

CTA's Position on RTA Budget

By George Krambles
CTA General Manager

Presented July 19, 1976,
to the Board of the Regional Transportation Authority

We appreciate this opportunity to present for the record a statement by the Chicago Transit Authority pertaining to proposals for RTA contributions to the CTA to help supplement fare box collections for the RTA's fiscal year of 1977.

We realize fully that this may be interpreted as a last-minute presentation in relation to your pending adoption of a 1977 budget, but we believe that the CTA would be remiss in its obligation to its riding public if certain points were not brought to immediate public attention.

We also are presenting this statement out of the respect we hold for all the members of your Board. As we hope you appreciate, our policy at the CTA always is to be straightforward and honest with you in our relationship, and thus we would be remiss if we did not make certain that you are fully apprised of what the impact of the RTA budget proposals would be.

It is our understanding that the budget draft before you proposes a contribution by the RTA of approximately \$104 million to the CTA in your new fiscal year.

This proposed \$104 million compares with a request of \$133 million made by the CTA as the necessary supplement to system-generated revenues to continue the CTA's present services at the present fares.

The difference between the CTA request and your budget proposal represents a shortfall of upwards of 29 million dollars. Compared with our total anticipated operating budget, this shortfall of 29 million represents a reduction of more than 9.1 per cent in the funds we deem necessary to carry forward our operations for a service area embracing approximately 4 million persons.

A cut in operating funds of such a large amount would force the Chicago Transit Authority into an extremely critical financial crisis.

The CTA would be forced to raise fares and/or to reduce service. It probably would have no recourse but to do both - raise fares and reduce service.

Because of its obligations to its riding public and for many other reasons, the CTA does not want to do either. It neither wants to raise fares nor reduce service.

Ever since it began operations 29 years ago, on October 1, 1947, the Chicago Transit Authority, in good and lean times alike, has adhered without fail to a policy of providing comprehensive transit service. CTA is internationally recognized as one of a handful of transit systems in the world with truly comprehensive services.

Such comprehensive services represent the lifeblood to the vitality of Chicago, to the suburbs we serve directly, and, yes, to the entire metropolitan area which benefits in so many ways by having a strong city as the hub of a great urban center.

We wish to emphasize again that we have the greatest of respect for all members of your Board and that we are cognizant of the serious problems you face in developing a budget for your new year.

However, in times of crisis, it often is good to remind ourselves of what has gone before. Let us refresh our

memories of the reasons that led to the creation of the Regional Transportation Authority.

One of the initial prime purposes of the RTA was to maintain existing services, stabilize or maintain existing levels of fares, and provide for an expansion of services, particularly in the suburban area.

This was the commitment on which the campaign for the successful referendum of March 17, 1974, was largely based. In fact, during that campaign, the hope was expressed to the public that not only should fares be kept at present levels, but that they possibly should be reduced.

Up to now - in fact, up to this very hour - the Board and the staff of the RTA, in our opinion, have performed admirably in carrying out that commitment and promise to the public.

Furthermore, the RTA has been able, up to now, to carry out this commitment by keeping the public contribution at a relatively low level in comparison with the experiences of other major cities and urban centers of our country. Chicago Transit Authority has had the lowest public funding percentage of any major city or urban area.

For the CTA's 1975 fiscal year which ended last December 31, 67½ per cent of operating costs was provided by fare collections and other system-generated revenues, while 32½ per cent was publicly funded through the RTA.

In sharp contrast, public funding for transit operations amounted to 74 per cent in Atlanta, 71 per cent in the Boston area, 65 per cent for the surface system in San Francisco, nearly 65 per cent for the Los Angeles area, 53 per cent in Pittsburgh, and 48 per cent in Philadelphia.

A time-tested axiom of public transportation is that there is an inverse relationship between the level of fares and the volume of riding. An increase in fares is certain to result in a reduction of riding, and any reduction in riding would be contrary to what all of us want to achieve.

Today, a dollar received through RTA results in service that produces more than \$1.40 in fares from transit users. Conversely, if service cuts are proposed so as to live with budget cuts, removal of a dollar of public funding support threatens to reduce CTA resources by \$2.40! Even more would be lost, if due to a service cut, a rider is not able to make the return journey conveniently, and so also avoids patronizing CTA for the going journey.

As we mentioned earlier, we realize that this is the 11th hour in your deliberations on a new RTA budget for fiscal 1977.

On behalf of its 2 million daily riders and its service area of 4 million persons, the Chicago Transit Authority respectfully beseeches you as members of the Board of the Regional Transportation Authority to find the means for supplementing fare box receipts to the sufficient extent that neither a fare increase nor service reductions would be necessary.

Should the Board in its deliberation today find no alternatives to the proposed budget, the CTA further pleads that the RTA Board, as quickly as possible, move to amend its budget to overcome the shortfall for the CTA and to avoid a fare increase and service cuts.

For its part, the Chicago Transit Authority pledges to redouble its efforts to improve the efficiency of all of its functions so that the combination of rider and public dollars will produce the maximum beneficial result.



Stars On The CTA

When NBC-TV viewers see Freddie Prinze and his gorgeous girl friends on the first full-length CTA "movie lot" next fall, they will not be conscious of the behind-the-scenes performers who made the whole movie feasible.

But, Producer Ed Montagne knows them--the men and women, trains and equipment of CTA. And, he says, they provided the greatest cooperation this veteran Hollywood movie maker has ever received from any public transportation system anywhere.

During four days of shooting at Skokie Shops, on the Loop L, and at the Merchandise Mart--and over the preceding planning period--more than 141 CTA people contributed to the success of the film project.

Actually, work began nearly a year ago when Montagne and his associates "cased" CTA along with a number of other metropolitan systems and awarded Chicago their "Oscar" for the best urban transit setting of them all.

After retouching of the shooting script to capitalize on the unique advantages of CTA (the plot was switched from subway to elevated, for instance, to get daylight and more picturesque skyline backgrounds), a weekend date was set for late May.

Appointed as coordinators to work with the filmmakers were Bob Heinlein of Public Affairs, and Bob Janz, representing Transportation.

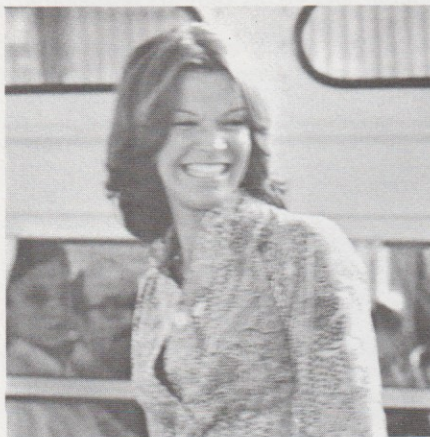
Included in the preparatory work necessary was arrangement of personnel and equipment protection by Don Lemm, director of Insurance, and development of a contract for use of our properties through the assistance of Ellen Kane Munro, Law.

Facilities and trains were all rented from CTA. Additional lease revenue was obtained when Heinlein suggested that the crew use CTA's new lift truck (Transit News, back page, May) for bird's eye camera angles on the yards at Skokie.

The lift truck proved much more satisfactory than the cherry-picker he had planned to rent, according to Montagne. It had a platform big enough to accommodate camera, tripod, and several of the technical crew.

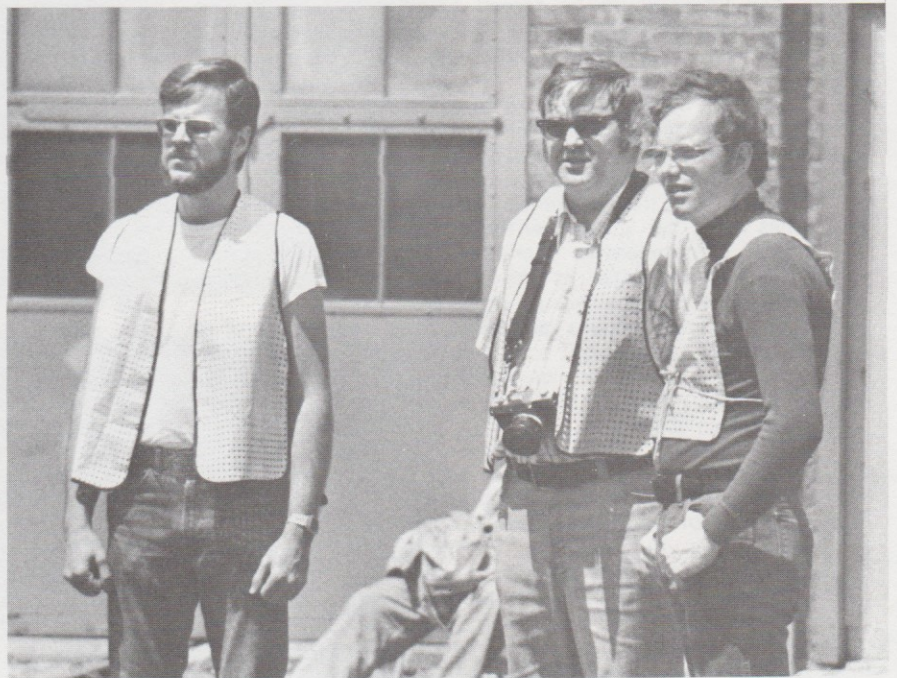
The Skokie yard was "immaculately cleaned and set" for the shooting, Montagne remarks. This project was organized and supervised by Jim Pankonen, superintendent of rail vehicle maintenance.

Dan Mulvihill, shop foreman at Wilson Avenue, helped get rapid transit equipment



These CTA men worked hard, but are they working here - - or looking? In Prinze language, it was looking good! Top, Brooke Mills, posed in her go-to-work outfit at Skokie. Next, Joanna Devarona getting rid of her makeup. Next, Chris Belford. Finally, Linda Bogart. Both caught on the L platform. Oh yes, the lookers. They are, left to right, Jim Carroll, switchman on the Skokie set; Bob Janz, coordinator from Transportation; John Blum, safety inspector.

Cover Photo: Freddie Prinze, the star in the CTA film, has a huddle with Coach Bob Heinlein before performing trackside acrobatics at Madison and Wells which you will see on NBC-TV this fall.



into proper "on camera" focus.

Art Rappold, electrical maintenance, was of great help to the film planners during all four days of shooting, showing the CTA support team how to "power isolate" the Skokie yards and the Ravenswood tracks so that trains could still be moved as necessary, but all actors would be safe.

On Sunday, a sequence at Madison and Wells had Prinze sprinting up the platform, and running along beside a moving train.

Heinlein served as coach for the stunt man footwork of Prinze.

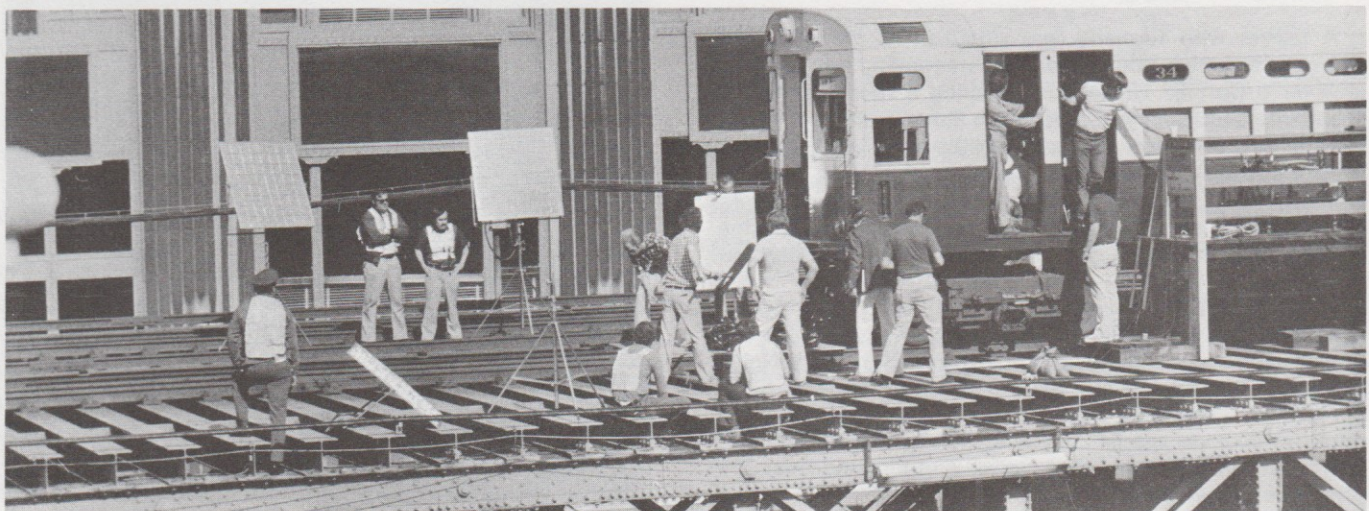
The Prinze-starring motion picture will be on the entire NBC network this coming fall, probably as one of NBC's popular Night At The Movies features.

In a visit with CTA management after the shooting, Montagne gave high credit to CTA for the success of the project and said he would recommend Chicago as "the best place" to make a movie--and from all standpoints: transit system, scenic background, and the cooperation of the city.

In a letter to Mayor Daley, the producer singled out Joan Romanyak of the Mayor's Office for her excellent work in coordinating city services and police protection necessary in the production of the movie.

Names of the CTA people involved are listed on Page 18.

The Skokie yard sequence was shot on CTA's new red lift truck, right, with convenient platform for the crew. Dan Mulvihill, below, had the job of keeping CTA equipment running properly. He is shown inspecting a door light to make sure it will function on camera. Jim Pankonen, right below, looks very much a movie director in surveying the Skokie set before the shooting. Below, the entire crew films a sequence involving the tracks beside the Merchandise Mart.



commendation corner

"Several of us ladies get together in the morning to walk to the 'L' at 63rd and University," said Mrs. Julia Thomas, of South Kenwood Ave. "I want the CTA to know how thankful we are for the ticket man, Davis (Cosmore Davis, South Section). This is a man who is kind, fair, and who treats people with respect. But most of all, being women, we feel safer getting to the station when he is there."

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Mrs. P. Snell, of North Kenmore Ave., said the driver of a Sheridan Road bus she was riding (Howard D. Monroe, North Park Garage) "was so kind and patient with the senior citizens and also other riders, I think it should be brought to your attention. I am a senior citizen and appreciate the courtesy shown me, as I know I don't move as fast as when I was younger."

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"I haven't been on a bus in years," wrote Mrs. Joseph Chuckro, of Harwood Heights, after riding a Grand Ave. bus operated by Na'im Muhammad (North Ave. Garage). "I usually drive everywhere, but I must say, if all your bus drivers were like him, I wouldn't even bother owning a car. He was pleasant, always smiling."

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Mrs. Sylvia M. Bonnheim, of South Hyde Park Blvd., said that when another passenger fainted on the Jeffery Express bus she was riding from the Loop, the operator (Lafayette D. Garmony, 52nd St. Garage) "stopped the bus and asked the people who were standing to please step off, and that they could board again later. He called a policeman, and before I knew it, a fire ambulance was on the scene. The whole episode took all of five or ten minutes. Everyone was calm. All this was due to the efficient way he handled the situation."

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"Your operator No. 4106 (Darold O. Wardlow, Limits Garage) was the most pleasant and cheerful driver I have encountered in a very long time," said Ms. J. M. Sauter, after getting off a No. 156 bus near her office on West Adams St. "He very patiently helped four elderly and confused citizens to reach their destinations. He is doing a great deal for your public relations."

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A lawyer who formerly was alderman of the 5th Ward reported that five young men were annoying two teenage girls on a Cottage Grove bus, "making a stream of verbal comments and leaning over to touch them." After the girls left the bus, the driver (Russell J. Williams, 77th St. Garage) "spoke sharply and well to the adolescents," said Leon M. Despres, "but refrained from creating an incident. As soon as he saw a police officer, he had him board the bus and remove the offenders. The matter was handled admirably."

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Mrs. M. C. Thomas, of South Michigan Ave., said, "It was my pleasure to be a passenger on a Drexel-Hyde Park No. 1 bus driven by operator No. 6219 (William C. Johnson, 52nd St. Garage). Not only is he a personable young man, but I think he deserves special commendation in that he calls out the streets in a strong, clear voice, and also indicates the other bus lines available at the transfer points."

'Tillie' Jakubowski Welcomed Aboard

Mrs. Mathilda Jakubowski, housewife, neighborhood leader and constant rider of the CTA, became a member of the Chicago Transit Board at the July meeting. An appointee of Gov. Dan Walker, she succeeds Wallace D. Johnson, an investment banker, whose term has expired.

Mrs. Jakubowski, a native Chicagoan and a resident of the southwest side Pilsen community, is the second woman ever to serve on the CTA Board. The first woman Board member, Mrs. Bernice T. Van der Vries, of Evanston, presented Mrs. Jakubowski at the Board installation ceremonies.

Mrs. Van der Vries, who had served 22 years as a state representative, was appointed to the CTA Board in 1957 by former Gov. William G. Stratton and retired from the Board in 1971.

Mrs. Jakubowski and her husband, Alosius, are the parents of eight children, six of whom still live at home. The family lives near the 18th street station of the Douglas rapid transit route.

She prefers to be known by the nickname of "Tillie."

Mrs. Jakubowski is co-chairman of the community relations committee of the Polish American Congress, a member of the school board of St. Adalbert's elementary school, and a member of the mothers club board of St. Ignatius College Prep. Recently, she served as co-director of the CETA (Comprehensive Employment Training Act) program under the Model Cities Program.

Keenly interested in her new assignment, Mrs. Jakubowski has already acquainted herself with a number of CTA departments.

"One thing that comes through loud and clear," she says, "is that most of the employees are proud of the CTA, and they really want to work for it."

"If I could help bring that feeling to the passengers--the feeling that these are our buses, our trains--that would solve a lot of problems."

"It's very infectious--this feeling of belonging to the CTA."



July's Transit Board meeting was in the "significant week spirit" of the Bicentennial. Mathilda Jakubowski was inducted as the second woman Board member in CTA history, right. Mrs. Bernice Van der Vries, retired first woman Board member, escorted her to the Board table, as the Jakubowski family looked on, proudly. The Jakubowski family: seated, left to right, Donna May, Jeanne Marie, Anina Marie, daughter-in-law Linda and her husband Brian; standing, left to right, Eric, Carl, Alosius (Mrs. Jakubowski's husband), and Mary Beth. Not able to be present was the Rev. Father Allen Jakubowski, whose duties kept him at his Chippewa Falls, Wisconsin, parish. During the pre-Board meeting, a presentation of the newly remodeled 43rd Street rapid transit station with supergraphics for the convenience of riders, bottom of page 4. Also, recognition of Janitor Florzell Thomas for apprehending vandals on the CTA State Street subway. The act brought the personal congratulations, bottom left, of CTA board member Ernie Banks. After the Board meeting: an inspection of roof vents to be installed on new CTA buses to allow for cooling of buses and comfortable circulation of natural air under outdoor climatic conditions not requiring air conditioning. Acting Chairman James J. McDonough, shown at bottom right trying the vent, noticed the vents on European buses during a recent trip and testified as to their effectiveness.





Time out

with Anit Leppiks

Things to do in the Chicago area

Enjoy a multi-faceted indoor-outdoor calendar of events this summer. Most are in the city--a short ride away on the CTA.

Explore and Inspect

ART INSTITUTE OF CHICAGO--Jacques Villon, prints by the French master (1875-1963), opens Aug 1, Gallery 108. Art At The Time Of The First Centennial thru Aug 8, A. Montgomery Ward Gallery. Japanese Prints by Okumura Masanobu (1686-1764), considered one of the greatest influences on the Ukiyo-e school in the primitives, thru Aug 15, Gallery 114. Seldom-Seen Photographs by master photographers including Stieglitz, Steichen, and Cameron, thru Aug 15, Gallery 106. The World of Franklin and Jefferson thru Sept 5, Morton Wing. Photographs by Wynn Bullock thru Sept 5, Lacy Armour Gallery. Mon-Wed, Fri-Sat from 1000-1700; Thurs from 1000-2030 (free); Sun, hol from 1200-1700. Suggested fee: \$1.50; students, seniors, 50¢. Michigan at Adams. 443-3500.

AUDITORIUM BUILDING HISTORICAL EXHIBIT traces construction and uses of the Adler and Sullivan architectural masterpiece. Designated a National Historic Landmark, the building was completed in 1889 and housed a theatre, hotel, and office complex. Mon-Thurs from 0800-2100, Fri from 0800-1830, Sat from 0800-1600. 430 S. Michigan.

CHICAGO ARCHITECTS exhibit thru Aug, Chicago Public Library Cultural Center. Mon-Thurs from 0900-2100, Fri from 0900-1800, Sat from 0900-1700. Free. Third floor, 78 E. Washington.

CHICAGO HISTORICAL SOCIETY--Creating A New Nation: 1763-1803 exhibit includes an original broadside of the Declaration of Independence, continuing. Bi-

centennial Quilt, made by women volunteers at the society, on display thru Aug, Pioneer Life Gallery. Charles D. Mosher Photographic Exhibit of Prominent Americans (1875-1890), thru Aug. Mon-Sat from 0930-1630; Sun from 1200-1700. Adults, \$1; children (6-17), 50¢; seniors, 25¢. Clark at North. 642-4600.

CHICAGO HISTORICAL SOCIETY BICENTENNIAL EXHIBIT thru Aug 27, Upper Avenue National Bank, John Hancock Center. Paintings, engravings, and other objects trace the development of the nation, Illinois, and Chicago. Mon-Thurs from 0830-1630, Fri till 1800.

FIELD MUSEUM OF NATURAL HISTORY--Environment Film Series. Museum open Mon-Thurs from 0900-1800; Fri (free) from 0900-2100. Adults, \$1; parents w/ children, \$2.50. Roosevelt Rd at Lake Shore. 922-9410.

LINCOLN PARK ZOO--Animal of the month for August--Water Moccasin. Daily from 0900-1700. Children's Zoo from 1000-1700. Farm-in-the-Zoo, 1900 N. Stockton Dr, from 0945-1700. 2400 north in Lincoln Park.

MUSEUM OF CONTEMPORARY ART--Fashion Photography: Six Decades, thru Sept 6. American Crafts '76 thru Sept 6. Mon-Sat from 1000-1700 (Thurs till 2000); Sun from 1200-1700. Adults \$1; students, children under 16, 50¢. 237 E. Ontario. 943-7755.

MUSEUM OF SCIENCE AND INDUSTRY--Contemporary Yugoslav Prints, thru Aug 8. Fragments of a Light Year, collection of neon sculpture by S. Thomas Scarff, thru Sept. Kaufuss Birds, 30 papier-mache birds, thru Nov. Daily from 0930-1730. Free. 57th & Lake Shore. MU 4-1414.

Ride and Stroll

BIKE TOURS--Lincoln Park, Aug 15, 29 at 1400. \$2. From Academy of Sciences, Clark & Armitage. Hyde Park Kenwood, Aug 8, 22 at 1400. \$2. From Harper Court, 52nd & Harper. Bring your own bike. 326-1393.

BUS TOUR of Chicago Archi-

ture (3½ hours) starts from ArchiCenter, Sat at 0930. \$7; reservations. 111 S. Dearborn. 782-1776.

LOOP WALK Tues-Sat at 1000, 1400; Sun at 1400. \$2. From 111 S. Dearborn. 782-1776.

WALKING TOURS--Hyde Park Walk, Aug 1, 15, 29 at 1400. \$2. From Rockefeller Chapel, 59th & Woodlawn. Lincoln Park Community Walk, Aug 1, 8, 22 at 1400. \$2. From Academy of Sciences, Clark & Armitage. 326-1393.

Sit and Listen

AIR AND WATER THRILL SHOW Aug 14, 15 at 1400, Lake Shore Park.

GRANT PARK CONCERTS--Brian Priestman, conductor; Aug 1 at 1900 (with Maris Albs Spanish Dance Company), Aug 4, 6 at 2000; Aug 7, 8 at 1900. Pavle Despalj, conductor; Elizabeth Knighton, soprano; Aug 11, 13 at 2000. Despalj, conductor; Janice Hutson, soprano; William Diana, baritone; Grant Park Symphony Chorus; Aug 14, 15 at 1900. David Zinman, conductor; Malcolm Frager, pianist; Aug 21, 22 at 1900. Zinman, conductor; Aug 25, 27 at 2000. Zinman, conductor; Diane Ragains, soprano; Mary Pat Finacune, mezzo-soprano; Jonathan Welch, tenor; Stephen Marquart, baritone; Grant Park Symphony Chorus; Aug 28, 29 at 1900. Free.

ILLINOIS CENTER PLAZA NOONTIME EVENTS--Afro-American Dance Group, July 29. Local Championship Badminton Jazz Dance Group, Aug 12. Bonwit Teller Fall Fashion Show, Aug 19. Crafts Fair, Aug 26. Free. 111 E. Wacker Dr.

LAKEFRONT FESTIVAL Aug 16-23. Annual Venetian Night Aug 20 at dusk, Monroe St. Harbor. Buckingham Fountain Art Fair Aug 21, from 1000.

THEATER ON THE LAKE--"The Mousetrap", Aug 3-7. "Hot L Baltimore", Aug 10-14. "The Sunshine Boys", Aug 17-21. "Toys In The Attic", Aug 24-28. "1776", Aug 31, Sept 1-4. Performances at 2000; \$1.50. Fullerton Pavilion at Lincoln Park. 348-7075.

cta engineering department projects in progress

FACE LIFT: Removal of old ballast, ties and rail on CTA's rapid transit service, as was done on the North Side main line recently, assures CTA passengers of smooth riding and continued good service. The installation of new ballast, oak ties and welded rail is continuing.



IMPROVING THE FOOT-ING: Footwalks on CTA's elevated structures are often seen, but seldom appreciated. People don't realize their dual purpose. The footwalk permits inspection and maintenance of the elevated, but it also provides an emergency walkway for passengers should such become necessary. The North Side main line is one of dozens of areas being renewed under the Phase II Capital Improvement program which runs into 1978.

DOWN WITH A HAZARD:
Good housekeeping means not having to be told when a structure such as this dilapidated substation near Fullerton should be removed. The abandoned building not only was a hazard to CTA rapid transit, but a potential meeting place for vandals. This and other buildings in similar disrepair are being razed under provisions of the 1974 Capital Improvement program.



SOMETHING NEW AND POWERFUL:
Moved into operation at the Cottage Grove avenue at 62nd Street substation is modern replacement power equipment. Besides having the latest design and requiring little maintenance, the power plant is completely automatic and controlled by the power supervisor from the control center in the Merchandise Mart. The old equipment, including the rotary, has been removed from the building and sold as scrap.

CTA Booth Is Hit At Trade Fair

By Rick Willis

One of the "biggest sellers" at the International Trade Exposition at Navy Pier this bicentennial July was an array of local Chicago travel information. By CTA, of course.

Many thousands of visitors to the fair, coming upon the eye-catching CTA booth in the main corridor of the spectacular summer show, took away one or more of CTA's brand new transit information guides . .

- .. the bi-lingual Downtown CTA Map
- .. the up-to-date CTA system map, also bi-lingual
- .. the bright-colored new Spanish-language CTA travel information brochure.

Visitors to the booth also bought copies of CTA postcard showing the Ben Franklin bicentennial train and of the colorful historical posters created for ride-and-learn display at rapid transit locations by artist Csaba L. Zongor, CTA promotion coordinator.

The watercolor posters portray the meaning behind the four stars in the city of Chicago flag; the Fort Dearborn settlement, the Chicago fire of 1871, the World's Columbian Exposition of 1893, and the Century of Progress of 1933.

Team spirit and hard work by many CTA representatives made the CTA booth a big success.

The display was designed by Robert Aldworth, supervisor of graphics design, and Stephen Wolgemuth, graphics de-

signer, from the operations planning department. The posters formed a backdrop for the display of information literature. A continuously revolving display of Chicago scenes available by CTA, projected on a giant screen, attracted the attention of passers-by. The slide-show, with the frequently-repeated title "CTA: The Way To Go," was developed by Jack Sowchin, graphics design and audio-visual specialist in the public affairs department.

John Schwartz, superintendent, and LaVergne Schultz, coordinator, office services department, arranged storage and transportation for the mountains of materials and supplies. Ralph Bess handled the moving. Chicago's Department of Water and Sewers provided storage space at the nearby filtration plant garage.

Superintending booth operation were Frank Mariani of community relations, during evening periods, and James East, also community relations, daytimes. Jeff Stern, public affairs, was co-attendant at the booth on most of the evenings.

Others volunteering their time to serve as "CTA pitchmen" at the booth were Judy Kolovitz, Cam Render, and Art Green, advertising and promotion; and Betty Edwards, Anit Leppiks, Don Yabush, and Arline Datu, public affairs.

A system for recording sales of posters and cards received was developed by Harold Brown, director of accounting, and Daniel Perk, manager of the treasury.

The booth served as a magnet for favorable comments by the public as well as a distribution center.

A doctor from 16th street said the CTA exhibit was the most useful at the Fair. A couple from Sweden said they found CTA bus drivers to be the most courteous and helpful they have ever seen.

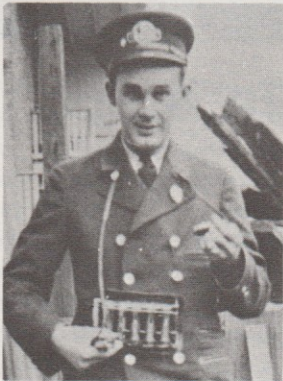
Our women bus drivers were complimented by an Ohio couple. A trade consultant to Ecuador saluted CTA for publishing maps in Spanish.

Orders for bulk copies of the maps and brochures were placed by representatives of business firms, hotels and restaurants.

The opportunity for CTA executives to meet transit riders directly was an additional advantage. A typical comment was that of a woman who confessed that she wished more exhibitors would give as thoughtful an opportunity for consumers to talk directly with management.

The exhibit space cost CTA nothing. It was traded for display advertising support for the fair via car cards on buses and trains and at rapid transit locations.

Fair Handler Hildebrant



Hildebrant in '34



Hildebrant today

Thomas A. Hildebrant, district superintendent for Area C, was responsible for keeping the buses rolling during the 18-day trade fair. Hildebrant stationed himself at Navy Pier each evening to oversee the operation personally.

He kept passenger traffic flowing smoothly by pressing more buses into service as crowds flocked to and from the pier. "Sometimes it meant borrowing from other routes," Hildebrant says. He has handled similar activities for CTA from Wrigley to Soldier Fields and the Chicago Stadium.

The holiday weekend was the busiest for CTA. According to Hildebrant, 46 extra buses were required. "I can't take all the credit for the smooth operation," says the North Avenue based superintendent, "I had good cooperation from everybody."

Hildebrant who retires next February 1, after more than 42 years service, started his transit career in 1934 as a streetcar conductor at Division and Western avenue when the pay was only 68 cents an hour. The next year he became a bus operator. "Those were the days when your legs got sore from double clutching," he recalls.

"In those days you had to have the right weight for a job," Hildebrant says. "I ate bananas and drank water to weigh enough. It was worth it because CTA is the greatest company one can work for."

Hildebrant's father, Onie, and two cousins, also spent many years with the CTA. Collectively, the family has compiled a total of 150 years of service.



A poster sale on the first day of the fair. Buying are Cindy Sulaski, left, of Chicago, and Linda Broacato, right, of Des Plaines. Artist Zongor, the salesman, had autographed the poster. CTA's Judy Kolovitz assists.



Classroom On Rails

By Anit Leppiks

Eighty-five Northwestern University students pooled \$475 "tuition" on a recent Sunday to charter two CTA rapid transit cars for a classroom on wheels. They did it to explore one of the world's greatest treasure troves of architectural history, Chicago.

The train took them from the Davis street station, Evanston, to and around the Loop three times, and then over the Ravenswood route. All the while Henry Binford, assistant professor of history, and Leland Roth, assistant professor of art history, kept up a running commentary.

Roth explains, "Chicago has the greatest collection of architecture showing the development of the commercial skyscraper. These begin with the buildings constructed following the Chicago Fire of 1871 and include the Reliance, the Monadnock, and the Rookery buildings, as well as today's Inland Steel building, the Methodist Temple, and the First National Bank.

"Just by looking toward the lake from the Loop, you can see the beginnings and development of modern urban planning.

"Chicago is an outdoor museum, too, complete with the benefits of your own Chagall or Picasso," he says.

Binford explained that the north side elevated structure, for the most part, was built over alleys to save the costs of acquiring and clearing land. The result, he noted, was a



The lecturers: Prof. Binford, left, and Prof. Roth.



somewhat snake like right-of-way at some locations.

As the train rolled by Graceland cemetery in the Uptown area, Binford explained that the trees hid a view of the graves of many of Chicago's early leaders.

As the train continued toward downtown, Binford gave historical accounts of the various north side communities. He explained that Lake View in the 1880's was a village noted for a resort hotel that was then "out in the country."

In the vicinity of North avenue, Binford pointed to a few remaining frame houses that typified the latter part of the last century when that area was settled largely by German and Swedish immigrants.

As the train rounded a curve at Wells and Kinzie streets, Roth, the architectural expert, called attention to the Merchandise Mart's ornamentation of the Art Deco design which, he said, may often be overlooked by passers-by.

Sunday was an especially ideal time for the Northwestern students to study the downtown architecture from the chartered 'L' train. On Sundays, there are no trains in regular service on the Wells and Van Buren sides of the Loop elevated. Thus, the students' train could be stopped for long periods of time in those sections of the Loop 'L' for detailed observation of nearby buildings of architectural fame.

"People living in big cities are so accustomed to busy schedules that they may not take the time to observe many of the things that make their cities beautiful and outstanding," said Roth.

"Chicago continues to enjoy world fame for its innovations in architecture. Downtown Chicago, with its old and

new architecture of great variety and distinction, is a wonderful classroom!"

Brian Gleisser, a Northwestern junior from Cleveland, was the organizer of the chartered train tour, recruiting many of the students for the trip from his Shepard Hall residence.

Binford and Roth, who are faculty advisers for Shepard Hall, welcomed the opportunity for extra-curricular duty as the faculty for the "classroom on rails."

In fact, it was from Binford's past practice with smaller groups of students that Gleisser got the idea for the trip. In the last several years, Binford has taken small classes of 10 to 20 students on trains in regular service to lecture on the city.

Binford, who gives his 'L' train lectures with the zest of an ardent rail fan, explained that he first obtained much of his information from riding the 'L' by himself and by interviewing oldtimers in the various Chicago communities along the rapid transit routes.

During the Loop segment of their Sunday tour, the Northwestern students were joined by Harold H. Geissenheimer, CTA General Operations Manager, and his mother, Louise, who, as new residents of Chicago, were especially interested in the lectures by Binford and Roth.

Also coming on board the "classroom on rails" was George Krambles, the CTA's General Manager.

"This was a wonderful occasion," said Krambles. "We hope that more groups will benefit from the opportunity to charter trains-and buses-to see and learn more about the many fine features of Chicago."

Take It From This Retiree—

Whittling Is No Waste of Time

By Rick Willis

What to do when one retires is a question that many people ponder as they approach that inevitable day. But, not 66-year old Joe Stanton, a CTA employee of 32 years who has been retired since April 1, 1974.

Stanton is a wood carver. He spends his time whittling, carving and exhibiting his work at art fairs in the Chicago area. His entry in the June Chicago Lawn Chamber of Commerce Art Fair won a fourth place ribbon in the wood carving and sculpture category.

Says Stanton, "I'm a wood carver because it is very relaxing. And when I can get people to smile, I've done what I want to do.

"For me, there is no such thing as having to find something to do."

Stanton's wood carving and whittling hobby is commensurate with his carpentry trade. After eight years in transportation as a motorman and then a bus operator assigned to Archer garage, Stanton joined Ways and Structures in 1951 as a carpenter. In 1958, he transferred to the Building department where he retired as assistant foreman.

Stanton had enjoyed his pastime for many years, but only pursued it with enthusiasm as he neared retirement, he says. The hundreds of figurines he has made since runs the gamut of shapes and sizes - - all skillfully created from the artist's imagination.



Joe Stanton demonstrates his wood carving technique for a young admirer at a recent Chicago Lawn Chamber of Commerce art exhibit. On display shelf are some of his handmade art objects. Stanton, a CTA employee for 32 years, retired April 1, 1974.

The difference between carving and whittling, he explains, is in the wood as well as the tools. Carving is done with a chisel and mallet. Whittling, which Stanton likes best, is done with a pocket knife and the wood is usually softer.

Besides the major differences, whittling can accommodate the hobbyist more easily. Says Stanton, "I can whittle while I wait in the car for my wife as she does her shopping. In fact, that is when I get a lot of it done."

Although he sells some pieces he makes, many figurines decorate Stanton's home in Chicago Lawn while they wait to be distributed to friends and relatives at Christmas and on other occasions. "They make splendid gifts," he says.

Meanwhile, he has been busy preparing for the recent exhibit of his work at Talman Bank in the Chicago Lawn community at 55th Street and Kedzie Avenue.

Other exhibit invitations which Stanton has accepted include the Moraine Valley College Bicentennial Celebration set for August 12, and the Little Red School House, 103rd and Willow Springs Road, Hickory Hills, on October 3.

Stanton's photographer son, Richard, sometimes joins his father at exhibitions with his own work. Judges at the Chicago Lawn Art Fair awarded Richard Stanton the first place ribbon for excellence in photography. He is also a CTA employee assigned to the Photographic section in the Merchandise Mart.

CTA North Breeze Down South

CTA memories have whipped up a new Florida club, based in New Port Richey just north of Tampa. It was started by pensioner Jack Williams of Chicago who later moved his home to the Suncoast. The new CTA Pension Club, with 58 members, meets in the Civic Room of the Clearwater Federal Savings and Loan in the Southgate shopping mall on Route 19. Meetings are held on the fourth Tuesday of each month at 1330 hours. Special events include golf parties and ocean cruises. New CTA residents in the area are invited to join and CTA tourists are encouraged to visit. Don Murphy, an instructor for both bus and rapid transit operations for 13 years, is club president. John Robinson is vice-president and Marion Mahoney, the wife of John Mahoney, former supervisor at Limits, is secretary.

cta people

PENSIONER NEWS: The ED SLAMPS, Utility, have settled in Phoenix; address is 1901 N. 21st St., zip 85006...Also moving to Arizona are the TED WODARSKIS; they will live in Sun City...Fourth of July birthdays in this Bicentennial year include CHARLIE BARAGLIA.

Another female first for CTA is the job of sub-unit supervisor (for ticket agents) and the first occupants are ROSEMARY ROBERSON and KATY MORIARTY, our first woman controller. Rosemary is pictured below at Madison and Wells on one of her itineraries.



Rosemary Robertson

An "all in the CTA family" wedding was that of BEATA WELSH, Capital Development, and DAVID PHILLIPS of Routes/Systems in the bride's hometown of Haverstraw, N.Y., right on the Hudson River. The honeymoon was in Martinique in the French West Indies.

... The bells were ringing for LINDA LeMONNIER and DAVE BREMER on May 22 at Hometown Christian church. Linda, secretary in Public Affairs, and Dave, clerk in Store-room 61, were united in holy matrimony before the happy gaze

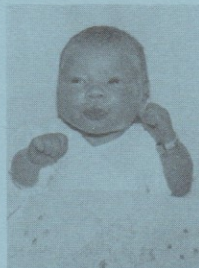


Linda and David

of JAMES R. QUINN, vice-chairman of the Board, who is Dave's grandfather. The happy couple honeymooned in Aspen...JOSEPH BEENE, baritone, who sang for Whitney Young high school in the annual Festival Concert of the Chicago public schools, is the son of Operator ANGEL BEENE, Archer. Angel and his wife, ROSE, celebrated their 20th wedding anniversary at about the same time...Recovery of stolen property wins commendations for four members of the Security department: for RALPH VERNON and BENNIE FICKE, who recovered a stolen truck on South Honore, for STEVE PAMON and ISIAH BROWN who were responsible for recovery of a stolen bus at 57th and Ashland...Two blessed events at Skokie Shops:

MUZIO FICARELLA, electrical worker, and wife, ANTONIETTA, welcome a 7 lb. boy, NICK ANTHONY, and another boy, KRISTOPHER ALLEN, weighs in at 8 lbs. 1 oz. on the scale of electrical worker BYRON LeVAULT and wife PATRICIA...

It's a boy, STEVEN MATTHEW, born to INGRID and PAUL JANKOWSKI on May 26 weighing 7 lbs. 3 oz. Mom Ingrid worked in Customer Services, and dad Paul is a signal maintainer...ELDA LEAL, Public Affairs, has been appointed to the board



Steven Matthew

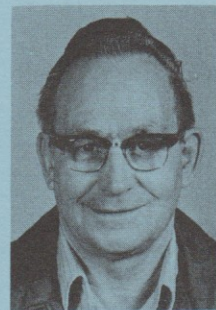
of directors of the Pan American Council; she heads press relations and publicity for this key group...It's a long way to go to find a golf course, but ED JURIC, BOB LaVOIE, and JOE LYNCH of Operations drove to Memphis, Tennessee for that purpose recently...Bicentennial vacationers: to Washington, D.C., JOHN LONG, signal maintainer, and family whose itinerary also included the Liberty Bell and Valley Forge; to old Southern mansions around Natchez, Mississippi, and the Vicksburg battlefield, the WILLIAM WORCESTERS, Operations...Operator DAVID BENSON, North Park, recently received an electronics technician diploma from DeVry Institute of Technology, Chicago, one of the Bell & Howell schools...JAMES ROCHE, Utility, was elected financial officer of the Illinois AMVETS during the organization's recent convention in Zion...JOHN, the son of ED KENNEDY, Utility, has moved up to manager of the Bristol, Connecticut farm club in the Boston Red Sox baseball set-up...Skokie Shops Bowling team, Berry Bearing Team #2, did it again, winning the championship the third year in a row. This year they won over Vapor Corp. Bowling Team. Congratulations to all of the Berry Bearing team members who are GARY WILSON, KERRY HOWE, ART COLI, WALLY ONYSIO, JOE ROMBOUT and EVERETT ENGLAND.



"Hey, what's this!" says Ed Mitchell, taken by surprise at a recent party in his honor. The festivities were held in the Methods and Standards Department to congratulate Ed on his business administration degree from the University of Illinois at Chicago Circle. Ed's college career goes back to 1950 when he started at IIT. Twenty-six years and 315 credits (131 more than he needed), Ed got the degree by attending school at night while working during the day.

NEW PENSIONERS

JOINING THE ranks of the retired on July 1 was ANTHONY J. SOKOL, blacksmith helper, Skokie Shop, who had 45 years of service with CTA and its predecessor companies.



WILLIAM C. BAHL, Operator, Limits, Emp. 6-30-43
CHESS BANFORD, Laborer, Materials Management, Emp. 6-3-46
JOHN S. BEDNARZ, Operator, Forest Glen, Emp. 11-28-42
ALVIN L. BELL, Ticket Agent, South Section, Emp. 8-25-45
MICHAEL J. CUSACK, Supv. Group Sales, Claims Law/Real Estate, Emp. 8-12-36
THOMAS M. DeCANTILLON, Operator, North Park, 6-5-46
JOHN T. HUSSEY, Bus Repairer, North Avenue, Emp. 5-15-42
ANN R. JOBARIS, Purchasing Clerk I, Materials Management, Emp. 6-6-66
ANDREW I. KOSINSKI, Operator, Forest Glen, Emp. 8-22-41
LILLIAN A. LAMONT, Relief Clerk, Comptroller/Accounting, Emp. 12-5-61
ROBERT A. LUKEN, Operator, 77th Street, Emp. 6-3-46
JOSEPH J. MITTLER, Conductor, South Section, Emp. 11-29-45
JOHN T. NEWELL, Unassigned, Personnel Administration, Emp. 5-22-46
JAMES B. O'BRIEN, Chief Clerk, North Avenue, Emp. 8-19-36
WILLIE B. PLAIR, Rail Janitor, Maintenance, Emp. 8-1-50
ANTHONY J. SOKOL, Blacksmith Helper, Vehicle Maintenance, Emp. 11-4-30
ROBERT F. VANCE, Garage Foreman B, Vehicle Maintenance, Emp. 7-20-40
WILLIAM W. WINTERS, Transit Tech. I, Operations Planning, Emp. 11-23-36

DISABILITY RETIREMENTS

THOMAS DOBBYN, Switchboard Operator, North Avenue, Emp. 10-10-60
ADRIAN C. MILLER, Operator, 52nd Street, Emp. 9-12-63
WESLEY E. MITCHELL, Conductor, West Section, Emp. 2-5-51
EDWARD L. RIHA, Operator, Kedzie, Emp. 1-26-61
ERNEST SIVELS, Operator, Kedzie, 12-21-53
JOSEPH W. STEWART, Asst. Supt. North Area, 4-28-49

WELCOME ABOARD!

New Members Of The CTA Family

OPERATING PERSONNEL

Bus Drivers

HIPOLITO ABREU, North Avenue
RAYMOND F. ALMAREZ, 52nd Street
ISMAEL GONZALEZ, North Park
MAURO GONZALEZ, 52nd Street
SRETOKO KONDIC, Kedzie
ARNALDO V. LAURENCIO, North Park
WILLIE E. POOLE, 77th Street

JOSE A. RAMOS, North Avenue
TRINIDAD H. SALINAS, Beverly
SAM WILSON, Kedzie
WILLIE J. WINTERS, 52nd Street

JONNY ROE Jr., West Section
PATRICK F. WERNER, North Section
GERALDINE WOODS, South Section
RAYMOND E. WRIGHT, South Section
NATHANAL WYATT, West Section

Conductors

WILLIE B. BRADLEY, West Section
JAMES E. CAGE Jr., South Section
ENRIQUE CAVAZOS, North Section
MARSHALL A. GEE, North Section
RODRIGO E. GONZALEZ, North Section
EMMA J. HENDERSON, West Section
BLAKE E. HUNT, West Section
PATRICIA LATHAM, West Section
ANIBAL E. MIRANDA, North Section

Ticket Agents

ISRAEL COLON, North Section
AUTAR KRISHAN, North Section
ANTONIO NARVAEZ, South Section
JUANITA PARKER, West Section
ANGEL L. SOTO, North Section
ELAIN J. STEWART, North Section
HERLINDA VERGARA, South Section

Service anniversaries in July

**40
years**

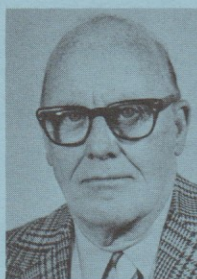


T. F. Hoellen,
Forest Glen

E. E. Olmstead,
Maintenance



R. J. Ruzich,
Personnel



T. J. Qualter,
Track & Structures

A. P. Buesing, 69th Street
G. Burks, Kedzie
R. D. Collins, Kedzie
J. P. Davitt, North Avenue
R. H. Fortier, Archer
R. G. Frenette, Archer
R. B. Kessler, North Park
P. M. Leahy, Schedules

J. L. Ludmann, Treasury
W. J. McVea, Claims Law & Real Estate
L. L. Miller, Archer
J. J. Millette, Bus Service
A. H. Nehls, Forest Glen
G. D. Relstab, Instruction
W. H. Rowan, Instruction
H. J. Rowbottom, Street Traffic
T. M. Stiglic, Instruction
J. P. Uitz, Technical Services
B. F. Witt, North Avenue

30 years

J. P. Andorka, Bldgs. & Grounds
L. D. Berry, Claims Law & Real Estate
B. J. Berutti, Douglas-Congress
E. Calabresi, North Avenue
L. J. Carr, North Park
J. R. Carter, Archer
R. R. Crane, Beverly
R. M. Davis, 77th Street
S. DeVuono, Bldgs. & Grounds
A. Gibson, Desplaines Maint. Term.
B. F. Gorski, Control Center
C. Harris, 77th Street
L. C. Jahnke, Revenue Accounting
R. J. Klaub, South Shops
R. R. Kocmoud, 69th Street

R. W. Koehler, Archer
G. H. Krasny, Howard-Kimball
G. P. Kubanda, Forest Glen
R. P. Kulczak, Forest Glen
W. E. Marose, Electrical
W. Novak, Stores-South
M. J. Reed, Beverly
J. A. Schwartz, Howard-Kimball
D. St. John, Utility
H. A. Thiede, Forest Glen
W. L. Thomas, District A
B. J. Trutty, Archer
D. F. Wilson, Kedzie
N. J. Zahn, Schedules
A. R. Zajac, South Shops
T. F. Zurek, Kedzie

25 years

J. Andriacchi, Electrical
T. L. Baskin, 61st Maint. Term.
A. Bradford, 69th Street
L. Bush, Utility
H. L. Carter, 77th Street

V. C. DeMarco, Rail Vehicle Shops
R. L. Denton, 77th Street
J. A. Dilworth, 69th Street
C. L. Dunlap, 61st Maint. Term.
W. F. Gibson Jr., Archer
L. Gipson, 69th Street
C. F. Graves, Ashland Term.
E. Gresham, 77th Street
W. R. Harvey, Forest Glen

W. Lewis, Racine Maint. Term.
C. E. Matthews, Archer
J. H. McGhee, Kedzie
H. L. McKnight, Kedzie
J. H. Morris, Ashland Term.
E. J. Reason, Instruction
E. F. Reaux, District B
R. E. Robinson, Howard Maint. Term.
J. Scurie, North Avenue

Tirement, Pre and Re—

Walking Into It

By Jack Smith

Retirement is only enjoyable if you feel well enough to enjoy.

The reason so many people feel so logey in the retirement years is that they don't exercise enough. They fail to realize that "just sitting" is never really going to satisfy a person who has lived an active work life.

A CTA job is an active one. Even the office workers at CTA move around a good deal.

In entering retirement, it is wise for a CTAer to take along a planned program of daily exercise to make up for the sudden job inaction.

"Planned" is an important word because you shouldn't burst out in a frenzy of exercise that you haven't been accustomed to. Taking up tennis when you haven't been playing it, for instance. Such pressure-tank exercise can cause more harm than it does good.

Jogging was rated in a recent Chicago Tribune feature as the most popular form of exercise for the non-athletic type. If done in moderation, it's harmless, the article implied.

But, even jogging ought to be practiced on an every-

day basis before retirement if you're going to step it up a little after retirement.

You can jog back and forth in your living room or game room for 100 steps each morning. Or, you can jog around the block before breakfast. Jogging should be done on an empty stomach.

Dr. Herbert A. DeVries, professor of physical education at the University of Southern California, says that, as a general rule, no one should start vigorous exercise without a physical examination first. And, if this is not possible, no one should exercise beyond the point of vigorous walking.

Walking, says DeVries in a pamphlet for the Andrus Gerontology Center, is the cheapest, safest, and easiest form of good exercise available.

Walking is most helpful, DeVries says, if you do it regularly at least three times a week. Ideally, you should walk to a specific point which will not exhaust you in the getting back. Whatever aches you acquire in walking should have disappeared the next day or else you walked too far.

Or on too much of a slope. The most helpful kind of walk is on level ground.

Another thing about walking that makes it ideal for these times of inflation is that it doesn't cost anything.

The Andrus Center cites some of the benefits of moderate exercise (such as walking) as follows: Better blood pressure, tranquilizing effect that helps curb headaches, better breathing, normalizing of weight, better sleeping, less fatigue.

Spanish-American Nurse Joins CTA



Martha Aguilar, a native of Ecuador, is the latest addition to CTA's Medical Department. She's a registered nurse who received her training from the National Nursing School in Quito.

Martha came to the U.S. in 1964 and learned most of her English here. Her first job was that of medical/surgical nurse at Oak Park Hospital. She left there after a year and came to Chicago's Grant Hospital, where she worked for the next 10 years.

Martha says she is enjoying her job at the CTA. As a nurse, she appreciates the regular office hours that leave weekends free for time with her children. She has three children, ranging in age from 5 to 7, attending St. Francis Xavier grammar school. Martha's husband, Wilson, is also employed by the CTA as a bus operator.



Motorman Honored As Court Volunteer: James C. Thomas, 31-year-old motorman of the Jefferson Park Terminal, is shown receiving the National Center for Voluntary Action award from Judge William Sylvester White, right, of the Juvenile Court. Thomas was honored for his service as court-appointed adviser to an 11-year-old boy referred to the court as a delinquent. He also tutored the boy in reading and mathematics.

Candy 'Putts' It This Way

The pros may have their Palmers, Nicklaus', Millers, Sneads and others, but CTA has Will Candy, a bus driver out of Kedzie Garage, and winner of more than 14 amateur golf tournaments.

In this month of the Division 241 golf tournament, we asked Will to pass along a few golf tips.

Will recommends golf as a relaxer and aid to good health. He says you don't have to be a champion to enjoy it.

With these photographs, Candy demonstrates and explains four fundamentals:



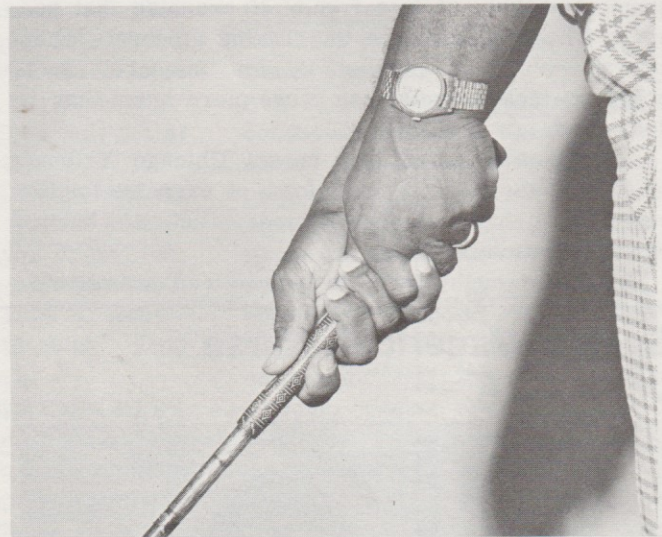
Will Candy



"The grip is very important. The shaft should lie diagonally across the base of the last three fingers. As you close your hand around the shaft of the club, the thumb should be slightly right of the center of the shaft."



"The left hand guides the club while the right provides the power. Driving off the tee should be done in a sweeping motion. For a fairway lie, with a wood or iron, the weight should favor the left foot and the swing in a downward motion to get under the ball."

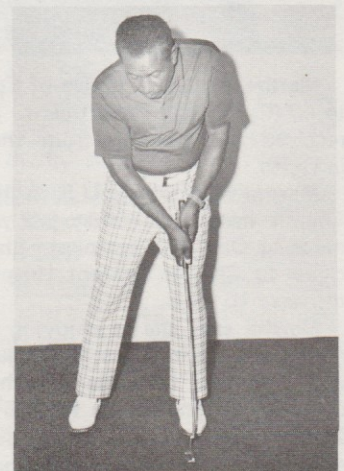


"The overlapping grip is the most widely used by golfers today."

cta sports

Mel Alexander, Sports Editor

"The stance for putting is basically which is most comfortable to you. Line your putt up first. Your head should be still at all times. Distance is the last thing you concentrate on. The left hand guides the putter, but do not chop or force the club. The swing should be in a pendulum type motion."



Mr. Cub Goes To Washington

By W. B. Wolfan

When the Chicago Cubs brought Ernie Banks to the majors in 1953, they acquired not only a baseball star of the first magnitude, but a man of magnetic personal diplomacy equal to that of professional statesmen.

Not long ago, the man known as Mr. Cub went to Washington as a guest of President Ford at a White House luncheon honoring Prime Minister Takeo Miki of Japan.

And the warm human qualities of Mr. Cub were very much in evidence that day as the President of the United States, the Prime Minister of Japan and Chicago's Ernie Banks talked sports.



Not every Bicentennial visitor to Washington is invited to lunch at the White House. But CTA board member Ernie Banks was.

Prime Minister Miki turned out to be an avid baseball fan who had seen Banks play at Wrigley Field in the 1960's, and has long admired him from afar.

Ernie described the White House luncheon as the experience of a lifetime:

"From the moment I sat down, I knew that both the President and Prime Minister were real sports fans—very knowledgeable about baseball.

"President Ford told me how part-time coaching at Yale (after four years of Michigan football) had helped finance his way through law school. He emphasized that high school and college athletic competition had instilled in him the strong determination to succeed and provided the proper training and discipline.

"Today he keeps in shape by swimming and daily exercise. The President asked what I did to stay in trim and I told him that I also swim and jog every day.

"Prime Minister Miki had nothing but praise for George Altman, my former teammate with the Cubs, who later played in Japan for the Lotte Orioles of Tokyo. The Prime Minister follows the game very closely and knew Altman's batting average as well as statistical information about Japanese stars."

There was a star-studded touch to the luncheon. Banks said that Hollywood was well represented by Broderick Crawford, Dan Dailey and James Whitmore.

"I had met Crawford on the studio lot when the Cubs were out there, and we struck up a friendship," said Banks. "He is quite a fan, and we enjoyed the brief reunion."

Banks added a special CTA touch to the excitement of his Washington trip.

At the suggestion of CTA General Manager George Krambles, Banks brought along three antique fare registers as gifts to President Ford, Prime Minister Miki and Transportation Secretary William T. Coleman Jr. whom Banks had visited earlier in the day before going to the White House.

Banks said Coleman was well aware of Chicago public transportation planning and development programs and specifically mentioned the O'Hare extension.

Banks continued:

"He also seemed very pleased with the CTA fare register and told his secretary that if he needed her at any time pertaining to Chicago, she would hear the fare register bell ring."

Coleman was a high school athlete. He played second base and told Banks that, as a left-hander, he was certain that a southpaw could pivot and throw from the keystone sack as well as a right-hander.

And thus it was that Ernie Banks, the player who was voted in 1969 as the greatest Chicago Cub of all, with 512 career home runs, and who was accorded back-to-back most Valuable Player awards in 1958 and 1959, went to Washington.

CTA's Spring Football Was Successful

The CTA-Chicago Bears sportsmanship "season" wound up in June with a "score" of 11,310 Chicago students hearing linebacker Doug Plank and place-kicker Bob Thomas.

This "contact sport" program won new, young friends for CTA and greater respect for CTA equipment and services. Similar programs have been launched by the transit systems in Washington D. C. (Redskins), Los Angeles (Rams), and Oakland (Raiders).

Typical of the reactions from school officials was this expression in a letter from Ted Loomos, athletic director at Lake View: "... very informative and entertaining and the whole student body appreciated it. All the classes in physical education voted to hear these fine young men talk and to view the film."

Here is the "box score" on CTA's '76 program as recorded by "Coach" Frank Mariani, Community Relations:



CITY PUBLIC SCHOOLS VISITED

| School | Hours | No. Of Students |
|-----------------|------------|-----------------|
| Amundsen | 5 | 340 |
| Clemente | 12 | 535 |
| Dunbar | 5 | 175 |
| Farragut | 5 | 225 |
| Foreman | 8 | 550 |
| Harrison | 3 | 275 |
| Hubbard | 6 | 450 |
| Kelvyn Park | 8 | 650 |
| John F. Kennedy | 5 | 175 |
| Lake View | 6 | 360 |
| Lane Tech. | 6 | 350 |
| Mather | 5 | 250 |
| Marie Curie | 8 | 500 |
| Morgan Park | 5 | 225 |
| Phillips | 5 | 225 |
| Prosser | 8 | 550 |
| Roosevelt | 8 | 500 |
| Schurz | 8 | 450 |
| Senn | 5 | 250 |
| Steinmetz | 12 | 900 |
| Taft | 12 | 750 |
| TOTAL | 145 | 8,685 |

PRIVATE AND CATHOLIC HIGH SCHOOLS VISITED

| School | Hours | No. Of Students |
|----------------------------------|------------|-----------------|
| Holy Cross | 8 | 550 |
| St. Patrick | 5 | 400 |
| St. Francis DeSales | 5 | 475 |
| Gordon Tech. | 5 | 225 |
| Ridgewood | 12 | 700 |
| Chicago Latin | 4 | 150 |
| Lincoln Center | 3 | 50 |
| Lake View Kiwanis | 3 | 75 |
| TOTAL | 45 | 2,625 |
| NO. OF STUDENTS | | |
| HOURS | | |
| Total of City Public Schools | 145 | 8,685 |
| Total Private & Catholic Schools | 45 | 2,625 |
| TOTALS | 190 | 11,310 |

CTA People Who Helped "Make" The Movie (Page 2)

| | | | | | | |
|-------------------|-------------------|----------------------|-----------------|------------------|---------------------|--------------------|
| David Allen | John Carello | Darden Fuller | Bill Jones | William McHugh | Joe Piento | Jack Sheehy |
| Joyce Allen | Jim Carroll | John Fuller | William Jones | Lewis McKinney | Tony Porcaro | Tom Shera |
| John Angelo | John Carson | | | Ken McNeely | Charles Porter | Alvin Sprengel |
| Bill Ashley | James Cervenka | Ted Gasiorowski | Melvin Keith | Robert McNeil | Juan Posada | Robert Suta |
| Ron Bartkowicz | Robert Coy | Harold Geissenheimer | Ray Klaub | George Millonas | Lester Purham | |
| Bill Baxa | Matt Coyle | Norbert Gewelke | Don Knight | Donald Minefee | | Michael Thomas |
| Harvey Bell | Steve Cunningham | Art Green | George Krambles | Larry Monaghan | | Robert Thomas |
| Harold Berndt | Mike Cusack | | Charles Kucera | Ray Moody | Jesus Ramirez | Sid Turner |
| Sal Bianchi | | Willie Hall | | Ben Morris | Art Rappold | |
| Michael Bishop | Richard Dickieson | Pat Hallahan | John Lahey | Frank Mullen | Christopher Redmond | Mike Veltri |
| Jim Blaa | Joseph Donovan | Marti Hallock | Gregory Lee | Dan Mulvihill | Luis Reyes | Martin Venticinque |
| John Blum | Robert Dorsey | Ed Heatter | Don Lemm | Ellen Munro | Rosemary Roberson | Paul Venticinque |
| Walter Bochenek | Charles Drew | Bob Heinlein | Anit Leppiks | | James Roberts | Ralph Vernon |
| Chris Borcic | John Driver | Howard Helfert | Winmon Lewis | Pat Nally | Jim Roche | |
| Mary Boski | Ada Duanv | Bruce Hendershot | George Linden | Ismel Nieves | Vidal Rodriguez | James Washington |
| John Boyce | | James Hightower | Ralph Louis | John Nimtz | Bob Roesing | James Wilson |
| Tom Boyle | Sidney Edwards | Michael Hogan | Herb Lowenstein | | Bill Roman | Bob Winther |
| Don Bruno | Pete Evans | Harry Horn | | John P. O'Connor | Bill Rooney | Bill Wolfan |
| Phyllis Brzezczek | | Vernon Howe | | James O'Toole | Lucretia Russell | Tom Wolgemuth |
| Tom Buck | Robert Ferguson | | George Macak | | | |
| Bob Burns | Cynthia Florence | Jeff Jankus | Louis Maldonado | Jim Pankonen | Romualdo Salinas | John Zupko |
| James Burton | Ersie Foster | Bob Janz | Frank Manaco | Jim Paulson | Theo Scott | |
| | Bob Freeman | Ollie Johnson | James Martin | Walt Pavoni | John Seay | |
| | | | James McDonough | | | |

She Manages CTA's Office Supply Line

A CTA Profile By Anit Leppiks

Edna Southworth is the envy of every woman in town. Her job is to buy--everything from window washing services to horses.

Miss Southworth is assigned a wide ranging budget as well--her responsibility for purchasing supplies and services for all of CTA is at least \$5 million of the annual operating budget of \$310.6 million (1976).

She sees as many as 50 salesmen a week, and "many, many more CTA general office employees" with whom she consults over specifications and other details of purchasing requests. In addition, she keeps in touch with the storerooms handling her supplies, and bends a ready ear to office heads besieging her for emergency delivery of goods.

But the slightly built woman behind the stacks of requisitions on her desk sits unruffled by it all, smiling warmly and carefully explaining how she sorts out the demands put upon her.

To Miss Southworth, buying so many things is a dream come true--not because of the trait usually ascribed to women as being spendthrifts, but because it's a job that has interested her since college.

The only thing she didn't realize, while sitting through her business classes at Mundelein, was that her line would be industrial buying. While it doesn't project the same glamour of a posh Fifth Avenue specialty shop, it provides her with more opportunity to learn about a wider scope of products.

"Who would ever think," she muses, "that I could pick out the most effective electric cable for the CTA?"

The specifications engineers, particularly George Adams, helped her learn about that one, much as Eugene Fregetto taught her what requirements CTA makes of its printing presses.

Miss Southworth is also adept at purchasing chemicals, cleaning products, and welding materials.

And despite her mild-mannered appearance, she is not easily snowed by a smooth sales talk.

"Sales representatives can tell me that product XYZ is equal to product ABC. But I'm not about to take their word for it. I'll want a sample to turn over to the spec department.

"Our bidding system provides us with built-in protection against getting fooled, but I just wouldn't buy like that," she says.

Miss Southworth does admit to doing a doubletake, however, when she saw a requisition for a team of horses to pull CTA's bobtail horsecar in a parade.

The petite et all was well prepared for her job in buying following 18 years climbing the proverbial business ladder of the CTA.



The telephone is so prevalent in Edna's purchasing work that it almost looks like a part of her. The pile of paper on the desk is usually higher.

Trained as a junior accountant, Miss Southworth accepted an entry level position in payroll distribution. She kept testing for promotions until she was accepted as a clerk in what was then Transportation's travel information department. The job, serving both as clerk and helper of the telephone operators, had never been held by a woman before. Miss Southworth stayed with it for 13 years, until she had the opportunity to apply for her dream job--that of a buyer.

She has gained enough experience during her five years as a buyer to speak of buying problems like an old timer would.

She remembers one of CTA's toughest times was during the antifreeze shortage of 1973-74.

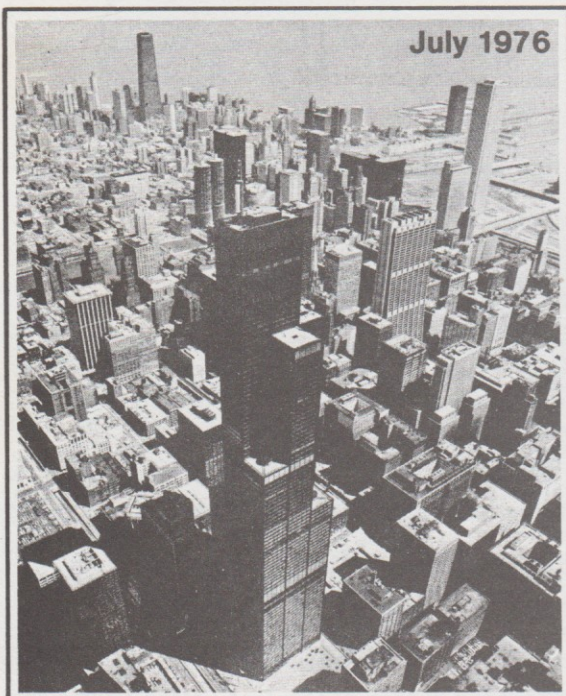
She explains, "The problem was getting the ethylene-glycol used for the synthetic. The shortage drove the retail price from about 61¢ a gallon to as much as \$8-10 a gallon.

"But during the winter of '73-'74, CTA just couldn't get any. We were calling Springfield; we were calling Washington, trying to get an allocation to buy it. The engineer, Henry Fullriede; John Harty, manager of Materials Management, and even a board member worked with me on that for several months.

"Finally, board member Wallace Johnson persuaded one of our former suppliers to sell us some, and then Union Carbide Corporation came through with 11 or 13,000 gallons, which was a big help," she says.

But whatever the situation, Miss Southworth is ready to go with it. As she puts it, "What woman doesn't like to get dressed up for a day of shopping?"

cta downtown transit map mapa del centro



Here It Is— A CTA First

The first-ever special CTA Downtown Map is off the press and is attracting comment and demand from employers, commuters, shoppers, and tourists in the downtown area. A joint production of Operations Planning and Public Affairs, the bi-lingual map enables the user to follow the routings of every CTA bus downtown, many of which travel in the same streets, yet all without confusing the eye. On both sides of a 16½ x 20 sheet, the product includes a detailed downtown map, 51 mini-maps of bus and L routes, a "translator" for the 24 hour clock, a guide to where buses run on busiest streets, and a key to major destinations.

Moving Making On the CTA (See page 2)



Mr. Cub Meets The Secretary

On his trip to Washington, D.C. to lunch at the White House with the President and the Japanese Prime Minister (page 17), board member and CTA "ambassador" Ernie Banks stopped first to confer with Secretary of Transportation William T. Coleman, Jr. and present him with a fare register that did service years ago at the Addison elevated station serving Wrigley Field.



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