"Being on this (Devon Ave.) bus was the most pleasant part of my entire day," wrote Marvin Weiss, of West Granville Ave., about his ride from the Loyola L station one night recently. "The driver (JAMES LARRY, of North Park Garage) was so pleasant, courteous, enthusiastic and kind. He greeted every passenger with 'Good evening, sir,' or 'Good evening, madam,' and 'Have a nice evening.' Everyone on the bus felt good to meet someone so pleasant."

####

Lucille Whitworth, of East 32nd St., wants "to call your attention to the courtesy of Driver #4368 (EUGENE E. TOWNSEND of Kedzie Garage) on the Roosevelt Road line. This driver did more than his duty to maintain a high degree of decorum on the bus and yet remain courteous in doing so."

####

Eugene Scarpelli, of South Knox Ave., commented on the "technique and deportment" of Archer Express operator JOSEPH P. VAREIKA of Archer Garage. "The bus was very crowded and he politely asked everyone to move to the rear--which they did," Scarpelli said. "He called out the streets as well as connecting bus routes along the way. As my kids would say, the guy had 'good vibes' and all the passengers felt them."

####

A telephone company employee, who works late hours at the Standard Oil Building on East Randolph St., wrote to commend operator NELSON GLENN (North Avenue Garage) for being "so kind and considerate" to her and some fellow employees. Ms. Catherine Jones, of South Komensky Ave., said, "This young man who drives the Lake St. bus is one of the nicest drivers I ride with. He looks out and waits for us, and we deeply appreciate it."

####

The manager of a professional association's downtown office wrote about "an outstanding driver currently on the No. 11 route." Anne W. Sorgatz, who works in the IBM Building, said the driver (ILDA M. KUZMICKI, of North Park Garage) "brakes so smoothly one hardly notices when the bus comes to a stop. She is very helpful in answering questions and clearly calls out the name of each stop before the bus reaches it."

####

A regular early morning rider on the Archer Express route said operator ALBERT WHITE (Archer Garage) "is truly a credit to the CTA and a very safe driver." Ms. T. Corcoran, of West 63rd Pl., said, "When I ride his bus I feel very safe and secure. He greets everyone each morning and is always smiling. I never have met a bus driver who was so considerate and kind to his passengers."



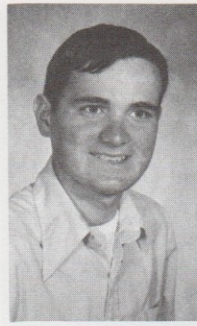
CHERYL C. ALEXANDER
Harlan
Paul Alexander
69th Street



ANNA M. BALLAY
Thornwood
Anthony Ballay
South Shops



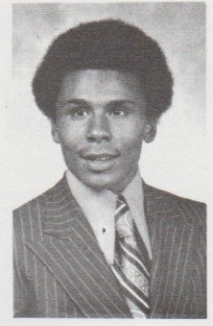
BONNIE BATTERSON
Thornton Fractional
David Batterson
Signal Maintenance



THOMAS BLANEY
Reavis
Thomas Blaney
South Section



CAROL BOSCO
Richard
Robert Bosco
69th Street



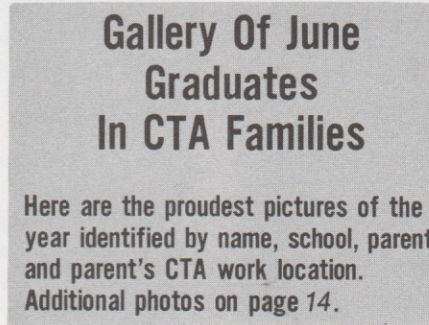
CARL A. BOWENS
Bradley U.
Jean A. Bowens
Accounting



EARL W. BOWENS
Lindblom
Jean A. Bowens
Accounting



LYNN BUDZISZ
Resurrection
Jerry Budzisz
North Park



DONNA CARSON
Tinley Park
James Carson
Archer



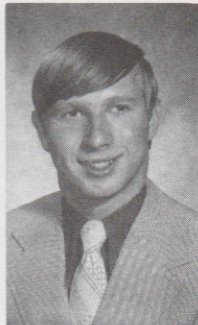
CARMEN COLLINS
Harlan
James Collins
77th Street



ANITA COONEY
Queen of Peace
James Cooney
Storeroom 59



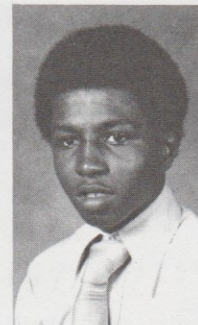
RONITA CROMWELL
East Leyden
Frank Bruno
TABEC



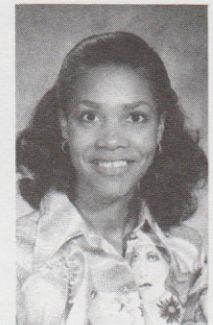
ROBERT M. DALEY
St. Rita
Martin Daley
Utility



DONNA DAVIS
Fenger
Ozie Davis
69th Street



GLEN DAVIS
Brother Rice
Ozie Davis
69th Street



DONNA ELLIS
Fenger
Frenchie Ellis
South-Rail



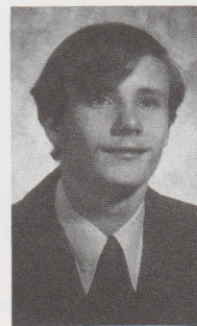
MICHELLE GARFIELD
Harlan
George Garfield
77th Street



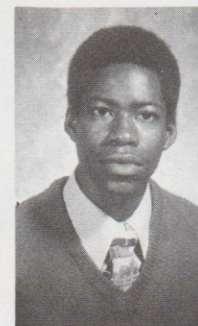
LYNN GILLILAND
Northern Ill. U.
Jim Gilliland
Storeroom 50



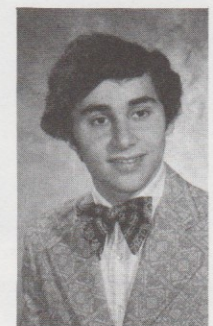
BARBARA GLASER
Western Ill. U.
Ronald Glaser
Skokie Shop



DONALD HARRIGAN
Kelvyn Park
H. A. Harrigan
Jefferson Park



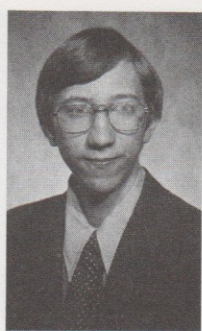
GREGORY HART
Chicago Vocational
Wilson Hart
North-Rail



LOUIS HOFFMAN
Sullivan
Seymour Hoffman
North Park



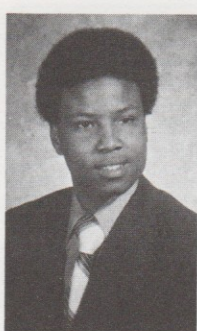
JANICE JANIA
Madame Curie
Eugene Jania
Claims/Law



THEODORE JOHNSON
Niles North
Joan Johnson
Accounting



DONNA LEWIS
Lindblom
Clinton J. Lewis
69th Street



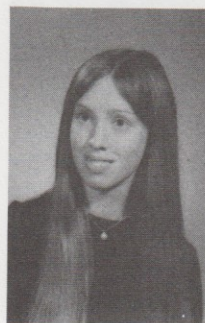
RONALD LEWIS
Hale Franciscan
Randolph Lewis
77th Street



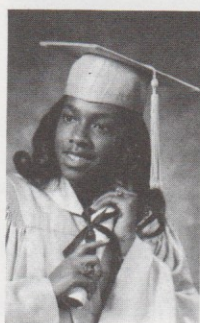
DEBORAH MARZEC
Maria
Ed Marzec
Storeroom 20/43



MARIELLEN MASON
Lindblom
Brady Mason
69th Street



MARY McREDMOND
Northeastern Ill. U.
Dan McRedmond
Skokie Shop



KAREN MEADOWS
Kenwood
W. J. Meadows
South Section



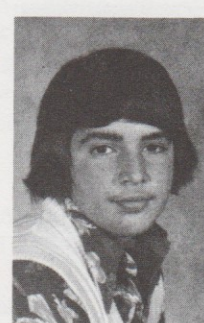
CHARLES MEREDITH
Bowen
Charles Meredith
52nd Street



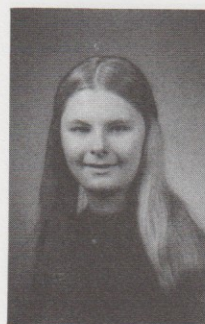
THELMA MEREDITH
Unity
Charles Meredith
52nd Street



GINA MILLER
Fenger
Maurice Miller
77th Street



SALVATORE MUSCARELLO
St. Benedict
Sal Muscarello
North Park



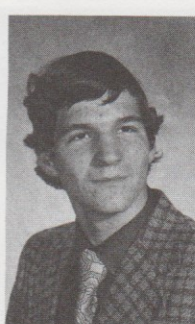
JUDY OLSON
Loyola U.
George Olson
South Shops



JOANEL PESKOR
Illinois State U.
Casey Peskor
South Shops



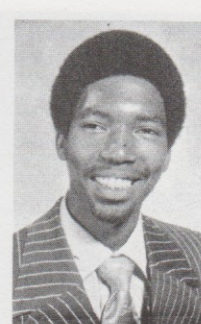
WESLEY PINCHOT
St. Viator
Wesley H. Pinchot
Engineering



MICHAEL PLANTHABER
Lane Technical
John Planthaber
Forest Glen



LENORE D. PORTIS
Simeon
Sandy Portis
Management Services



CHARLES PRICE
C.V.S.
Charles Price
South Section



LYNN PROFFITT
Morton West
Dan Proffitt
Datacenter



DONNA QUINN
Kelvyn Park
Don Quinn
West Shops



THERESE M. RADKE
Immaculate Heart of Mary
Walter Radke
South Shops



STEVEN ROWBOTTOM
Rolling Meadows
Harold Rowbottom
Operations Planning



LYNNE RUZICH
Mother McAuley
Raymond Ruzich
Personnel



NANCY SALAMONE
Amundsen
Sam Salamone
Plant Maintenance

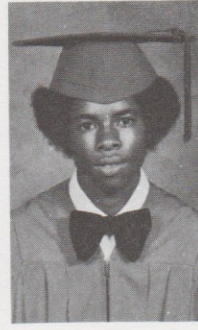
More June Graduates In CTA Families



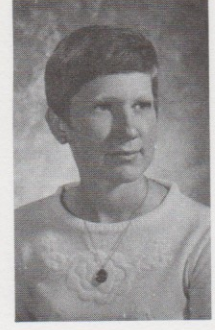
MICHELE SCOTT
Lindblom
Willie Scott
Operations Planning



UNA MARIE SHERIDAN
Maria
John Sheridan
Storeroom 7



ARTHUR SIMPSON
Lexington Center
Elvin Simpson
69th Street



CHERYL SUTKOWSKI
Thornton Fractional No.
Ted Sutkowski
South Shops



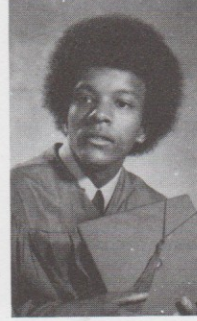
DIANE TEPPER
Bogan
Max Tepper
South Shops



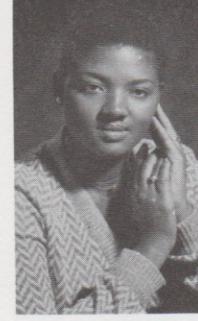
DEBRINA THOMPSON
St. Helena
Donaldson Thompson
Storeroom 48



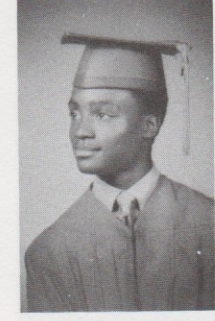
LISA THOMPSON
Jones Commercial
Donaldson Thompson
Storeroom 48



DARRYL VERNON
Calumet
Theodore Vernon
South Section



MONICA WOODS
Unity
Myron Woods
South Section



JEROME NELSON
Lake Forest College
Robert Nelson
North Avenue



One of the CTA things worth maintaining, veterans report, is the camaraderie of the CTA men you worked with. When Maintenance retirees held their annual retirement dinner dance in Cicero recently, the teamwork spirit was visible in scenes such as this. In the receiving line, left to right, Alex Carello, John Lazzaro, Stanley Lukasewski, Tony Spak, "Patty" Gill, Stanley Ryczek, and (over Jimmy Blaa's shoulder, talking with Warren Taylor) John Bejo. Blaa is the foreground greeter, Joseph Repplinger, director of vehicle maintenance, is second in white suit, and Tom Wolgemuth, director of plant maintenance, is behind him.

NEW PENSIONERS

JOHN BEJO, Iron Worker Helper,
Plaint Maintenance, Emp. 5-12-34
ROSCOE BURBRIDGE, Conductor,
South Section, Emp. 10-8-45
MILTON CHUNOWITZ, Operator,
North Park, Emp. 12-1-69
JOHN CRUSOE, Stock Clerk I,
Materials Management, Emp. 5-3-48
EMIL DROBNEY, Operator,
Archer, Emp. 10-1-45
EDWARD FLOREK, Inspector,
Security/Special Investgtns., Emp. 4-1-46

NICHOLAS GASPER, Collector,
Limits, Emp. 12-3-52
JOSEPH GIUNTA, Box Puller,
Forest Glen, Emp. 10-31-42
REDO HALL, Operator,
77th Street, Emp. 9-3-46
CLARENCE HONATH, Box Puller,
Archer, Emp. 4-5-48
EDWARD HUTH, Operator,
North Park, Emp. 10-29-52
FREDERICK KOSS, Foreman,
Plant Maintenance, Emp. 8-14-43
GEORGE KUHLE, Ticket Agent,
North Section, Emp. 5-13-46
STANLEY MIKA, Bus Serviceman,
North Avenue, Emp. 5-15-42
ALBERT NOBLE, Operator,
North Avenue, Emp. 10-28-42

ARTHUR OLSON, Operator,
North Park, Emp. 11-14-42
MARJORIE SCHINTZ, Release Clerk I,
Claims Law & Real Estate, Emp. 3-21-55
FRANCIS SCHMITZ, Clerk,
Archer, Emp. 4-25-42
AUGUST SHIMKUS, Traffic Supervisor,
District A, Emp. 1-6-43
JOHN STANTON, Superintendent,
Central District, Emp. 5-19-42

DISABILITY RETIREMENTS

ERNEST BUCHANAN, Operator,
North Park, Emp. 6-4-46
HERSCHEL HARRIS, Operator,
77th Street, Emp. 6-14-51
DOMINGO LABOY, Operator,
North Avenue, Emp. 3-30-59

Service anniversaries in June

40 years

P. Preto,
Track

E. S. Rymke,
Technical Services



C. E. Evenson,
Claims Law/Real Estate



J. J. O'Connor,
Engineering



J. P. Shea,
Electrical

30 years

M. E. Andersen, North Avenue
H. R. Anderson, Electrical
C. Banford, Stores-South
M. J. Borchek, Forest Glen
E. Chrisman, Forest Glen
T. M. DeCantillon, North Park
C. R. Dougan, Beverly
J. W. Erickson, District C
L. Ferdinand, 52nd Street
J. J. Forchione, Forest Glen
J. G. Franchi, South Shops
D. Fuggiti, Electrical
T. J. Galus, Forest Glen
H. G. Gerali, Forest Glen
C. F. Gerhos, Forest Glen
C. W. Gerard, South Shops
W. F. Glassner, Bldgs. & Grounds
L. J. Glowacki, Forest Glen
J. R. Goudie, 77th Street
C. Halbert, Bldgs. & Grounds
W. A. Hansen, Bldgs. & Grounds
H. S. Hawke, Skokie Shop
P. J. Hoey, Bldgs. & Grounds
J. A. Horton, Central District
R. C. Iacullo, Claims Law/Real Est.
H. Johnson, 52nd Street

J. F. Kelly, 52nd Street
H. W. Loddie, Electrical
B. M. Ludwig, Howard-Kimball
R. Luken, 77th Street
J. D. McGann, Treasury
E. C. Mazur, Forest Glen
G. M. Miller, North Avenue
F. Moore, 69th Street
F. Moss, 77th Street
C. Nelson, Forest Glen
C. F. Nolte, Electrical
R. T. Norton, Electrical
J. P. O'Connor, Operations Planning
S. Oliveri, Track
W. A. Panek, South Shops
F. Piento, Skokie Shop
W. C. Post, South Shops
W. Prosen, District B
J. J. Redmond, Skokie Shop
G. Rogers, Track
J. M. Siegal, Engineering
R. O. Steele, Kedzie
C. J. Strzynski, South Shops
P. J. Sutkus, Archer
W. J. Vessels, 52nd Street
E. Wojcik, Howard-Kimball
W. J. Zurawski, 77th Street

25 years

D. A. Allen, South Section
J. A. Bright, Forest Park
H. E. Brock, 69th Street
C. B. Brown, 61st Maint. Term.
M. Conneely, 61st Maint. Term.
J. Cook, 61st Maint. Term.
M. P. Faczek, Skokie Shop
W. Franks, Beverly
D. K. Gibson, South Section
W. Greer, 77th Street
R. E. Hardy, Track
M. E. Jefferson, Transportation
D. Johnson, Bldgs. & Grounds
M. Jones, South Section

C. Jenkins, Transp. Training Ctr.
A. Luras, Racine Maint. Term.
T. R. McKeon, Utility
G. W. Nicholson, 98th Maint. Term.
P. M. O'Connor, Wilson Maint. Term.
J. D. Orange, 61st Maint. Term.
E. P. O'Rourke, Marketing
C. N. Parks Jr., 77th Street
T. J. Pertee, 61st Maint. Term.
O. Richardson, Bldgs. & Grounds
W. A. Szabelski, South Shops
C. E. Walker, 77th Street
H. H. Washington, South Section
A. R. Williams, 77th Street
F. S. Zaborowski, North Park

35 years

V. M. Cinquepalmi, Bridges & Struct.
A. Guadagno, Building
J. J. Hagerty, Forest Glen
H. C. Krueger, South Shops
G. J. Macak, Operations Planning
T. Nadrowski, Electrical
A. Petersen, 77th Street
A. J. Phillips, Claims Law/Real Estate

WELCOME ABOARD!

New Members Of The CTA Family

OPERATING PERSONNEL

Bus Drivers

HASAN M. ABDELQADER, 52nd Street
CHRISTOPHER S. ADAMS, 52nd Street
JOSE L. ALARCON, Archer
ANGEL ALICEA, North Park
FRANCES ARNOLD, 69th Street
LUIS A. AVILES, 52nd Street
MARGARET BERNASKO, Beverly
JANET N. BLACK, Beverly
RICHARD H. BOESE, 52nd Street
BOBBYE BIRD, 69th Street
ALICE L. CARTER, Kedzie
ROBERT F. CHARNEY, Forest Glen
CALVIN CONNER, Beverly
FERNANDO CONTRERAS, North Park
RICHARD E. CRITES, North Park
ALONZO M. CUMMINS, Kedzie
GLORIA J. EVERSON, 77th Street
JUAN FLORES, Kedzie
WILLIAM E. GALVAN, Kedzie

BENANCIO GARCIA, Kedzie
MARIA M. GARCIA, North Park
ANASTACIO GONZALEZ, Archer
JOSEPH JACKSON, 69th Street
EARNESTINE KING, Beverly
CECIL M. LAWRENCE, 77th Street
YOUNG K. LEE, North Park
DOROTHY LOFTON, Kedzie
CESAR J. LOVERA, North Park
MODESTO C. MALDONADO, North Avenue
RICHARD E. MASSEY, 69th Street
PEDRO B. MENDEZ, North Avenue
MARIO M. MERENDON, 69th Street
BOYCE MILBY, North Park
ANGEL J. MORALES, North Park
HECTOR A. MORENO, North Avenue
ROBERT G. MUMBOWER, North Avenue
UBALDO L. MUNOZ, Kedzie
ANTONIO NIEVES, North Park
CARLOS A. OLVERA, Archer
MANUEL ORTEGA, Forest Glen
VICTOR M. OTERO, North Avenue
PETER H. PFISTER, North Park
ARTHUR RAMIREZ, Beverly
COLIN R. ROMASANTA, North Park
PABLO ROSARIO, North Park

JESUS J. SANCHEZ, 52nd Street
DANNIS P. SEBO, North Park
PATRICIA SLOAN, 69th Street
HELEN STEARNS, 77th Street
LOUIS C. TANKSLEY, 69th Street
JOHN B. TERRY, 77th Street
LENORA THOMAS, Archer
LYNVAL J. THOMPSON, 52nd Street
MARTIN C. TROGLIA, North Park
EDWARD R. URBANSKI, Archer
FRANK M. WITOWSKI, Beverly
BOM H. YI, Forest Glen

Conductors

THOMAS J. CASTRO, West Section
TERRY L. HESTER, South Section
WILLIAM J. HICKMAN, West Section
PAUL J. MICHAUD, North Section
EDWARD G. PIETRI, West Section
RICHARD D. SHEA, West Section
NANETTE K. STAFFA, West Section
JOHNNY E. WRIGHT, West Section

Ticket Agents

MONA L. MOORE, South Section
MARK A. OCHOA, North Section
JEFFIE A. SAMPSON, South Section

cta people

TERRELL W. HILL (inset) has been honored by Bay Area Rapid Transit of San Francisco for his pivotal role in the \$34 million local public funding of the newly opened Embarcadero subway station on lower Market Street. Hill, who was head of the Market Street Development Project at the time (mid-60's) attended the dedication ceremonies and was surprised by being awarded a handsome framed certificate by BART. . . LESTER RACKER, area superintendent, Control Center, and GEORGE MILLONAS, Buildings & Grounds superintendent, returned from Boston where they engaged in an in-



tensive management training seminar (sponsored by UMTA) at Northeastern University...As the Jet camera for April 22 depicted, Board Member ERNIE BANKS has been inducted into the Black Athletes Hall of Fame; the award was presented to Ernie by baseballer Jackie Robinson's widow at a dinner in the New York Hilton... Apologies to JIM TOOLIS, Materials Management (and to our reporter DELORES DUFF who had it correctly) for misnaming his new grandson in our April issue; the baby is MATTHEW JAMES STYCZYNSKI... BILL FUDALA, Security, tells us that VIC COLEMAN, Transportation, took his time to address securitymen at a recent in-house training session and was very well received...CTA came to the rescue of an allied transportation service early May 13 when two Loop-bound Illinois Central Gulf commuter trains were involved in a minor accident just south of 115th Street. Acting Area Superintendent GORDON J. BALASZ and District Superintendent JOHN J. MIL-

LETTE sent radio cars to ICG stations in the city and added extra runs on the 104 Pullman route so stranded commuters could reach the 95th Street rapid transit station. . . WILLIAM



T. UNWIN, supervisor, Industrial Safety & Fire Prevention (inset), is the new commander of the Medinah Arab Patrol Unit--Shriners...PETE SEPIC, Claims Law/Real Estate, retired April 1 with 37 years service. A dinner was held in his honor at the Millionaire's Club on March 26. Besides his wife, LORRAINE, about 65 friends and co-workers attended. . . LAVANCE F. ASHLEY received a certificate of training from the Vale Institute at Blairsville, Pa., one of the nation's top claims estimating schools.

IN MEMORIAM

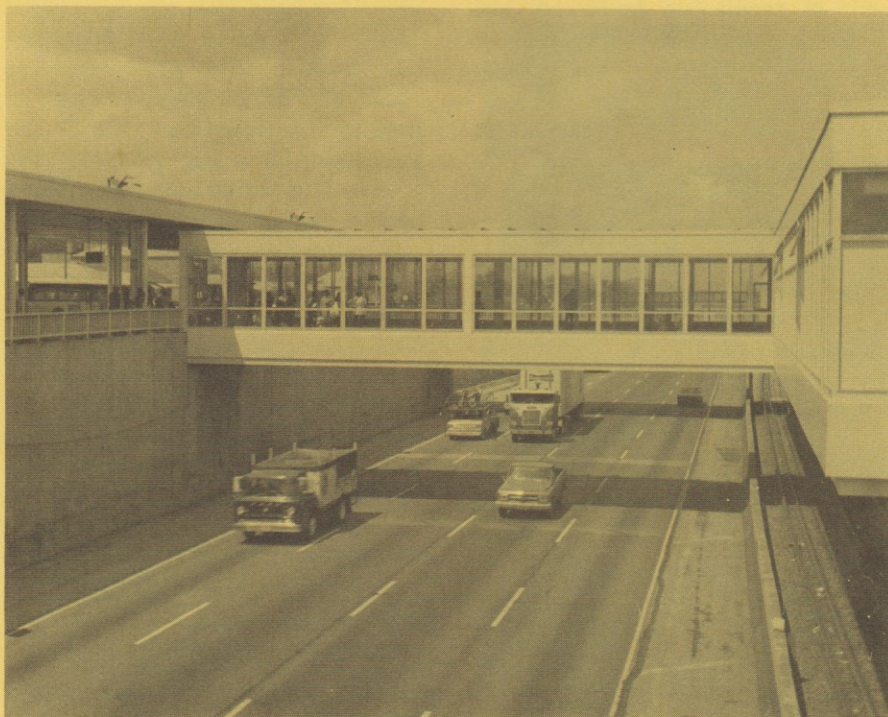
MARGARET ALLEN, 80, General Office, Emp. 4-9-40, Died 4-18-76
WALTER AMMERALL, 73, Beverly, Emp. 9-21-27, Died 3-29-76
RAY BARTH, 72, West Section, Emp. 5-17-34, Died 3-30-76
MICHAEL BIGGANE, 78, Stores, Emp. 7-5-27, Died 4-10-76
ELIZABETH BUCKLEY, 88, South Section, Emp. 4-24-17, Died 4-7-76
JOSEPH BUDNICK, 72, North Park, Emp. 8-28-42, Died 4-8-76
LENORE BURNS, 64, General Finance, Emp. 8-31-33, Died 4-10-76
LOUIS COCONATO, 73, Kedzie, Emp. 12-8-43, Died 4-24-76

LEONARD CZAJA, 63, North Avenue, Emp. 10-5-36, Died 4-1-76
EMIL DAGEN, 79, 77th Street, Emp. 10-25-27, Died 5-5-76
ROMAN DALUGA, 79, Devon, Emp. 3-16-21, Died 3-7-76
LEON DREWNIAKOWSKI, 63, Utility, Emp. 2-7-36, Died 3-30-76
PATRICK GANNON, 80, West Section, Emp. 7-27-16, Died 4-13-76
OTTO HARTMANN, 78, Howard, Emp. 10-30-17, Died 5-4-76
JUNIOUS HENDRICKS, 61, 77th Street, Emp. 4-10-42, Died 4-2-76
JOSEPH HYNICK, 76, Beverly, Emp. 10-6-22, Died 4-29-76
CARSON JEFFERS, 89, 69th Street, Emp. 7-26-13, Died 4-9-76
JASPER LOMBARDO, 59, Forest Glen, Emp. 2-27-43, Died 4-13-76

GERTRUDE MCCARTHY, 76, West Section, Emp. 5-22-44, Died 4-16-76
OLLAMON MOORE, 55, Kedzie, Emp. 11-20-51, Died 5-2-76
DANIEL MORIARTY, 54, Signal Maint., Emp. 4-5-46, Died 5-4-76
ALEXANDER MUSCATO, 76, Howard, Emp. 12-16-18, Died 4-25-76
ARCHIE PEARSON, 72, Archer, Emp. 1-27-26, Died 3-26-76
WILLIAM PECHOUS, 79, West Section, Emp. 10-5-23, Died 4-15-76
HUGH PETTIGREW, 84, Cottage Grove, Emp. 8-21-23, Died 4-8-76
PAUL SCHIMMING, 98, West Section, Emp. 1-2-02, Died 4-22-76
EDWARD SHARKEY, 85, Way & Structs., Emp. 8-20-17, Died 5-2-76
STEPHEN WOJNICKI, 56, Beverly, Emp. 1-7-47, Died 4-19-76

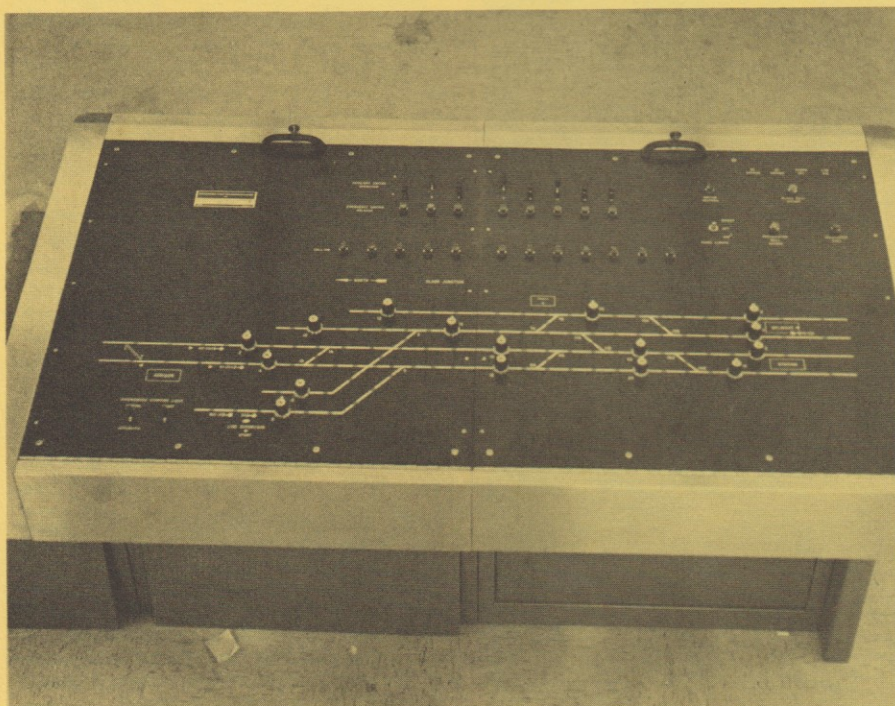
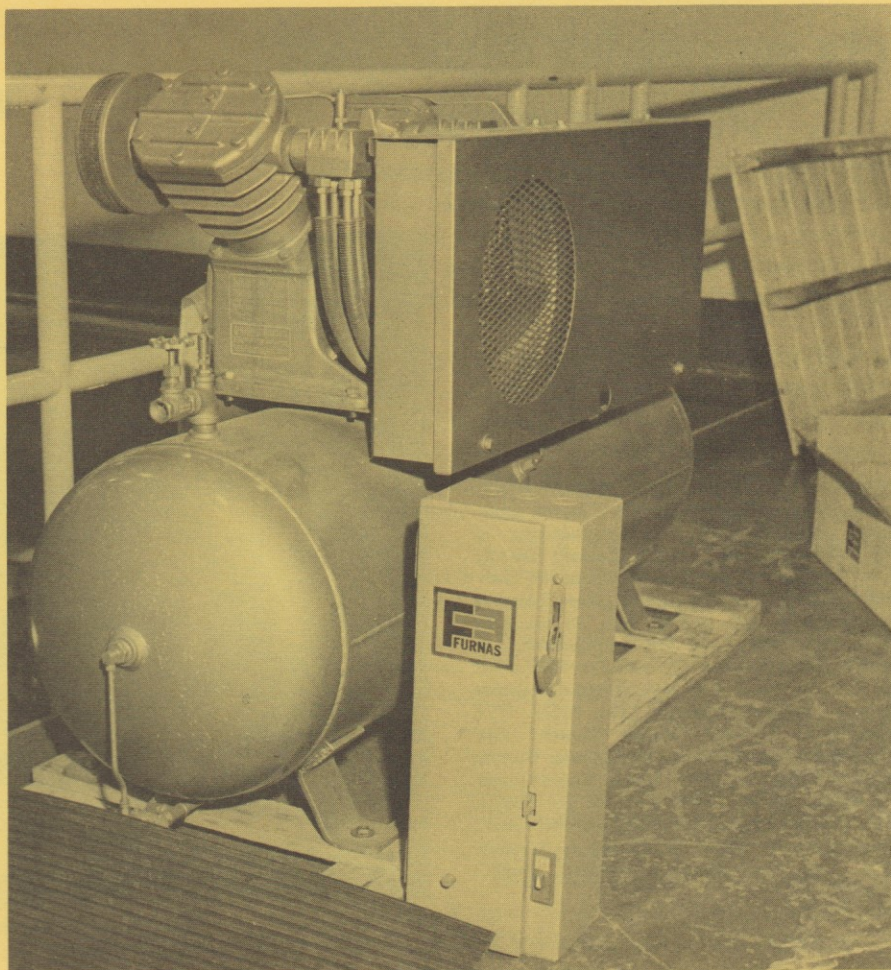
cta engineering department projects in progress

CTA-BRITON CONTRACT AGREEMENT: Representatives of the English Electric Company, Stafford, England, manufacturers of substation equipment, met in Stafford recently with CTA representatives to confer on technical design. The Authority has signed a contract with the British firm to purchase \$7,111,690 worth of new equipment, expected to begin arriving in July, 1977. At the meeting were, from left, (standing) Archie Bennett, project engineer; Mike Kelly, CTA supervisor, Traction Power Design; Joel Rosenbaum, project manager, Dalton, Dalton, Little and Newport; Tom Rowe, project manager, CTA; Seated, from left, are Joe Svehla, chief traction engineer, consultant; Joe Siegal, superintendent, Power and Wiring Engineering, CTA, and Ken Brown, president, English Electric.



CTA's COVERED BRIDGE: CTA passengers at the 95th Street rapid transit terminal will have improved protection from inclement weather now that windscreens have been installed on the bridge over the Dan Ryan expressway. A new agent booth has also been purchased for use during peak hours at the South Side station. The project is expected to be completed in August.

AIR COMPRESSORS DELIVERED: Four new air compressors like this one have been delivered to substations at State, Harding, 20th and 42nd Streets. CTA power substations use compressed air for cleaning purposes. The new equipment replaces air compressors averaging 50 years of service. Other equipment purchases include a new 125-volt battery system to replace the 23-year old battery that was in service at the State Street substation.



NEW TOWER CONTROL: This control console is part of the interlocking equipment being installed in the new rapid transit tower building at Clark Street. This new, safer equipment will ease operations as well as add to the more harmonious working environment afforded by the more spacious tower room.



Calling All Women

Volley Ball Is Good For You



By Christine Borcic

Pictures by Jack Sowchin

It seems there is a new occupational hazard making itself felt at CTA--bus operator's spread.

But three enterprising young ladies have devised a way to combat it. It's called a Volleyball League.

As Demetrel Parker of 69th Street says, "We need some kind of activity, some kind of exercise. Driving a bus all day makes you wider."

Yvette Sullivan and Rena McDonald, also of 69th, agree. The three are the organizers of this new CTA sport.

Their goal--volleyball teams from all the stations and rapid transit locations throughout the system.

Demetrel says they already have a full team assembled at 69th, with Yvette Sullivan as coach.

The field is wide open--all female employees of CTA, including General Office, are invited to sign up and play.

The league was Yvette Sullivan's idea. Realizing that driving a bus consumed so much of their time, leaving very little for outside activities, the three decided that some type of exercise-oriented recreation would be just the thing to get them moving again. With

Yvette as president, Rena as vice president/coordinator, and Demetrel as secretary, they rounded up 17 aspiring volleyballers from 69th.

"Although we originally wanted to start up a league in January," says Demetrel, "the ball didn't get rolling until now, when we got in touch with Vic Coleman (former superintendent of 69th) in the Transportation Department. Mr. Coleman helped us get some of our equipment together, and is helping us with procedures."

So far, Archer and 77th Street have shown an interest in forming their own teams.

One thing the girls do want to emphasize--their league is a fun league. A way of getting out on the court and doing your thing. There will be rules to follow, but you don't have to be a Chrissy Evert or Rosie Casals to join up.

Oh yes, the first CTA volleyball team is called the 69th Street Originals.

And like the girls say, "All we want to do is get out there and have a ball!"

"Come on in--the court is fine!" That's Rena McDonald on the left, Yvette Sullivan in the center, and Demetrel Parker on the right. If you gals out there would like to join them, just give them a call at 69th Street Garage.

cta sports

Mel Alexander, Sports Editor



Bert Cadney's Camera Catches The Action--

Swing and Sway With CTA Softball Players



"Mighty Casey" Norm Graver, Methods & Standards, did not strike out after this big swing. He hit a mighty grounder -- to the pitcher.

Joining the fans at the CTA-reserved Grant Park softball diamonds (south of Buckingham Fountain) one peaceful Sunday morning last month was staff photographer Bert Cadney, Photo. What he saw was a little less peaceful than the day. Here's hoping our softballers exhibit equal vim and vigor in their weekday work.



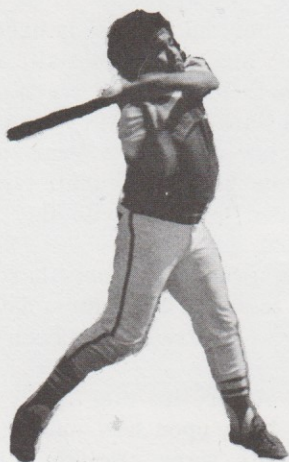
Action and inaction here. Charles Peterson, 77th Street, swinging; Pete Gonzales, Archer, catching; John Eckel, Accounting, umpiring. We won't identify the unenthusiastic loiterer.



George Wright, Archer, has the stance and the swing, but Catcher Gerald Jackson's 77th Street team won the game. Team members and fans gather on the sidelines to "analyze" the hitter.



Playing Coach Tony Andrews, Engineering, shows his General Office team how - - with a mighty swat. The G.O. won, too.



William Fletcher, Howard, tries to hit a pitch that sailed. It was so high that he underswung it. Good exercise, though.



Go, go is the obvious message from first base coach Arthur Bradford, 77th Street, to Everett Brown, who has hit a daisy cutter through the middle.



Here's a couple of "steals" of first base. Top, Lee McCol-lum, of losing Beverly, stretches in vain as Harry Madix, Howard, charges into the base. Bottom, Tom Ryan, of the winning General Office team, fumbles the throw and Joe Puolo, North Side ticket agent, punches the bag with his foot.



Come On Out!

You don't have to be a softball expert to enjoy a Sunday morning at Grant Park with the CTA swatsmiths. If you're not eligible to bring a glove, bring a picnic. Last games of the abbreviated season are played in late June but the playoffs begin July 11 with doubleheaders at 0915 and 1030 hours (CTA time). 77th Street looks like the best bet to win the playoffs, but who knows? A softball bounces funny, too.

CTA Retiree Keeps Active In Many Fields

A Pensioner Profile By Anit Leppiks

There's an adage, "Jack of all trades, and master of none."

Willis Helfrich, retired assistant secretary to the Transit Board, is living proof there are exceptions to every rule.

Helfrich's involvements range from swimming and hiking with the Boy Scouts to 'round-the-world tours, lectures, law, and macrame. He's doing all this at 70 years of age and has been doing it for half a century.

Helfrich not only participates in these activities; he teaches most of them, too.

It was obvious that Helfrich was no sedentary "bather" the first time we watched him teaching 10 and 11-year-old Boy Scouts to swim at the Glenview Paladium. It's an activity he's involved in every Tuesday night.

Half floating, half standing in the chest-high water, working with another instructor only slightly older than his 26-year-old son, Helfrich easily kept his own, sometimes coaxing, sometimes lifting the boys who practiced their fundamental strokes, swimming to him in relays.

Always encouraging, he made them do what they had come to do--swim--rather than scoot halfway down the pool to the safety of the pool's edge, as a couple of boys wanted to do.

After the lesson, Helfrich took advantage of the chance to enjoy the water himself.

"I've been swimming since I was 11--teaching since I was 12.

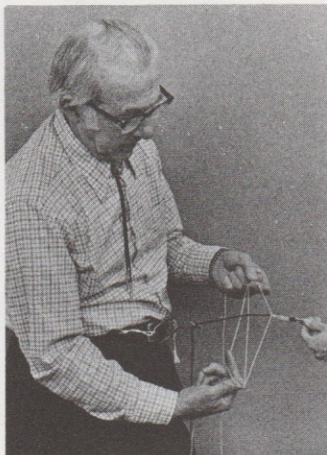
"I was deathly afraid of water before I learned, so I know how these boys feel," Helfrich says.

As a boy, he was terrified by news pictures of the Eastland disaster in the Chicago river in which 812 people perished after rushing over to one side of the ship while it was still in dock. The ship went under.

But, he says he knew he had to get over his fear of water as soon as possible. So he learned to swim in a little creek.

"After that, we went to a stone quarry, and a year later, I was showing younger kids how to do what I could do," he says.

He's been showing them ever since, saying he will



Retiree Willis Helfrich is a macrame instructor.

teach anyone from 6 to 60 to swim, but that he prefers teaching young beginners.

The basic--and hardest--thing to teach, says Helfrich, is how to breathe.

He teaches students to inhale, through their mouths, above water, then exhale slowly below.

When he's not busy in a poolside or indoor classroom, Helfrich can be seen hiking through Illinois, Indiana, or Kentucky, on yearly Boy Scout expeditions which trace the Abraham Lincoln areas. It's yet another phase of a love for the Scout movement Helfrich has had throughout his life.

Mrs. Helfrich shares her husband's interests. They work together to teach foreigners English, and, for anyone else who wants to learn, they teach macrame classes at the North Park Covenant Church.

Giving up a corporate law position a year after they were married to devote herself to their family life, Mrs. Helfrich has been involved with the Girl Scout movement for 25 years.

With so many projects going, it seems hard to imagine Helfrich has time to sneak away for a day or two--but he does. Since he retired, it's been for months at a time.

He just came back from Antarctica this April, and rather than merely think back upon how unique the scenery, penguins and seals were, Helfrich took slides, as he has with all his trips, and has set up a series of lectures, a la National Geographic.

He's been active for almost three quarters of a century now. And he says he plans to keep on going for another 25 years. But at the moment, he's dreaming of visiting Israel again this fall.



Eyes right: at poolside, where he's been regularly for 50 years, Willis Helfrich directs students to follow progress of classmate gaining mastery of water.

What To Do When

By Jack Smith

The time to figure out how you are going to spend your time in retirement is about five years before.

The sampling of activities such as motor mechanics, microwave cooking, and mah jong can be fun for a while. But, a variety of short enthusiasms can quickly turn to weariness at 65. And, you wind up sitting back on your duff and reminiscing about the good old days at CTA.

Retirement may give you an opportunity to develop new interests, but retirement is much more likely to be welcome if it expands the time you need for fully enjoying the interests that you already have.

The Willis Helfrich retirement story in this issue of Transit News demonstrates that carry-over activities can charge you with new energy after retirement and keep you feeling--and looking--young.

Probably the most gratifying kinds of retirement activity are those in which you are involved in (1) teaching and helping others and/or (2) putting a skill or talent you possess into profitable use.

In other words, the improvement of your golf score is insufficient as a continuing retirement tonic because not enough people care. But, the teaching of

golf to beginning groups at a boy's club may offer lasting psychic rewards.

Most happy retirees I have known are those who have part-time jobs or do volunteer work.

Some retirees have skills in such fields as salesmanship, art, sports management, and so on that are more likely to find outlets in commercial channels than in an occasional volunteer assignment.

In looking for a retirement vocation or avocation, a retiree should consult himself before running to the hobby book shelf at the public library. Most of us have some semi-frustrated interest that we would like to develop "just as soon as we have the time."

That could be it.

But, if nothing shows up after personal reflection, then it is interesting to try completely new activities on weekends and over vacation periods and see what grabs you.

I have known people who "never thought they would" to get very involved in such retirement pursuits as building and flying kites, collecting rocks, quilting, cutting silhouettes, wood carving, or pursuing family genealogy through graveyards and county courthouses.

What's yours? If you're already retired, and are restless, try the "sampler" method for a while. Even if it fails to deliver a continuing interest, it will give you enjoyable changes of pace.

And, if you have some time left before R-day, decide what it is that will make the day after your retirement party a day to look forward to.



THE WOMEN ENGINEER A CELEBRATION: To help celebrate the boss's 40th anniversary with CTA, the ladies of Engineering arranged a party for Manager Arthur Sandberg. From left to right: Kathy Stranor, Maria Benitez, Mary Pacyna, Kathy Hansen, Pam Marshall, Mary Boski who came over from the General Managers office, Bernie Kizior, Laurie Cloonan and Olga Rodriguez. Not present at the time the picture was taken, but also helping in the festivities were Michele Lloyd and Josephine Drozdowski.



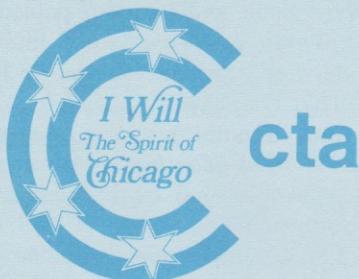
Crowning achievement after four years of night school was award of Business Administration degree from Roosevelt U. to Adolph Paytes, painter in West Shops.

Union Leaders To Meet With Pensioners

Officials of Local 241 will be honored guests at the July 13 meeting of the Pensioners Club at the Golden Flame restaurant on Higgins Road. Mike Kompanowski feels that all retirees in the Chicago area will wish to attend.

In The Spirit--

cta *The Spirit of Chicago*



-- appropriately, coincident with the summer patriotic holidays, CTA introduces a new parade bus decor to be used in civic events. It carries the above "Spirit of Chicago" front sign, inspired by Harold Geissenheimer, operations manager, and -- on the side -- the "I Will" Bicentennial symbol of the city of Chicago.



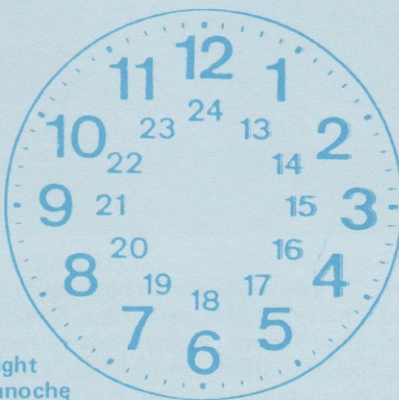
Spanish-American Doctor Joins Staff

Dr. Juan Zabaleta, well-known physician in Chicago's Spanish-speaking community, has joined the CTA Medical Department on a part-time basis. A native of Columbia and graduate of the University of Cartagena, he came to the U.S. in 1966. He will continue his practice at the International Medical Center on Fullerton in the afternoons and have office hours at CTA in the mornings.

CTA Adopts 24 Hour Clock

Here's how it works as shown in new downtown map now in production.

0001 12:01 AM	
0100 1:00	1300 1:00 PM
0200 2:00	1400 2:00
0300 3:00	1500 3:00
0400 4:00	1600 4:00
0500 5:00	1700 5:00
0600 6:00	1800 6:00
0700 7:00	1900 7:00
0800 8:00	2000 8:00
0900 9:00	2100 9:00
1000 10:00	2200 10:00
1100 11:00	2300 11:00
1200 12:00 Noon Mediodia	2400 12:00 Midnight Medianoche



See also story page 9.

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