

# New Train in Town

CTA goes to college

Engineering reports

Drivers pose for ads

Managers batted down

Safety awards given



**cta**

**TRANSIT NEWS**

FOR EMPLOYEES AND RETIREES  
SEPTEMBER, 1976



# New Train in Town

Like a men's camera club at the airport as Raquel Welch arrived as a new resident, rail fans of Chicago flocked to the Sunday out-of-service Loop "L" recently upon rumor that CTA's new 2400 rapid transit car was posing for debut portraits.

The first Boeing Vertol "married pair" of cars, just in from the manufacturer's plant in Philadelphia, was rehearsing for its official launching in October and its 600 hour test in passenger revenue service.

The sun shone on Miss 2400's preview party. A number of CTAers rode the two-car train to provide an in-service appearance for the pictures which were taken against the downtown Chicago skyline, the vista of the near north side, the apartments of Oak Park, and in the median strip on the Dan Ryan.

George Krambles, general manager, who set up the special arrangements that made the picture party possible, said that the endorsement of the 2400 by the rail fans is a good omen for the future.

"The seal of approval from the rail car fan is the acid test," Krambles had told the car-builders when he attended the ribbon cutting at Boeing Vertol. "And we're getting that."

Miss 2400 is a \$300,000 car--that's per unit. The funding was shared by the Urban Mass Transportation Administration and the Illinois Department of Transportation.

The specifications:

Length - 48 feet.

Width - 9 feet, 4 inches.

Height - 12 feet.

Body and framing - Stainless steel.

Passenger capacity - Seated, A car, with conductor, 45; B car, 49.

Seats - Fiberglass shell with padded inserts.

Interior finish - Wood grain melamine and fiberglass reinforced plastic in brown and tan.

Features - Aluminum hub wheels and hollow axles to reduce weight.

Sliding doors.

Distribution of air maintains temperature at 72.

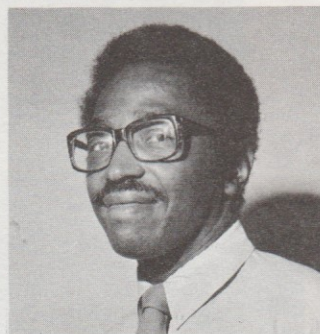
The first two pair of cars must pass the 600 hour revenue service test before delivery is taken on the balance of the 200 car order. Full delivery is expected to begin in early 1978.

**ON THE COVER:** Taking pictures of the first two cars of the 200 rapid transit car order from Boeing Vertol as it posed at Monroe and Wells on its "film test" run, were, left to right, rail fans George Krambles, CTA General Manager; Lou Gerard, Skokie Shop; Norm Carlson of Arthur Andersen and Co.; Dave Phillips, Operations Planning, and Tony Schill of the General Manager's office.

## Song For A Bus Driver

Not everyone can be immortalized in song during his own lifetime. CTA bus driver Edward Alexander is one of the distinguished few.

Though it never made top 40, "Thanks to the Bus Driver" quickly became a favorite among Alexander's mid-afternoon passengers on the No. 151 Sheridan Road route.



Edward Alexander

Composed and performed by a group of school children, "Thanks to the Bus Driver" was dedicated to Alexander and made its premier last fall on his bus.

"I was as surprised as anyone else," says Alexander, "when the first and second graders broke into the song for the first time."

He never knew their names, but Alexander says the children were his special friends. And he was their special driver.

"Four buses would come down the No. 151 route within one to one-and-a-half minutes, but the kids would wave them all past because they could see me coming around the corner," he explains.

The corner of Grace Street and Sheridan Road, he says, was where they got on every day after school, riding for eight blocks.

"We told jokes to each other," he recalls. "They would show me their drawings from school. Then I would ask them if they felt like singing today, and they would start their song."

Mrs. Charles Newton Cole, a passenger who heard the song once, said that particular ride was "most pleasant for me and all the other riders. The children had beautiful voices."

Mrs. Cole was also favorably impressed with Alexander's friendliness and courtesy. She said, "I commend the CTA for some of the nicest bus drivers."

Because of the seasonal picks, Alexander was assigned to a different route in December. His last day on No. 151 was at first a very solemn occasion.

"I told them I wouldn't be seeing them anymore, and we shook hands. But then they sang the song for me one last time."

Alexander, who has been with the CTA since 1970, has two children of his own, both in grammar school. He and his wife Janet and their family live on the South Side.

He is driving a different bus route now. But he thinks that sometime he might run into his little passengers again through reassignment to the No. 151 line.

"I would like to watch them grow up," he says.



## CTA Promoted As "Way To Go" At NU

By Arline Datu

Newcomers to Chicago often find that getting to know their way in the big city can be a long, awesome task--unless, of course, they have friends here who can show them around.

In the past, a majority of incoming freshmen students at Northwestern University have numbered this among their first school problems. But this fall's freshmen won't be left to fend for themselves--thanks to the CTA and a relatively new campus service called Connections.

Started in 1971, Connections is a student-run organization, the aim of which is to help newcomers (especially those without cars) to discover Chicago through use of the CTA.

Its efforts have been crystallized in a guide booklet titled "Connections in Chicago." Dominating the front cover is a reproduction of CTA's rapid transit system map, and, on an inside page, is an explanation of CTA's fare structure.

Similar to many guide books about the city, "Connections" lists a variety of places to go and things to see, including theatres, restaurants, museums, night

spots--more than 200 selections.

But, unlike similar tourist literature, "Connections" also tells one how to get there by taking CTA trains or buses.

Directions are detailed. Where transfers are involved, "Connections" will advise taking a transfer. It will even explain how many blocks to walk from a train station or bus stop to make the final leg of the trip.

A unique feature of the Connections guide is the nature of its directions. They are coded.

For instance, if you want to get to the Casbah restaurant on west Diversey, directions read #14=R3B/76 to Cambridge which translates:

"Take the north-south line to Belmont. Catch a Ravenswood B train on the Belmont platform and get off at Diversey. Use a transfer to get on the #76 bus and ride to Cambridge St."

Connections president, John Nerger, an NU junior, explains that space limitations in the book make it much simpler and easier to use codes rather than writing out directions. A one-page "dictionary" in the front of the guide explains how to use the codes.

Funded by NU's Associated Student Government (ASG), the guides are printed and distributed free at central locations on campus. An additional printing is scheduled for the fall to accommodate NU's incoming freshmen.

The guide, says Nerger, supplements the services offered through the Connections office in the Norris Center student union.

This office is travel information switchboard for the university community. Students may call in with queries or come to the office.

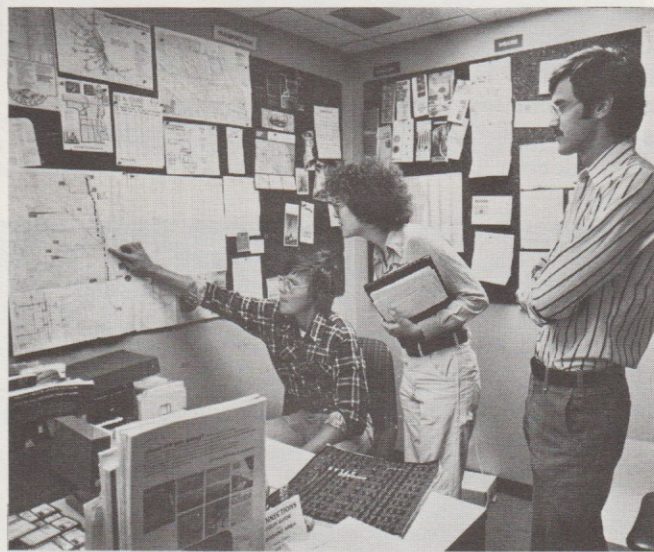
"We'll answer questions about anything pertaining to Chicago," says Nerger. "Most of the questions relate to transportation or things to do in the city."

The office is also stocked with CTA route maps, Chicago maps, and an assortment of travel literature.

Nerger, who has been involved with Connections since his freshman year, has a reason for being especially well acquainted with the CTA system. For the last three summers, he has been a temporary CTA employee, working as a track repairman.

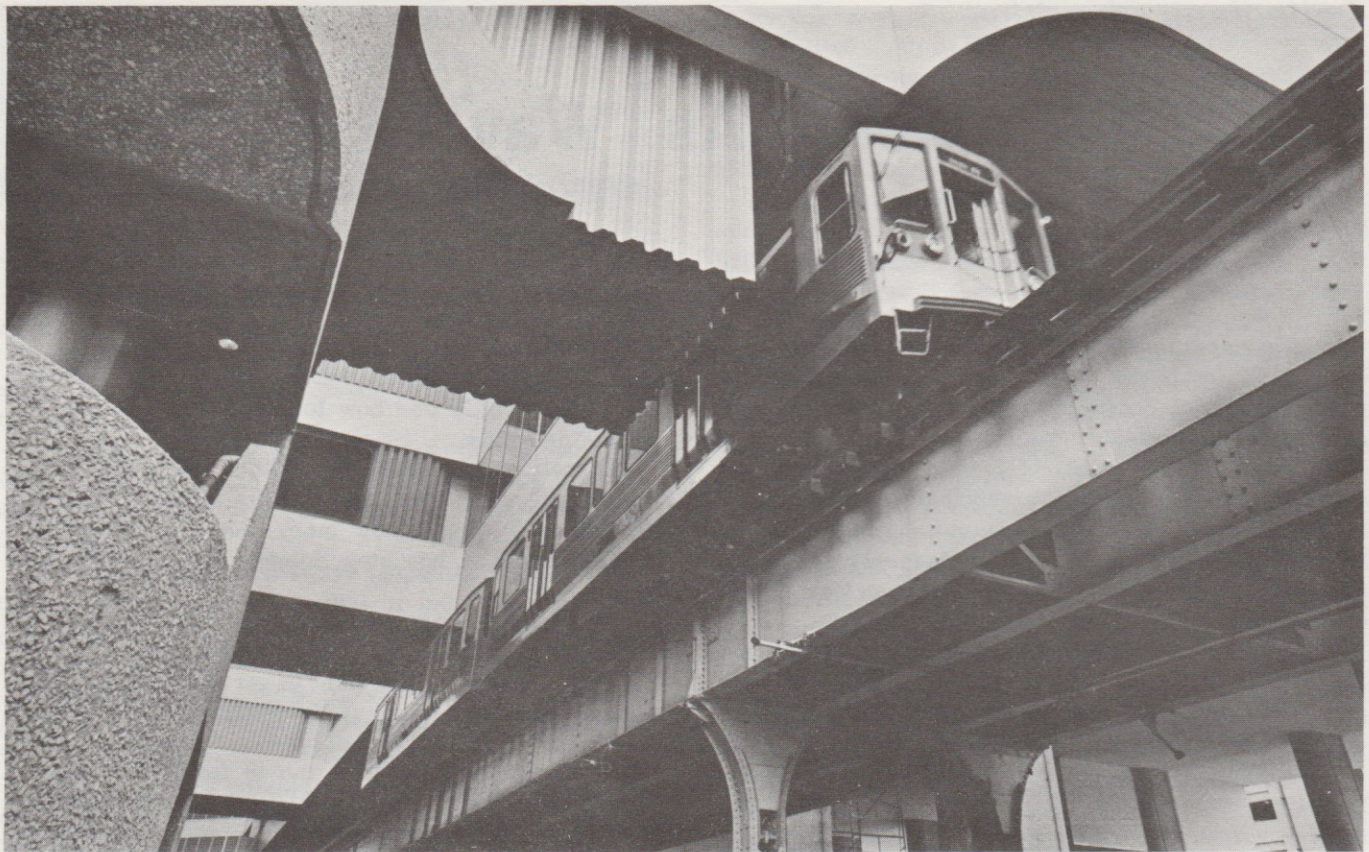
The job, he says, has "helped to familiarize me with the system. I can get around now on the CTA very well."

He adds, "I don't have a car. I really don't need one. When I want to go somewhere, I take the CTA."



Surrounded by walls covered with maps and assorted travel literature, Connections president John Nerger points to a CTA route map and tells students Sharon Fifer and Mark Watkins how to get into the Loop via CTA rapid transit. The Connections office which also distributes CTA route maps is located on Northwestern University's Evanston campus in the newly constructed Norris Center building.





## The Train They Built A School Around

Innovative use of air rights over the CTA elevated tracks enabled Rush-Presbyterian-St. Luke's Medical Center to build an impressive new home for its Rush University without sacrificing closeness to the hospitals or, indeed, to convenient public transportation.

The Congress rapid transit service is less than a block away and the Douglas branch turns south to go directly through the new building and stops a few feet farther on at the Polk station.

This unusual experience of going "through school" on the CTA is made possible by designing the new building to span the tracks and elevated structure.

The design was scrutinized in CTA's Plant Engineering Section by Chris Kalogeras, director, and Ronald Rolsing, superintendent, Structural Engineering, to make sure it provided sufficient clearance for trains.

In addition, the various phases of construction were monitored by the Safety Department and the Contract Construction Section to ensure passenger and employee safety and protect passing trains and the elevated structure at all times.

Construction engineers did such an outstanding job of bridging the CTA that the sound of a train can scarcely be detected inside the building.

In fact, one of the university's most delicate areas--the videotape retrieval room and television studio--could be placed on the arch directly over the 'L'

tracks. Sound and vibration are absorbed acoustically as well as through the use of a floating floor.

Rising on steel and concrete pillars, the academic facility bridges CTA at the fourth floor (in this case, main floor) level. Pedestrian bridges connect the fourth floor level with the parking garage across the street and the Johnson R. Bowman Health Center for the Elderly. Ultimately, a special CTA entrance is planned.

The new building is a significant addition to Chicago's well-deserved recognition as the No. 1 health care center in the nation. The university is dedicated wholly to the training of physicians, nurses, health professionals, managers, and scientists for the health field. The great majority of students go into practice in Illinois and admissions preference is accorded to in-state residents.

Enrollment for the current academic year is expected to reach 700.

Facilities of the new building include a 75,000 volume medical library, a lecture center with two 150-seat lecture halls, multidisciplinary laboratories, and an extensive closed circuit television system.

James A. Campbell, M.D., president of the university, tells Transit News that he is, himself, a frequent CTA rider in traveling back and forth to work and to conferences downtown.



## Model Painter—

# Janz Brings Tiny Trains To Life

By Jeff Stern

A Janz-painted model of railroad equipment is recognized as a work of art.

Robert A. Janz, principal safety analyst, Transportation, has been making model rail equipment for years, and has developed an expertise in painting that puts his talents in public demand.

Altogether, he has painted some 500 model locomotives, cabooses, freight and passenger cars--mostly for other collectors.



This Class M switching locomotive is modeled after a type that was built in 1900 and scrapped in 1931. The awning and curtain in the cab were made from brass and soldered into place. Janz also painted the engineer.

Photos by Bob Janz.

"It's the kind of work serious modelers are willing to farm out," he says. "Painting is a specialty and it has to be authentic."

It also takes a steady hand. Accurate detail is almost automatically included. Most of the details come from historic research, but a lot come from memory.

Janz began building model trains when he was still in grammar school. He put together his first operating model railroad system while in high school.

You could say Janz has been close to trains all his life. He grew up in a home next to Milwaukee Road tracks on the north side, he spent summers in Westmont, near the Burlington right-of-way, and for the past 36 years, he has lived in the Lakeview area near the Chicago & North Western's north line.

Full-scale railroading, in fact, became Janz' first full-time vocation. In 1952, after graduating from high school, he went to work for the North Western as a trainman.

His career was temporarily interrupted the following year, however, when he joined the Army to take advantage of a Transportation Corps school enrollment opportunity. Though it took him away from day-to-day railroading, the Army didn't completely separate Janz from trains.

Stationed in Japan, he helped organize troop movements by air, sea and rail, visiting model train manu-

facturers in his spare time to study their techniques.

When he returned home from the service, Janz brought back several model trains Japanese craftsmen had made for him, but which still had to be detailed and painted. This he set out to do as expertly as possible. Not long afterward--in 1960--he joined the CTA. The rail service, of course.

Janz' commitment to authenticity may be seen in the way he paints model locomotives. He sprays on automotive lacquer, then applies special decor based on the history and use of the equipment he's copying.

For example, if the locomotive saw service in iron ore country, he applies rust coloring where red dust would normally build up. Often he'll simulate the "worn" look of accumulated soot and grease.

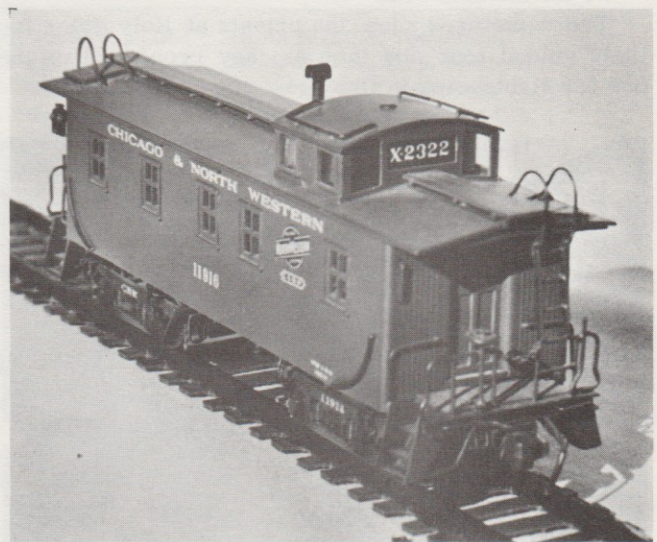
Whatever year the model represents, Janz checks to make sure the serial numbers and lettering are accurate for the period.

In recognition of his expertise, Janz was asked to lend technical assistance and do artwork for a book entitled "Steam Power of the Chicago & North Western Railway," by Charles T. Knudson. He also became a charter member of the North Western Historical Society and a contributor to its quarterly publication, "North Western Lines."

As might be expected, the North Western remains Janz' principal interest as a subject for model railroading. His next goal is to complete more of his own collection of models, which includes 15 steam locomotives, 10 diesels and 12 cabooses--all of North Western stock.

Ultimately, he would like to recreate, in his own basement, a model of the North Western terminal in Belvidere, Illinois, where four of the railroad's branch lines meet.

As with his other modeling activities, once he gets started, Janz can count on the support of his wife, Dollita, his daughter, Sue Ellen, and his son, Edward, who is a car repairman at Howard terminal.



This wooden caboose, painted bright red with black railings, has special meaning for Bob Janz. As a boy he rode on the original as it shuttled back and forth between North Western rail yards in Chicago.



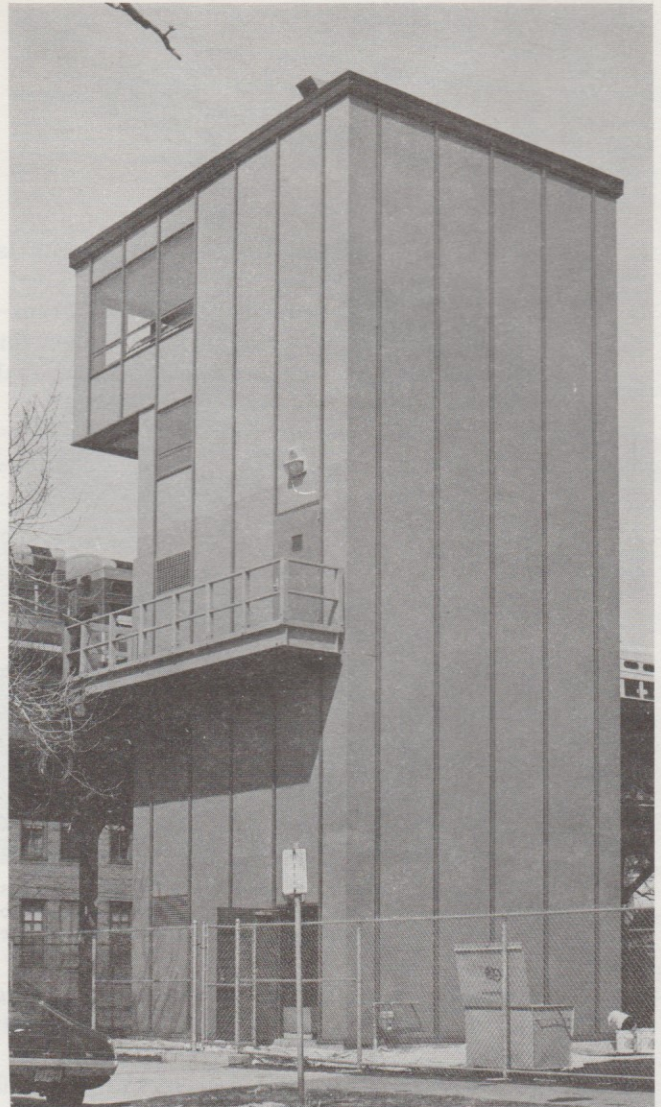


## Charter Tour For Polish Priests

When Karol Cardinal Wojtyla and 15 other Roman Catholic bishops visited Chicago in late August, their first priority was a visit with Mayor Daley and their second was a CTA charter tour, including Holy Name Cathedral. The prelates had come to the U.S. for the International Eucharistic Congress in Philadelphia and then embarked on an itinerary of key cities with large concentrations of Polish people. On the tour, the party was escorted by John Cardinal Cody who rode directly ahead of the CTA bus in his limousine. Included on the tour were:

- .. the Polish Welfare Association
- .. the Polish Women's Alliance
- .. the Polish National Alliance
- .. Holy Family Academy
- .. Holy Trinity high school
- .. St. Stanislaus Kostka church
- .. the Polish Roman Catholic Union
- .. St. John Cantius church
- .. the John Hancock building
- .. the Chicago Water Tower
- .. the Miracle Mile

These pictures show the priests at Holy Name for their guided tour and then as they proceeded on the bus for sightseeing in Chicago.



## New CTA Tower

This is the new Clark Junction Tower on the CTA's north side elevated line. It was built at a cost of \$249,000 and is part of the CTA's signalling program funded by state and federal governments. The towerman pushes only two buttons to establish proper routing for the more than 950 trains carrying 130,000 passengers who move through the junction under control of the tower each weekday.

### VOLUNTEERS STILL NEEDED—

Bob Heinlein of Public Affairs is still in need of a few volunteers for the Explorer Mass Transit Rally on Sunday, October 17. You will be helping to orient young people how to explore this great city of ours by bus and rapid transit. Anyone interested in volunteering their services can call Bob on extension 812 in the Mart.



## cta engineering department projects in progress

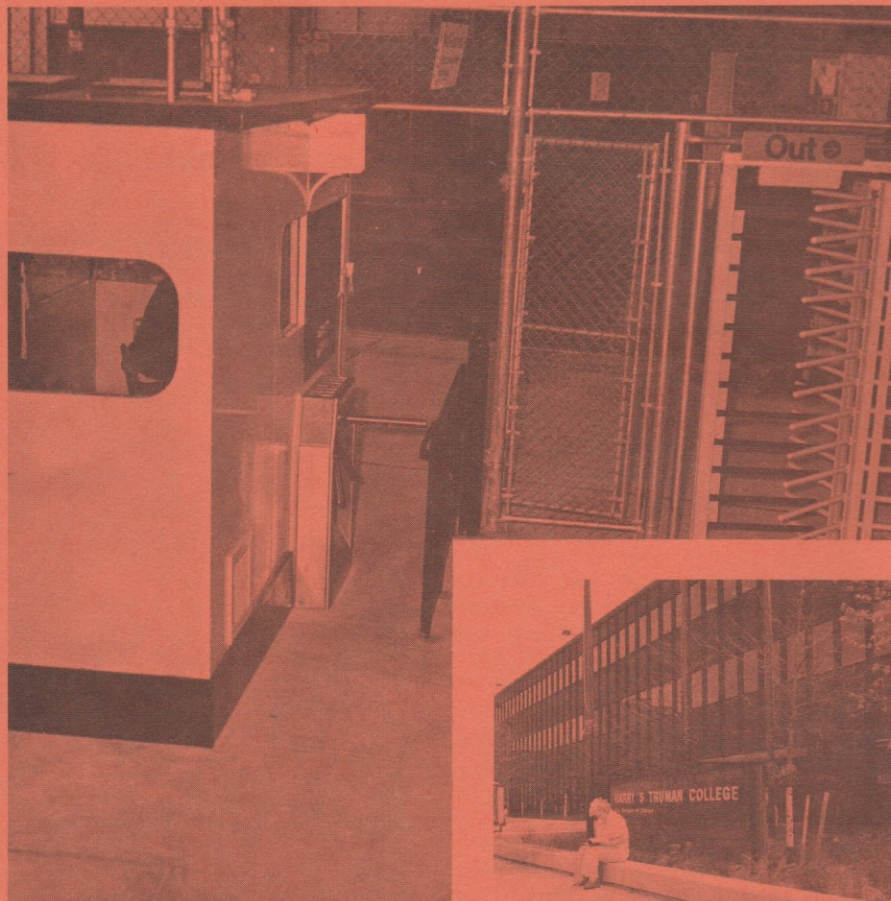
**PROFILE STRUCTURE:** Carpenters and iron workers at 40th and Indiana are excavating and pouring new footings to support steel bents near CTA's Indiana station. Earth settlement has caused a loss of track profile and structural shearing of deteriorated structure. The new design is more substantial and will provide a smoother ride for rapid transit passengers.



**CROSSING GATES:** Five locations on the Skokie rapid transit route are receiving a total of nine pedestrian crossing gates. New gates are being installed at East Prairie to replace obsolete ones while pedestrian gates are being installed for the first time at Crawford, Searle, Main and Niles Center.



**COLLEGE ENTRANCE:** In perfect timing with the opening of the new Truman College's fall term, this construction was completed for the auxiliary entrance to CTA's Wilson Avenue rapid transit station. Located between the college and Broadway Avenue on the south side of Wilson Avenue, the new station provides more convenient access for an estimated 10,000 day and evening students.



**BUS SHELTERS:** Workmen are shown pouring concrete pads for the first eight new bus passenger shelters to be erected on selected sites throughout the Chicago service area. The units are constructed of aluminum frames with clear plastic panels on all sides for maximum visibility. The shelters will increase passenger comfort and provide protection from the weather. A total of 100 shelters are slated for installation.



# Congress Terminal Again First In Public Safety

The trainmen out at Congress terminal may not have the most up-to-date offices in the system, but they're out in front when it comes to public safety. For the second quarter in a row, they have won the CTA's Quarterly Public Safety Award, establishing a frequency rate of 0.354 for the first six months of 1976, or about one accident for every 300,000 miles of travel.

At an award ceremony held outside the vintage rapid transit cars that serve as office/trainroom/locker room at Desplaines Avenue, Harold H. Geissenheimer, General Operations Manager, observed, "A house does not make the man, and you have shown that you can do the job even in an inadequate office."

James R. Blaa, manager, Transportation, noted that Congress has now won the award a total of 16 times, and said, "No other terminal has achieved this record. Not only that. You have even traveled 217,000 miles farther between accidents in 1976 than you did in 1975. That's a decrease of 71 per cent, an absolutely fantastic accomplishment!"

Blaa said a new terminal at Desplaines Avenue is on the books. Pointing to an artist's sketch of the new facility, he added, "We do hope you'll have your new terminal in the foreseeable future."



Motormen Greene Love, Jr., second from left, and Bernard Berutti, second from right, hold Congress terminal's second quarterly Public Safety Award after presentation by Harold H. Geissenheimer, General Operations manager, center. James R. Blaa, Transportation manager, left, and Thomas D. Boyle, Safety manager, right, also took part in the ceremony lauding Congress' efforts.

Also taking part in the ceremony on the platform at Desplaines Avenue was Thomas D. Boyle, manager, Safety. Accepting the award on behalf of John Flynn, superintendent, and the rest of the Congress crew were Bernard Berutti, a 30-year CTA veteran and Employee of the Year in both 1973 and 1974, and Greene Love, Jr., a nine-year CTA employee who qualified for motorman in January, 1971.

## Wise Owl Charlie:

By Rick Willis

### He Sees In Safety

Charlie Kehoe, a bus mechanic at South Shops, was busy drilling a stubborn bolt in the rear end of a bus, a routine repair job that would hardly merit special reward or fanfare under ordinary circumstances.

Suddenly, the drill broke into three pieces. Parts of it flew back into Charlie's face shattering his safety glasses, but leaving the workman unharmed.

What had started out as a simple repair job was now a good example for the safety supervisor to stress on the importance of wearing protective gear.

In recognition of



This pair of safety glasses is typical of the kind worn by Charlie Kehoe.

Kehoe's foresight, he was awarded a certificate of life membership in the Wise Owl Club of America, sponsored by the National Society for the Prevention of Blindness.

Any employee who saves the sight of one or both eyes through wearing eye protection, either on or off the job, is eligible for membership in the Wise Owl Club. Kehoe's induction is the first one for CTA's bus shop, according to Dick Schneider, supervisor of the 77th Street facility.

"It was kind of a fluke accident that morning," said Charlie. "I'm glad I had the glasses on."

Schneider said a few weeks before the accident, personnel had watched a safety film, "Don't Push Your Luck," which has a lot of shock value.

"It's just possible that Charlie was thinking about that film when he put those glasses on that morning," Schneider said.

### Wise Owl Hatcher

Eye protection features of CTA's safety program were skillfully outlined by John Boyce, director of industrial safety and fire prevention, in a four page article in the August issue of Professional Safety magazine. Writes Boyce: "In order to promote awareness, the employees must constantly be reminded of eye hazards and of required personal eye-protective equipment . . . posters and articles in company publications (should be) calling attention to employees who qualify for membership in the Wise Owl Club by saving their eye-sight by use of personal eye-protective equipment and are useful in maintaining employees' awareness . . ." So here you are, John.





Alan Edison doesn't know which bus goes to Superior and Fairbanks

## CTA's new Downtown Transit Map makes it downright easy to find your way.

Picking the right bus from the hundreds running on Chicago streets can be tricky.

The CTA has recognized the problem. And solved it by offering a map that pinpoints bus, 'L' and subway routes in Chicago.

Now the CTA has a new map covering just the downtown area. It's for anyone who can't afford to waste time searching around and asking questions. People like you.

This map in both English and Spanish highlights all the routes serving downtown. It has detailed mini-maps showing where the routes begin and end. Also a list of the hours and days they operate. And lots more helpful information. To get your free map see any CTA ticket agent, or stop by any Chicago Public Library. Or send a stamped, self-addressed envelope to Downtown CTA Map, Merchandise Mart, Chicago 60654.



## It also makes it easier to get back for a dime.

The CTA has a special bargain for downtown lunchers and shoppers. It's called the transfer pass. And with it you can transfer as often as you like in one hour (if 3:00 is punched on your transfer, for example, you have until 4:00 to start your last downtown ride). The cost is just 10¢ more than the basic fare.

**CTA. People moving people.**



## There's A Lot of CTA in this Ad

At the left is a full page ad that broke in community newspapers in the Chicago area in mid-August to promote the CTA's new Downtown Map which has now been distributed to more than half a million regular and potential riders.

There's more of CTA than meets the eye in this ad--more than the map, more than the one-hour transfer bargain, more than the buses.

The drivers, for instance. They are real. Driver of the bus on the left (#146 Sheridan Express/Devon) is the CTA's Maurice Johnson. Driver of the bus behind (#151 Sheridan-Foster) is Wayne Mahfouz. Driver of the bus on the right (#153 Wilson-Michigan/Ravenswood) is Nick Kallins.

Bob Heinlein, CTA public affairs, set up arrangements for the picture with the North Park garage. Art Green, CTA public affairs, supervised the shooting of the picture in line with his duties as CTA director of advertising. Superintendent Mel Link lined up the buses. Not visible in the photo, but assisting with the buses were drivers Victor Flores and Otto Houston.

Green met with Dudley Maddox of CTA's advertising agency, Weber Cohn & Riley (creators of the ad) at 1700 hours on a Saturday. It took two hours to get the more than 100 separate photos needed to assure the right "feel."

The "Alan Edison" in the center of the picture, asking directions, is a non-CTA model. But, the lift truck used to raise the photographer for the right camera angle does belong to CTA.



A PICTURE FOR HIS OFFICE: Cover of the new Volume II history published by the Central Electric Railway Association features two CTA color photographs of recent (and historic) note - - namely, the Ben Franklin train and the assemblage of Bicentennial trains and buses at Lake and Wells. For arranging this (and for being the No. One Rail Fan in the area), the CERA recently presented a framed copy of the four-color cover to George Krambles for display in the general manager's office. Here Krambles receives the picture from Norm Carlson representing CERA.

## New Fare Goes In

A new CTA fare schedule became effective as of 0300 on the Sunday before Labor Day.

This followed a vote of Chicago Transit Board concurring with a directive by the Regional Transportation Authority for a 5-cent increase in the basic fare.

The CTA Board acted after receiving copies of an ordinance adopted September 1 by the RTA Board.

This is the first major revision of the CTA fare schedule since July, 1970.

The 5-cent increase brings the basic adult fare to 50 cents. With this increase, the reduced basic fare for senior citizens, students, children and handicapped riders is 25 cents.

No change, however, has been made for the regular transfer charge, which remains at 10 cents for adults, children and students and 5 cents for senior citizens and handicapped persons.

There are also no changes in fares for O'Hare Express buses operating in Kennedy Expressway.

For weekdays and Saturdays, the O'Hare Express bus fares remain at 75 cents for adults and 35 cents for senior citizens, children and handicapped persons. The Sunday Bargain Fare for O'Hare Express buses remains at 35 cents for adults and 15 cents for senior citizens, children and handicapped persons.

Except for the O'Hare Express buses, however, other Sunday Bargain Fares have been increased.

The Sunday Super Transferpass, which affords an unlimited number of rides during a 24-hour period, has been increased 10 cents for adults, with the new fare being 80 cents.

For the convenience of Transit News readers, the new schedule follows:

Monday thru Saturday	Adult	★
Basic fare--except as noted below	50 <sup>c</sup>	25 <sup>c</sup>
Reduced-fare buses (transfer issued only at basic fare)		
Downtown shuttles	40 <sup>c</sup>	25 <sup>c</sup>
80A-West Irving Park bus entire route	50 <sup>c</sup>	25 <sup>c</sup>
17-Westchester bus locally	50 <sup>c</sup>	25 <sup>c</sup>
40-O'Harexpress bus (includes transfer if desired)	75 <sup>c</sup>	35 <sup>c</sup>
Riders boarding for trip to Chicago		
97-Skokie bus in Skokie	80 <sup>c</sup>	40 <sup>c</sup>
Evanston rail service in Evanston-Wilmette or express at Howard, Morse, or Loyola southbound		
Skokie Swift at Dempster (includes transfer if desired)	90 <sup>c</sup>	45 <sup>c</sup>
17-Westchester bus (includes required transfer)		
97-Skokie buses locally in Skokie (includes local transfer)		
201,202,203,204-Evanston local buses and Evanston rail service locally between South Blvd and Linden stations. Includes Evanston-Wilmette local transfer but not a thru or standard transfer.	25 <sup>c</sup>	25 <sup>c</sup>
Supertransfer valid for unlimited riding 0300 Sunday-0300 Monday on scheduled Evanston lines	50 <sup>c</sup>	50 <sup>c</sup>

Sunday	Adult	★
or on a day specified to be a holiday on which Sunday fares shall apply.		
Basic fare--	30 <sup>c</sup>	15 <sup>c</sup>
40-O'Harexpress (includes transfer if desired)	35 <sup>c</sup>	15 <sup>c</sup>
Supertransfer valid for unlimited riding 0300 Sunday-0300 Monday on any scheduled service	80 <sup>c</sup>	50 <sup>c</sup>

Extra for a standard transfer	Senior citizens or handicapped	5 <sup>c</sup>
	All others	10 <sup>c</sup>
This transfer is required when changing buses, when changing between bus and rail service; and to board outbound Skokie Swift. It is valid to board at any stop, if presented within one hour of time punched. Thereafter it is valid for a journey in the same general direction, if presented at transfer points. 30 minutes traveling time is allowed per zone.		

★ This rate applies to senior citizen, handicapped, elementary or high school student presenting proper identification, to group riders (subject to rules), and to child age 7 thru 11.



## commendation corner

"The service received from bus driver 9843 (James Larry, North Park Garage) is a very special pleasure," said Earl Clendenon, of West Burton Place. "His bus pulls into the stop as close to the curb as possible. The bus, in my experience, never lurches or halts suddenly, and it pulls out, turns corners and slows down smoothly. The rider can relax."

###

"I am writing this letter to commend one of CTA's bus drivers for her pleasant, courteous service and her outstanding positive attitude," said Ms. Margaret Kloempken, of North LaSalle Street. She said 36 Broadway driver Christine M. McCord, North Park Garage, "does her job well. She calls out street names clearly and is pleasant to all bus riders."

###

A young girl was about to light a cigarette on a Chicago Avenue bus when Ms. A. Bulota, of West Walton Street, asked her not to. "Arrogantly, she lit it and made a remark," Ms. Bulota said. "The driver (William J. Sparer, North Avenue Garage) was courteous, but firm. The result was no smoking."

###

Mrs. Rita Brown, of West Adams Street, said she is 74 years old and had an operation that left one of her legs in bad shape. She wrote, "One of your faithful drivers (Willie V. Webb, Kedzie Garage) is so kind to me. Every morning he helps me off the bus at Washington and Clark. In fact, he is nice to everyone."

###

Ms. Eleanor Shuchter, of South Hyde Park Boulevard, said she was on a 151 Sheridan bus heading north when the driver, Thomas Dunn, North Park Garage, noticed a car accident. "He stopped to ask if any help was needed, and immediately got on the phone to call for the police."

###

"Your driver on the 157 bus, badge number 6070 (Wesley A. Lee, Kedzie Garage), is certainly to be commended for his patience and courtesy," said Mrs. William Vanderkolk, of Flossmoor. "I rode with him from the Loop to Fairbanks Court and back, and he not only had the answers to a lot of questions, but he was quite willing to give them. It is refreshing to find this attitude in a person with so much responsibility."

## CTA Hero In Errand of Mercy

An elderly man riding CTA's No. 38 Indiana bus suddenly clutched his chest and gasped for air--a heart attack victim. It was quick thinking and fast reaction on the part of CTA bus driver David Mason that got the man to a hospital within minutes after he suffered the attack.

The bus was at 26th Street and Michigan Avenue in the early morning hours when the passenger bent over double in pain and told Mason it was because of his heart.

After phoning to the Control Center for assistance, Mason decided to run for help to Mercy hospital, a half block away. He alerted a nurse in the hospital's



David Mason tells Arline Datu of his errand of mercy.

emergency room to the situation. She told him to bring the man in immediately.

Mason ran back to the bus, let all the other passengers out, then drove the bus to Mercy's emergency room entrance where a doctor and nurse were waiting to administer treatment to the heart attack victim. Mason then returned to pick up his passengers and continued on his route.

A few hours after the incident, the hospital reported the man to be resting and comfortable.

Says Mason, a CTA employee since 1970, "I was just glad I could be of some help. Anybody else would have done the same thing."



## Norine Nowak— She Handles CTA's 3 Types Of Student Aid

By Arline Datu

In more ways than one, Norine Nowak is in a position to help quite a few budding careers. Take, for instance, the college students who are looking for a chance to earn school credits with some on-the-job experience related to their major field of study. Norine would get these people involved with CTA's co-op training program.

Then there are the CTA employees who want to finish up a college degree or just take courses to improve their working skills. Norine tells them about CTA's tuition aid plan.

Finally, the CTA professionals who are interested in learning about all aspects of CTA to give them a better understanding and a broader overview of the company—they'd see Norine about CTA's transit professional program.

As a training coordinator in CTA's Personnel Development section, Norine oversees these three areas and ends up meeting and talking to quite a few people.

But for Norine, this is the most enjoyable aspect of her job. "It's interesting dealing with people from all the departments--getting to know them--everyone from bus operators to managers," she says.

Norine started with the CTA as a clerk/typist in the Operations Planning department back in August '75. Besides the clerical duties, she had a hand in all sorts of odd jobs such as pasting up maps, putting together planner's information packets, handling office supplies.

"It was good background as far as getting to know the whole CTA set-up," says Norine.

She moved into Personnel Development this past June. Although Norine's just beginning to get acquainted with the new job, she says, "It's pulled together all my training...the best use of my talents at CTA."

This includes a B.A. from Central Michigan University where her majors were Education and Speech Communication, one year as a subrogation specialist for a Detroit law firm, and two years as an elementary school teacher in Ionia, Michigan.

Born in Chicago, Norine moved with her family to Itasca, Illinois when she was 6. It wasn't until last February that she came back into the city. Having spent most of her life in small towns, Norine now finds she prefers city living.

"I'm glad to be back," she says. "Riding or walking around the city, there's always something new to see."

In more ways than one, Norine Nowak is finally home.



Norine Nowak spends a few minutes at the drawing board with co-op student Marilyn Bloom.

## CTA Board Commends North Park Operator

A bus operator assigned to North Park Garage has received special recognition from the CTA Board for exemplary service.



James Larry

James Larry, a CTA employee since Dec. 18, 1972, was lauded at the Sept. 1 Board Meeting in the Merchandise Mart for receiving nearly 70 commendations from riders expressing their appreciation for his friendly and courteous service in the past 12 months.

Typical of the commendations from passengers riding with

Larry was the gratitude expressed by 76-year old Mrs. Edith McSweeney of North Sheridan Road who called Larry a "most careful driver who greets each rider with a pleasant hello and answers their questions with gracious courtesy."

R. J. Ehemann, another Chicagoan, said, "Our driver talked to all as if he were genuinely pleased to see us. In this day and age, it is a refreshing change of pace to be so treated. You have a fine employee."

Susan Gianola of Lincolnwood, a CTA rider for more than 25 years, praised Larry for calling the names of all streets, helping those needing directions and giving each passenger a sincere greeting.

Board Chairman James McDonough congratulated Larry for outstanding service.





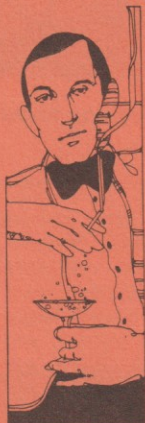
# Time out

with Anit Leppiks

## Things to do in the Chicago area

You've lined up the fall wardrobe for the kids, paid the tuition bills, and settled back for a breather.

It's a good time to ready yourself for a new theatre season. And with all the discounts built into season subscription tickets, you'll save yourself money by programming your show-going now.



Goodman Theatre opens its 51st season Oct 7 with Noel Coward's "Design for Living." (Oct 7-Nov 7) The play was first performed in 1933 on Broadway. With his unique sense of wit, Coward portrays his deeply felt convictions about the shallow life of wealthy Americans.

Eugene O'Neill's monumental autobiographical work, "Long Day's Journey Into Night," (Nov 18-Dec 19) is Goodman's second production. The play is considered by many to be the great dramatist's greatest piece of writing.

"The Show-Off," (Jan 6-Feb 6) George Kelly's enduring American comedy, first produced in 1924. The central character of Aubrey Piper; liar, braggart, lovable buffoon, and egotist, is one of the classic figures in American comedy.

Shakespeare's "Richard III," (Feb 17-Mar 20). A huge cast of colorful characters coils around one of the most malevolent figures in all of English literature. Political intrigue, power-lust and driving ambition are the central themes in this action-filled historical chronicle.

David Rabe's "Streamers," (Mar 31-May 1) named Best American Play of 1976 by the New York Drama Critics. The drama is set in an army barracks in Virginia during the Vietnam War and deals with myths in the American system of values.



Moliere's "Don Juan," (May 12-June 12) in a new translation by Christopher Hampton. A highly unorthodox treatment of the ancient fable is filled with sharp wit. Hypocrisy and nobility are contrasted in the figure of Don Juan, accompanied by his servant, Sganarelle, a delightful commedia dell arte character.

Mainstage series subscriptions for six plays from \$21.45-50.10. Single tickets from \$6.15-8.35. On sale, Goodman Box Office, 200 S. Columbus Dr. 443-3800.

### OTHER THEATRE SUBSCRIPTION OFFERINGS TO NOTE:

St. Nicholas Theater  
2851 N. Halsted  
348-8415

"The Collected Works of Billy the Kid," by Michael Ondaatje, thru Oct. Account of the last dramatic year of the Kid's life.

"The Woods," by David Mamet, Nov 11-Dec 19. Bittersweet story of love.

"Mert and Phil," by Ann Burr, Jan 13-Feb 27. Funny and touching account of a blue collar couple's approach to middle age.

"A History of the American Film," by Christopher Durange, March 10-April 24. A wide-screen cavalcade of American myths and morals as chronicled in the movies.

Last production of the season (to be announced) May 5-June 19.

Series subscription from \$13-23; single tickets from \$3.50-5.50.

Victory Gardens Theatre  
3730 N. Clark  
549-5788

"Volpone," by Ben Johnson, thru Oct 17.

"Jesse and The Bandit Queen," by David Freeman, Dec 9-Jan 2. Two-character play about the legendary Jesse James and Belle Starr.

"The Blood Knot," by Othol Fugard, Feb 24-March 20. Moving play of brotherly love soured by humiliation. When originally staged, named "Best Play of the Year" by New York Times.

"Grendel," from the novel by John Gardner, adapted and directed by Roberta

Maguire, May 12-June 5. The spectacular Beowulf legend told from the monster's point of view.

Wednesday and Sunday series--\$13.50. Four play weekend series--\$16.50.

Evanston Theatre Company  
Performances at the Kingsley School Theatre  
2300 Greenbay Rd, Evanston  
869-7278

"Candida," by George Bernard Shaw, Oct 5-24. Shaw's famous commentary on the institution of marriage and the conventions that attend it.

"Joe Egg," by Peter Nichols, Nov 2-21. Vaudeville and the circus provide the framework for a drama about love, marriage, and parental responsibility.

"The Birthday Party," by Harold Pinter, Nov 30-Dec 19. An explosive mixture of terror, humor, and drama contrasted against a familiar situation.

"Seascape," by Edward Albee, Jan 11-30. Pulitzer Prize-winning drama about the confrontation of a trouble couple with a pair of articulate sea lizards.

"Twigs," by George Furth, Feb 8-27. The story of three sisters.

Sunday matinee, Wednesday, and Thursday evening series--\$26. Weekend series--\$30.

Theatre Guild  
188 W. Randolph  
782-2280, 782-3748

8 play season. Although both the original 10-play and 5-play schedules are sold out, an 8-play season is being compiled to probably include the following attractions: A Chorus Line—best musical of 1976 on Broadway, winner of Tony Award

The Wiz—a colorful adaptation of the famed Oz story, with songs and dances: straight from Broadway

Same Time, Next Year—Barbara Rush in the comedy success about 25 years of anniversaries in the tryst league

Equus—the New York Drama Critics' best play of last season; a powerful psychological thriller

A Matter of Gravity—Katharine Hepburn in her latest drama about an upper-class British woman coping with a changing society

The Bed Before Yesterday—an hilarious and adult smash comedy from London will star Carol Channing

Fiddler on the Roof—a revival of the recently-popular musical of stage and screen, starring Zero Mostel

The plays will appear in various Loop theatres. Single tickets for plays, as advertised in your newspapers, will be available at the box office.



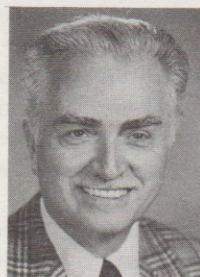


# Service anniversaries in September

## 40 years

E. G. Blake  
South Shops

L. J. Maringer  
Forest Glen



R. G. Pieper  
Stores



M. L. VanHal  
District B



R. E. Hackbarth  
South Shops

## 35 years

P. A. Boettin, Forest Glen  
T. R. Bogetich, Bldgs. & Ground  
S. C. Christ, 95-Dan Ryan  
J. J. Coughlin, North Park  
A. Ciucio, Stores, South  
A. Gross, South Section  
E. Guzik, West Section  
E. J. Kennedy, Utility  
R. L. Lavoie, Schedules  
T. R. Lombardo, Archer  
J. L. Noren, Revenue Acctg.  
E. A. Schaefer, Limits  
N. B. Sipich, Bldgs. & Grounds  
F. L. Tadin, Track & Structures

## 30 years

H. W. Andrews, Bldgs. & Grounds  
T. J. Barger, Revenue Acctg.  
E. T. Barry, Kedzie  
L. H. Beaver, South Shops  
C. E. Bengtson, Forest Glen  
C. J. Budnowski, Skokie Shop  
E. T. Devlin, Electrical  
G. J. Gart, Limits  
J. Gilio, Kedzie  
M. Jula, 77th Street  
R. J. Keane, South Shops  
F. J. Klinec, Skokie Shop  
N. Kochopolus, 77th Street  
G. W. Kohnke, North Avenue

G. R. Lacey, South Shops  
J. Mahoney, Beverly  
R. W. McCarthy, Forest Park  
T. Niezabitowski, 69th Street  
F. Patheiger, Instruction  
M. A. Ruzicka, Archer  
P. Seibel, North Avenue  
H. E. Smith, Engineering  
J. J. Tracy, Wilson  
E. J. Walsh, North Avenue  
P. Zaccariello, Kedzie

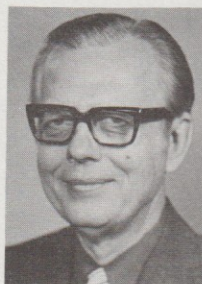
## 25 years

A. G. Butler, 77th Street  
J. E. Casey, 69th Street  
J. L. Daniels, Kimball

C. A. Ewing, Kedzie  
B. M. Freeman, 77th Street  
H. W. Johnson, Beverly  
D. R. Krueger, Bldgs. & Grounds

E. A. Meskimen, Print Shop  
G. A. Ross, Skokie Shop  
E. F. Williams, Archer  
J. L. Williams, District A

## NEW PENSIONERS



JOINING THE ranks of the retired on September 1 was FELIX PALILUNAS, director, Central Counting, Treasury, who had more than 46 years of service with CSL and CTA.

WILLIAM ARNDT, Operator,  
North Avenue, Emp. 11-2-53  
GEORGE BELL, Car Serviceman,  
Vehicle Maintenance, Emp. 12-15-53  
JOHN FITZSIMMONS, Carpenter,  
Maintenance, Emp. 8-3-59

LOUIS GORDON-HAY, Rail Janitor,  
Maintenance, Emp. 10-18-51  
STANLEY HALL, Supervisor, Storerooms-  
South, Materials Mgmt., Emp. 8-19-46  
LAWRENCE LAURIE, Operator,  
North Avenue, Emp. 4-15-46  
ARTHUR NEWMAN, Conductor,  
West Section, Emp. 1-26-46  
FELIX PALILUNAS, Director, Central  
Counting, Treasury, Emp. 11-4-29

### DISABILITY RETIREMENTS

WILLIAM HASKINS, Unit Supervisor,  
Maintenance, Emp. 2-6-51  
ROBERT HICKS, Operator,  
North Park, Emp. 9-4-58  
JOHN JAMES, Operator,  
77th Street, Emp. 1-13-47  
PAUL LESLIE, Operator,  
Archer, Emp. 10-18-56  
ROBEY McKAY, Collector,  
77th Street, Emp. 2-6-51

MILAN NORUM, Towerman,  
North Section, Emp. 10-19-59  
THOMAS QUINN, Operator,  
Forest Glen, Emp. 8-25-42

### CTA TRANSIT NEWS

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60654.



# Sports Banquet Success

CTA's big social event of the sports year is the annual sports award banquet.

This year it seems to have achieved its peak in popularity when more than 200 people attended and an auxiliary room had to be opened to accommodate the crowd. The site was the beautiful Rosewood Inn in Blue Island where last year's banquet was held.

Trophies were awarded for the top four standings in basketball, softball and, for the first time, women's volleyball.

George Krambles, CTA general manager, attended and gave the audience assurance of management's endorsement of the sports program.



It might have been a welcomed change of pace from RTA Board appearances and statements on safety rule revisions for George Krambles, CTA General Manager, to talk sports with CTA co-workers who view athletics as a favorite leisure time activity.



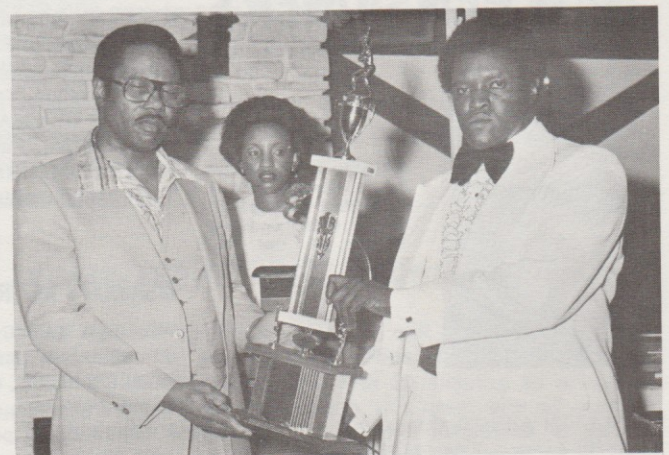
Here's the committee that did such a wonderful job in putting this banquet together. Standing, left to right: John Austin, Rose Walton, Jackie Robinson, Lydia Lewis, George Ambrose, Flenard Porter, Betty Jones, Robert James and Kenneth DuCree. Kneeling, left to right: Paul Thomas, Joe Cook and Forrest McHerron.



John Hawkins, right, accepts the third place trophy for basketball for his 69th Street Raiders from Division 241 president Earl Barley.



Division 241 president Earl Barley, left, presents the first place trophy for basketball to North Park Garage superintendent Alex Johnson and James Nelson.



Far South Area superintendent Harry Reddrick presents the first place trophy for softball to Flenard Porter of the 69th Street Raiders as Betty Jones, mistress of ceremonies, looks on.

## cta sports

Mel Alexander, Sports Editor



# 23 to 2!

Well, it all goes to prove the old point--you can manage a championship business team (like CTA) but that doesn't make you a champ at playing ball. The score of the special softball game in Grant Park a few Sundays ago is quite convincing. The 69th Street Raiders (CTA sports softball league playoff champs) swamped Management, 23 to 2. It was safe to beat the bosses, though. As you can see, they kept smiling. Well, part of the time.



Maintaining a happy mood were, left to right, Roger Wood, manager Management Services; Frank O'Dowd, Operations Planning; Fred King, manager Personnel; Harold Geissenheimer, manager General Operations, and James Blaa, manager Transportation.



Tony Andrews, left, checks the score book. Ed Mitchell, Frank O'Dowd and Norm Graver grimace as they watch their team go down in defeat.



Roger Wood races toward home plate with one of the two runs scored by management. Raider catcher John Hawkins removes a bat from in front of the plate so Roger won't trip.



Steve Martin takes a mighty swing as Ed Mitchell, far left, takes notes. The catcher is John Hawkins and the umpire is Ray Tieri.



Leon Harris crosses home plate with a run for the Raiders, as management catcher Byron Wood looks for the ball.



## Rams and Steelers Are Teams To Beat

By W. B. Wolfan

Well, the football season is upon us once again and without any warning whatsoever.

Remember the good old days when football began after the world series and seasons did not overlap by months?

The way it is today they haven't even finished basketball season by the time baseball's major leagues are already in action. It is confusing, to say the least, and overdone.

All Star football games are played in July when the temperature is so warm that it melts the players' helmets. But that doesn't deter the promoters from mid-summer games. Someone along the way decided that sports is a thriving business and therefore let not a single day be wasted that can possibly be utilized for that TV dollar.

The result is a complete diet of everything for the sports fan on the magic tube from January to December without interruption.

The Bears, as we said last year, are improving and will continue to do so. They're on their way but don't hang up the NFL title flag in Soldier Field yet. Don't forget the Steelers, Raiders, Rams and Vikings are still mighty powers and there are several other contenders--Dallas, Miami and Washington--not to mention a vastly improved New York Giant team, with Larry Csonka the motivating force. All are Super Bowl possibilities and they'll be there at the finish.

From where we look, the Steelers and Rams seem

to be the ones to beat, with the Vikings and Oakland right behind them in the power sweepstakes of the pro gridiron. However, injuries can play havoc with the pros' 43-man roster and may well be the key to the title winner in the professional ranks. 1976 College football is anybody's horse race as we see it.

Selecting a No. 1 team in the fall is like leaping over Niagara Falls in a barrel. Nobody knows what will happen--either to you, the barrel or the top rated teams. So what it gets down to is an educated guess (a synonym for crystal ball gazing). We pick Michigan, and Ohio State in the Big Ten, Alabama in the south (despite its early defeat), Oklahoma in the Big Eight and UCLA on the west coast. Texas and Stanford also will be contenders. Those are the big ones in the early forecasting.

The eastern perennial is Penn State, but Pittsburgh should be right there to challenge if Tony Dorsett stays healthy all season.

The Bicentennial election year may produce as many upsets in college football as it did in Campaign '76.

And don't be surprised if some of the college football world's most time honored names bite the artificial turf before year's end.

The stakes are high in the post season bowl circuit--especially with a million dollar cut for the Orange Bowl teams.

That is a lot of green. Wonder what the late Fielding H. Yost and Pop Warner would say about that?

It could well turn out that the Wolverines and Buckeyes will play for a national title in November--then one or both get bumped off in a bowl game. That provides a hazy national championship picture that no one is satisfied with in the long run.

Maybe some day a college championship playoff will materialize. It could happen, but not right away. We would like to see it.

## Dental Plan Open For Enrollment

Open enrollment in the CTA dental plan will be available the entire month of October to those employees who have not previously enrolled their dependents and would like to take advantage of the program.

The Authority will pay 100 per cent of the employee's dental plan premium effective December 1, 1976 which means all employees will have dental coverage.

Employees who wish to make dental coverage available to their families, however, should obtain a payroll deduction authorization card from their immediate supervisor. These cards are available at each work location.

Employees presently enrolled in the dental plan may not withdraw, and employees enrolling their dependents in the plan now must remain in the program

for the duration of the labor contract which expires December 1, 1977.

Questions concerning the dental program should be directed to Raymond Carson, Donald Lemm or Ralph Louis of the Insurance Department.

All deduction authorization cards must be returned to the Insurance Department by 9 a.m. November 1, 1976 in order for the enrollment to be effective.

The first premium deduction will be withheld for employee dependents enrolled during this period in December for the advanced premium payment of January, 1977 and covering dental bills and services on or after January 1, 1977.

Amount of the monthly premium for dependents will be announced by November 10, 1976. Employees will continue to pay 100 per cent of dependents premium.



## Pre-Retirement Spending

By Jack Smith

If a person facing retirement asks me what it is smart to spend money on before retirement, my answer is kind of complicated.

It's--"Spend now on the things you will need after retirement that you will be much more able to afford before retirement."

For example, if you are going to buy a new car for cash and trade-in, the ideal time to get it is the day before you retire because then it will last you a longer portion of time when your income is smaller.

On the other hand, if you must make rather large finance payments on a new car, then it may be better to buy your car a couple of years earlier so that the drain on fixed income will be lower after retirement.

If there are certain types of clothing you will need after retirement that you don't really need now--and if it is the kind of clothing that is not likely to go out of style (or you don't care if it does)--then it is wise to stock up your closet wardrobe by shopping the sales because, the way inflation is going, what you regard as the listed price now is likely to look low as a basic sales price later on.

If you are going south after retirement, you might want to use the season-end clearances in September to pick up so-called resort wear that you may still be saving for the future when next summer is over.

If there is a gadget that is going to make you a lot happier in retirement than you even have time to let it make you now--like an expensive camera or a boat--it is better to buy it now even though you seldom get a chance to use it until after you retire.

No doubt, it will cost you less now than it will then, and you will be purchasing it out of a larger reserve.

If you want to take a dream trip as soon as you retire, the time to save for it is now because, in that way, you can let interest do part of the saving. If you put the trip on your credit card after you retire, you will be paying it off out of a reduced income.

You are not likely to be as able to afford luxuries after you retire, but you can enjoy them after you retire if you buy them out of pre-retirement dollars. The thing to be careful about, however, is overspending on luxuries that will not fit your lifestyle.

Generally speaking, however, the more you have paid for before retirement, the better your economic situation will be. Since you will still have to eat, drive, go to the dentist and doctor, makeup or shave, and so on by the day and the week--and the prices that exist at the time--you are wise to minimize the unnecessary expenses by getting the things it takes to make you happy ahead of time.

## CTA Senior Citizens

## Retirement Organization

The C.T.A. Senior Citizens Retirement Organization, Inc., affiliated with the National Council of Senior Citizens, Inc., Washington, D.C., hold monthly dinner meetings at 7:00 p.m. on the fourth Monday of each month at:

MANGAM'S CHATEAU  
7850 West Ogden Avenue  
Lyons, Illinois

"Light Fantastic" is the program for the evening of September 27. It gives you an opportunity to be one of the first to communicate over a picture-phone on a beam of light. Speaker is John Maser, Illinois Bell, who will demonstrate many fascinating applications of laser technology.

"Bunco Boys" is the program for the evening of October 25. It's a film, but not with George Burns and Walter Matthau. The movie tips you off to the schemes confidence men use to fleece senior citizens out of their life savings. Olympic Savings and Loan is the sponsor.

## Reservations

Joe Nolan  
287-9058

\$3.50 per plate

All retirees of Div. 241 and Div. 308 of the Amalgamated Transit Union are urgently requested to join this organization. Life Membership in the C.T.A. Senior Citizens Retirement Organization is \$10.00. For further details, call or write:

C.T.A. Senior Citizens  
Retirement Organization  
1304 North Laramie Avenue  
Chicago, Illinois 60651

PHONE: (312) 287-9058

CTA Pioneers: The next meeting will be held October 12, 1976 at 1:00 p.m. at the Golden Flame restaurant, Higgins Road and Nagle. We will have special guests at our next meeting.



CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago, Illinois 60654

Address Correction Requested

# New Train in Philly



Before CTA's new 2400 cars arrived in Chicago for testing and picture taking (front cover), they were delivered to CTA management at ceremonies at the manufacturer's plant in Philadelphia. Shown cutting the ribbon with Howard N. Stuverude, left, Boeing Vertol Company president are James J. McDonough, center, acting chairman, and George Krambles, general manager. Following the ceremonies, guests (including Charles Bingman, deputy administrator of the funding Urban Mass Transportation Administration) were invited to join the inaugural ride, below. Said McDonough to manufacturing personnel: "I toured the production area and you've done a marvelous job." The fifth car built for CTA is now undergoing individual tests at Boeing Vertol, which built the rockets that carried the astronauts to the moon. However, additional deliveries in the order of 200 will not be made to CTA until the first four cars have been certified as A-okay after 600 hours of testing in passenger revenue service.



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