

Happy Thanksgiving



Chairman James J. McDonough carves the traditional Thanksgiving turkey, and General Manager George Krambles serves, in opening ceremonies for remodeled CTA general office cafeteria (page 2).

cta

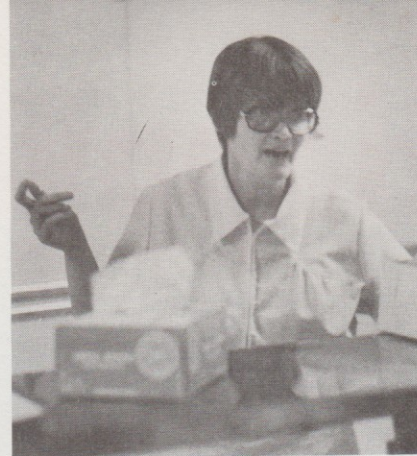
TRANSIT NEWS

FOR EMPLOYEES AND RETIREES
NOVEMBER, 1976

Faces on the Cafeteria Line



Josephine Buczko at the sandwich counter is the first to greet CTAers, whom she finds to be "very patient." In her free time, Josephine, the newest of the cafeteria employees, enjoys bowling and ice skating with her son and daughter.



Peggy Siewrok, who serves soup and hot dishes, is on a first-name basis with many CTA employees. She returned to work after two months in the hospital just in time for the cafeteria's reopening. Peggy likes to swim, bike and bowl with her son and her daughter.

Cafeteria Gets Facelift For Thanksgiving

CTA's popular employee cafeteria on the seventh floor of the Merchandise Mart wears a brand new look this Thanksgiving.

The remodeled cafeteria, which serves an average of 400 diners each workday, was opened Nov. 3 with ceremonies featuring a seasonal turkey carving by Chairman McDonough assisted by General Manager Krambles.

In addition to lunchtime traffic, the CTA cafeteria attracts a good "continental breakfast" crowd and considerable coffee break traffic on both the AM and PM sides.

The remodeling was a joint project of the CTA and Louis Pure, who operates the cafeteria under contract.

Supervising for the CTA was Roger D. Wood, manager of management services, assisted by Charles Zanin.

Pure's firm provided new dining tables, chairs, serving equipment and condiment stands.

The CTA painted the walls a muted yellow, re-decorated the ceiling, and retiled the floor with white vinyl.

"The CTA cafeteria provides headquarters employees with a good place to eat at reasonable prices at a convenient location," said Wood.

"It is especially important to CTA employees at times when the Merchandise Mart and its restaurants



Seen through the window at opening day lunch in the new cafeteria: left side of table, front to back; Managers Roger Wood, Management Services; Fred King, Personnel; and Harold Geissenheimer, General Operations. . .

are crowded by the many thousands attending the markets and trade shows," he added.

For greater efficiency, there are separate lines set up in the remodeled cafeteria for the serving of sandwiches, hot dishes, salads, desserts and beverages.

The cash register has been relocated to an area easily accessible to all serving lines.

New dining tables accommodate either four or six persons, and can be moved together easily to accommodate larger groups.

An alcove of the cafeteria has been reserved for non-smokers.

Weekly menus are posted next to the entrance so employees can plan their meals in advance.

The bulletin board also has been placed at the entrance, thus leaving the interior free for display of art work. The first picture to go up was a large framed color photograph of the first of the CTA's new series 2400 rapid transit cars.



Mimie Foulks replenishes food items as customers take them on their trays. Mimie has a ready smile and a contagious laugh. She devotes much of her spare time to church work.



Katherine Gabrys, the cashier, has been in restaurant work since she came to Chicago from Wisconsin in 1931. For many years, she and a sister operated a lunchroom in the West Lincoln Park community.



Helen Vanagas has been on the job in the CTA cafeteria for ten years. At home she likes to read, and is especially fond of Agatha Christie mysteries.



... right side of table, back to front; George Krambles, General Manager; Charles Zanin, Director of Administrative Services; John Aurand, Manager of General Administration.



John Westley, a cafeteria employee for five years, handles the diswashing operation. John likes football and often attends high school games with his son.





Transit Board members, top, who were meeting the same day, attended the cafeteria opening. Shown with the "ceremonial chef" General Manager Krambles are, left to right, Don Walsh, Mathilda Jakubowski, Chairman McDonough, Edward Brabec, and Lawrence Sucsy.

Art Tonner, supervisor of the photographic section, was photographed himself on the food line, above. Joseph Sabol, supervisor of traffic clerks, and Eugene A. Wrobel, schedule maker I, right, visited at the condiment stand.



Though you won't see her in the cafeteria itself, Dorothy Baylen handles a smaller food service operation for CTA employees on the fourth floor where she serves lunch to about 45 employees daily. Her leisure-time interests are growing plants and drawing in charcoal.



New CTA TV Ad

Joe:

Fred was in a rut. An egg salad sandwich for lunch every day. So we're goin' to this little place I know. All the fried clams you can eat for two bucks. It's just 50¢ for the bus. And with a transfer pass...

Fred:

... only 10 cents to get back. I was in a rut. What a great lunch! Let's go there again tomorrow, Joe.

Announcer:

Get out of your rut. Take a quick trip for just 60 cents. On the CTA ... people moving people.



This is the text of a CTA 30-second commercial scheduled for showing 92 times on Chicago's four major TV stations from Oct. 28 through Nov. 28.

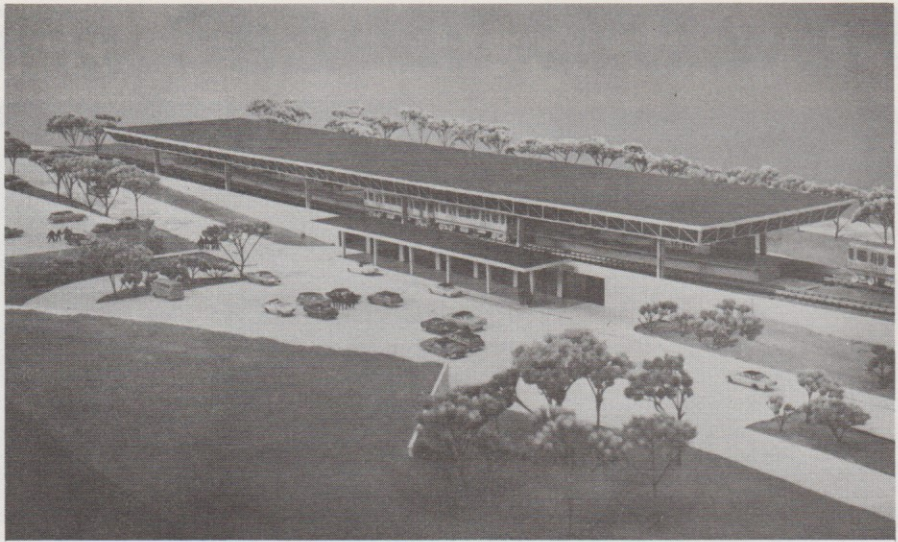
In advertising parlance, the 92 exposures will result in an estimated 27 million impressions, representing an extensive audience in which many viewers are seeing the commercial several times.

The TV commercial, aimed at increasing off-peak riding through use of the one-hour transfer, is in addition to four 60-second spot announcements being heard 50 times a day on 16 radio and FM stations until Thanksgiving Day.



Their Day In CTA: In this month's "Day In CTA" program carried out by the Transportation department, the selected operating employees were Doris Bartholomew, conductor, Congress and Douglas, and one of 43 women now in rapid transit operations; James Simmons, next, yard foreman, 61st street; and William Lemke, next, cash box puller at Forest Glen. They are shown with Chairman McDonough, left, and General Manager Krambles at the November Transit Board meeting where they were introduced. Later, according to the program itinerary, they toured the general offices and received briefings on the functions of various departments, thus increasing their awareness of the needs and services of CTA.

Modern Rapid Transit Terminal Slated for Forest Park



A contract for the construction of a modern rapid transit terminal for the Eisenhower route at Desplaines avenue, Forest Park, was awarded Nov. 3 by the Chicago Transit Board.

The James McHugh Construction Company, of 2222 Indiana avenue, won the contract on a low bid of \$5,550,000. Twelve other bids ranged up to \$6,671,000.

The project, which is to be placed under construction in December, is expected to take two years to complete.

The federal government's Urban Mass Transportation Administration is funding two-thirds of the cost, with the one-third "local matching" fund coming from the Illinois Department of Transportation.

The present terminal, in effect, has been a temporary facility since the Eisenhower rapid transit route was opened in 1958 as the first of Chicago's pioneering concept of incorporating rail transit in the median strip of expressways.

Plans for the new terminal at Desplaines avenue represent a joint effort by the CTA's Engineering Department and the Bureau of Architecture of the Chicago Public Works Department.

The new terminal will consist of a bi-level station and a terminal staff building. Of contemporary design, it will be built of steel, concrete and glass.

At the upper level will be a station platform 425 feet long and 28 feet wide, covered by a flat canopy or roof 432 feet long and 80 feet wide. The overhang of the canopy will cover the tracks on each side.

The large canopy, supported by columns on the outside of the tracks, will be of space frame design similar to that used for the roof of McCormick Place.

The enclosed lower level of the station will have a booth for two agents, turnstiles and other fare controls, two treadle-operated escalators, stairways, and concession areas.

For the upper level platform, there will be infra-red heating lamps and three 16-foot-long windbreaks.

On the south side of the terminal, there will be a new parking lot for 330 autos. Additional parking for

Architect's model of new Forest Park terminal

(Courtesy of Hedrich-Blessing)



Chris Kalogeras, left, director of plant engineering, presented the new Forest Park terminal plan to the Transit Board at its November meeting. Charles Martin, right, is the key CTA architect for the project.

CTA patrons is to be provided next to the cemetery fence west of where Van Buren street turns north.

Also on the south side of the station there will be a kiss 'n' ride area for dropping off and picking up CTA riders.

On the north side there will be a new turn-around for CTA "feeder" buses.

An entrance on the south side will serve riders transferring to and from West Towns suburban buses, as well as persons using the parking and kiss 'n' ride areas.

During the construction period, the present north platform will be moved 20 feet to the north for use by CTA patrons for both boarding and alighting from trains.

The old terminal facilities were built of wood and sheet metal, and include five old converted rapid transit cars being used as terminal offices.

cta engineering department projects in progress

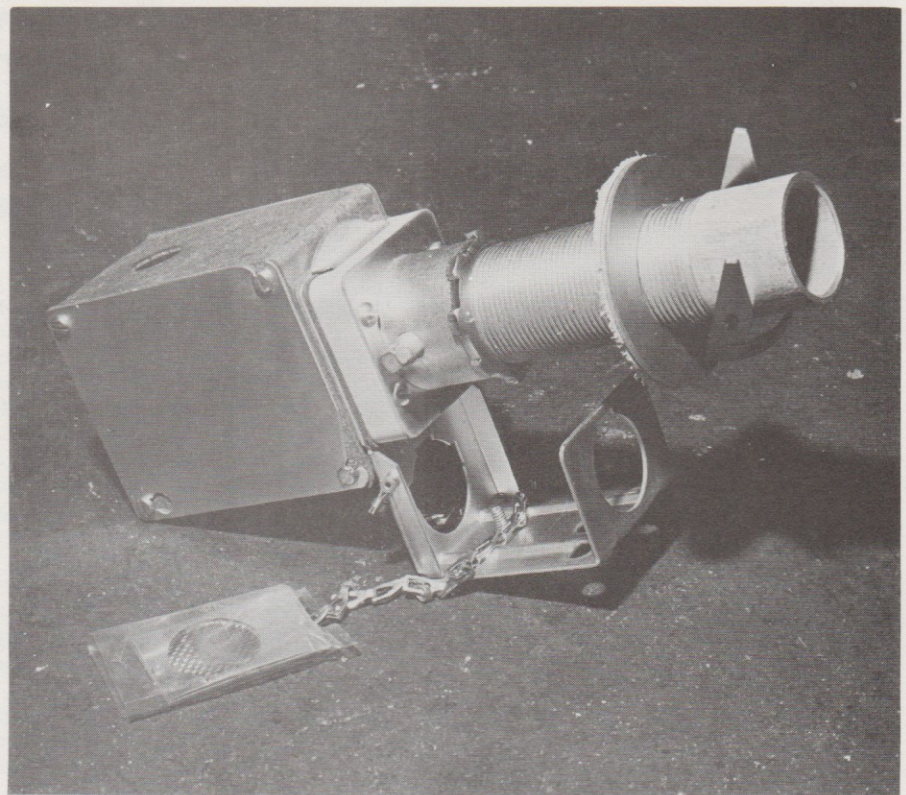


STATION MAKEOVER: Contractors are in the process of giving the 79th Street rapid transit station a new look at a cost of \$1.7 million. The project is scheduled to be completed in August, 1977. A temporary platform at the south end of the facility is already in use.

FENCING WORK: 22,000 feet of new fence will enclose three rapid transit yards, two park 'n' ride lots and six bus garages. It will also partially enclose 11 bus turnarounds when the \$285,000 project is completed in February, 1977. The fencing will serve as a deterrent to theft and vandalism of CTA property and will keep people from entering hazardous areas.



SMOKE DETECTING equipment is being installed in seven garages beginning with the Beverly unit. The smoke-detector stacks are also planned for the Archer, Forest Glen, Kedzie, Limits, North Avenue and 69th Street garages. The device includes a photo-electric eye designed to measure density and to sound a bell alerting personnel whenever smoke gets sufficiently dense.



FOR BETTER BROADCASTING: This control console, located in the CTA Control Center at the Merchandise Mart, is part of the new rapid transit radio system serving the recently acquired 2400 cars. This control console operates the new radio base station located on the 59th floor of the First National Bank Building (not shown). Through the microphone at right, the rail controller may be in constant contact with the motorperson aboard the train. In addition, the rail controller may make emergency announcements and provide essential information to riders. Exterior speakers on the new trains permit announcements to be heard also by those on the station platforms. The radio system enables the rail controller to selectively call an individual train, a group of trains, or all the trains on a particular route, and has multi-channel capability. It permits automatic transmission of mechanical alarms when necessary.

CTA Man Wins Good Scout Award



Eddie Mitchell, collector at the 95th street rapid transit-bus terminal, received the annual Good Scout Award from the Boy Scouts of America, Chicago Area Council, at the council's recent Transportation Lunch-O-Ree in the Conrad Hilton hotel.

The citation honored Mitchell's 20 years of leadership at various levels of scouting on the city's south-east side.

James McDivitt, member of the Scout Executive Board, made the presentation. McDivitt, former astronaut, is president of the Pullman-Standard Division of Pullman, Incorporated.

Mitchell now serves as chairman of the council's Miami district which is bounded generally by 87th street, Stony Island avenue, the city limits and Vin-

CTA's Eddie Mitchell, third from left, views the plaque he received for Boy Scout service. Presenter was President James McDivitt of Pullman-Standard, left. Plaque is held by Thomas Meagher, president of Continental Air Transport and general chairman of Transportation Lunch-O-Ree. Edward Jacobs, right, is executive director of Chicago Area Scouting Program.

cennes avenue.

He has served as an assistant scout master, scout master, troop committee chairman, assistant district commissioner, district training chairman for adult leaders, and has taught a number of courses for Scout leaders from throughout the Midwest.

Mitchell has been a CTA employee since 1953.

Management Training Stepped Up

How can a manager spend his time more effectively? What can a supervisor do to better relate to his subordinates?

These are the kinds of questions under consideration in the development of a new, UMTA-funded Management Education Program for CTA.

Members of CTA's Personnel Development staff



Consult, Ltd. senior associates, working with CTA on the management education program are seated, left to right, Larry Ambrose, Ed Kazemek, and Ed Crego, and standing, far right, Jim Perrone. They are shown with CTA's Sue Thieme, Stu Maginnis, standing at left, and Mike Smith.

All CTAers Invited to Hispanic-American Christmas Dinner Dance



Event will be held Saturday, Dec. 11, at El Mirador, 4300 W. North Ave. (free parking) with Hispanic menu and colorful show featuring CTAers. Abe Govea, Engineering, will demonstrate Latin dances. Price is \$10 per person. Tickets in advance through Nov. 30 from Elda Leal, any weekday from 1630 to 1700 only. Room 742, Merchandise Mart. Please do not phone.

(Stu Maginnis, Mike Smith, and Sue Thieme) as well as a team of advisers from the Chicago-based firm, Consult Ltd., are coordinating the project, intended to provide a comprehensive training program for various levels of CTA management.

The first phase of this project, already well underway, involves three months of individual and group interviews, questionnaires and on-the-job observations directed toward all levels of management.

The development and design of new training programs and materials will take up the bulk of the project's second phase. Pilot training programs for each of three levels of management are expected to be delivered in April or May 1977.

Keevil (Walter) Brings New Rail Cars on Line

Walter Keevil is the project manager coordinating one of the CTA's most significant improvements of the 1970s--the acquisition of 200 modern rapid transit cars.

Walter is only 31 years old; but, largely because of another generation, the name of Keevil has had such a long and familiar ring that it is virtually synonymous with electric railway equipment.

For many years, one of the CTA's best known experts in rapid transit cars was Charles E. Keevil, who retired in 1965 after a 44-year career in Chicago transit.

And it was Uncle Charles who surely had considerable influence eight years ago when his nephew, Walter, a co-op in a program of the Technological Institute of Northwestern University, was considering a full-time job offer from his co-op employer.

The CTA job also offered its own inducement. It made use of Walter Keevil's two professional interests--railroading and electricity.

So, Walter came aboard as a technical services engineer and was assigned to the Skokie Shop.

Since his assignment to the new 200-car project in May, 1974, Walter has been the link between the exacting car buyer (CTA) and the car builder (Boeing Vertol Company of Philadelphia, a subsidiary of the internationally known aircraft company engaged in its first major rapid transit car order).

Among many activities, this project has obliged Walter to conduct 78 engineering conferences over the past 24 months--and the task is far from over.

An engineering conference is a hard working session called whenever the car builder needs more information on the detailed design or performance requisites of the car or any piece of hardware involved. Such a conference can well include technical people and consultants representing one or more suppliers of wheels, axles, windows, air conditioners, upholstered seats, and many other components. Minutes are kept, and these are used to provide a running report on problems and progress to CTA management.

Walter recalls that he had a lot of catching up to do when he was named project manager in 1974.

"It had been three years since I had a hand in drafting the first engineering specifications for new cars," he says, "and I had been out of touch with the project for close to a year. I needed to cram to learn just where everything stood."

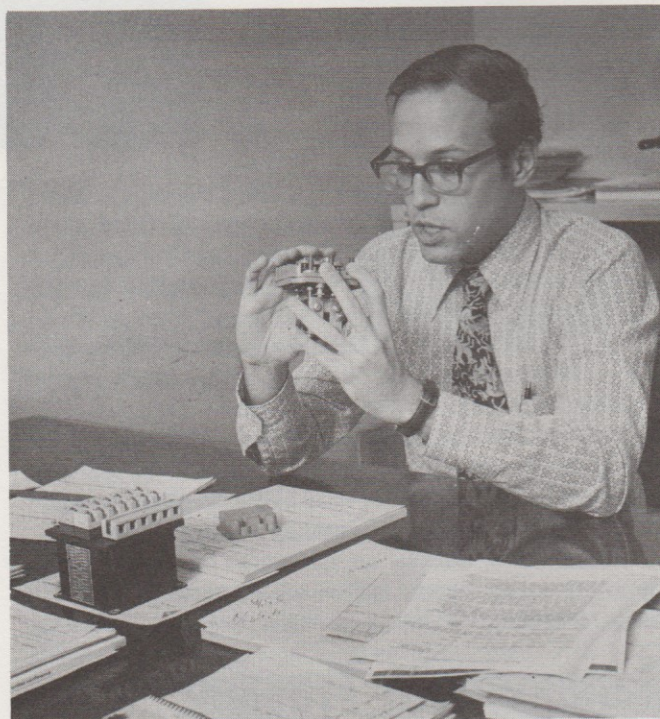
Where it stood was at the very threshold of Boeing Vertol's design program. Detailed design work remained to be done, drawings remained to be made, and specifications for outside materials and supplies remained to be written.

Throughout the period of actual car building (and it is still underway) Walter Keevil has supervised the work of four inspectors who are "CTAers in residence," so to speak, at the Boeing Vertol plant in South Philadelphia.

These are Ray Hart, Bill Eberhardt, and Ron Piantkowski--all electrical engineers from Skokie Shop--and recruit Ken Koral, whose father was a supervisor in Transportation.

The on-site inspectors are rotated so that two men are on hand at the plant every week and that all basic elements of the job--mechanical, electrical, and hydraulic--are continuously covered. They will be "on the road" until delivery of the last car of CTA's order.

This will be about March, 1978, Walter estimates. As for his own coordinating assignment, the term may well be longer since the contract calls for the job to last through the warranty period.



In the capable hands of Walter Keevil: CTA's new 2400 series of rapid transit cars--from specifications to service for Chicago riders.

When the first two cars came to Chicago in August, Walter was in charge of setting up and conducting the extensive testing of braking, platform clearance, vibration, noise, and other performance measures conducted at Skokie Shop and on the system.

Now that cars have been officially introduced to city leaders, he is in charge of the 600 hours of testing of the initial four cars in revenue service, on the Lake-Dan Ryan route.

With the completion of the tests in revenue service, the delivery of the main orders of the new cars is expected to begin in January. As they are delivered, the new cars are to be assigned to routes which do not have modern equipment. These are the North-South (through State Street subway), Ravenswood and Evanston Express routes.

Foreign travel has been one of the fringe benefits of the job for Walter. The bodies for the new cars were fabricated at the Sorefame plant in Lisbon, Portugal, so it was necessary for him to make three trips to the Iberian peninsula. He says he "managed to get in a little sightseeing."

Walter also has made two inspection excursions to the three plants in Germany that manufactured the trucks, the motor alternator sets, and the track brakes for the Boeing Vertol cars.

Before his selection as project chief for the new cars, Walter Keevil had been senior technical services engineer at Skokie Shop. Walter was born and grew up in Evanston, where he became attached to transit--and especially rapid transit--at an early age.

He is presently rounding out a term as president of the Central Electric Railway Association. He also has two other non-rail interests--photography and the collecting of automatic musical instruments, such as player pianos and juke boxes.

The First Generation Keevil at CTA



Charles E. Keevil

One of the proudest men in town about the CTA's new rapid transit cars is Charles E. Keevil, who retired 11 years ago, but has not lost any of his fervent interest in electric railway equipment and Chicago's rapid transit operations.

Also there is a close family connection; his nephew, Walter, is the CTA's project manager for the 200 new cars being built by the Boeing Vertol Company.

Keevil slipped away from his home at 1831 Lincoln av., Evanston, recently to spend the better part of a day on the first new cars during testing on the north elevated route.

"I liked their feel very much," says Keevil. "They have the good feel of the old heavy cars of the main line railroads."

And coming, as it does, from an engineering expert with many years of experience in the design of rapid transit cars, that opinion is tantamount to a gold seal of approval.

Keevil's interest in rail transit goes back to his boyhood in Kansas City, when cable cars were still operating. And over the years he has coupled that interest with a penchant for motion picture photography, which began in earnest when his parents presented him with a 35 mm movie camera after his return from service in World War I.

His interest in rail transit took him to the University of Illinois, where he was graduated in 1921 with a degree in electric railway engineering. From the U. of I., he came to Chicago to the engineering staff of the Metropolitan West Side Elevated Railroad, one of four "L" companies owned by the Samuel Insull interests that were consolidated into the Chicago Rapid Transit Company, a predecessor operation to the CTA.

When an engineer worked for one Insull company, he really worked for all of them; so Keevil had a hand in designing the South Shore cars (still in use) and the cars of the former Aurora & Elgin and North Shore suburban lines.

At the CTA, Keevil was involved in the early 1950s in the design of the series 6000 rapid transit cars, for which parts of the former Green Hornet streetcars were used, and in the early 1960s in the design of the series 2000 cars built for the Lake elevated route.

After retiring from the CTA in 1965, Keevil served for five years as technical consultant in rapid transit car design for the Institute for Rapid Transit, now merged into the American Public Transit Association.

For his hobby of motion picture photography, Keevil replaced his original 35 mm camera with one of the first of the 16 mm cameras, which was hand operated by a crank. To develop his movies, he invented his own printer, which he used on the kitchen table.

The basement of his Evanston home is given over to his large film library, most of which is footage on rapid transit and other electric rail operations in this country and Europe. Keevil has arranged to leave much of his movie library to the Library of Congress.

New Turnstiles For Busy Stations



John O'Connor, who told the Board about new turnstiles, is shown on one of his inspections during Mart station test period.

New turnstiles with transfer-issuing machines that accept all coins from a penny to a half dollar are being installed by the CTA at busy rapid transit stations downtown and on the near north side.

John P. O'Connor, director of Passenger Controls and Graphics, reported to the Chicago Transit Board Wednesday, Nov. 3, that the new turnstiles already have proved their worth in accelerating the movement of riders at stations.

"At 10 stations where the new turnstiles already have been installed, 17,000 fares a day are being collected by turnstiles, as compared with 7,000 a day with the old turnstiles," said O'Connor.

The new turnstiles permit entry by accepting either the basic 50-cent adult fare without a transfer or the 60-cent fare with the transfer. The turnstiles also accept the small CTA adult-fare token.

The transfers issued by the turnstile machines are imprinted with the date and time of issue.

O'Connor reported that 45 of a total of 75 turnstiles in the program have now been installed. The turnstiles with the transfer-issuing machines cost \$3,800 each. Funds for the new turnstiles have been provided by the federal government's Urban Mass Transportation Administration and the Illinois Department of Transportation.



As shown, new turnstile pops up transfer for rider when proper amount is deposited.

commendation corner

King Drive bus driver Naomi Caldwell (77th St. Garage) is described by Audrey Sims, of South King Dr., as the best CTA driver out there. "Her personality is just splendid," the rider says. "She always speaks to her passengers and is always cheerful... even when her passengers are rude. I think you should be very proud of her."

###

"You have an outstanding driver on the 146 Outer Drive Express," writes Mrs. K. Kravitz, of North Ridge Ave., about Messaoud Abdelkoui (North Park Garage). "He is patient and gives the proper answers when asked for information. The route seems to be a fairly new one and many riders have questions."

###

At the 63rd St. terminal of his 38 Indiana run, Robert Martinez (52nd St. Garage) helped Mrs. B. P. Ramirez, of South Michigan Ave., recover a piece of jewelry that had slipped behind the rear seat of the bus. "Not only did he show this kindness to me," Mrs. Ramirez writes, "but he was courteous and kind to all the passengers, patient to those with disabilities, firm about no smoking and helpful in every way."

###

"It is heartbreaking when someone gets involved with the plight of his fellow man," writes Ms. Nicole Ferentz, of West Armitage Ave. She reports there was a fight on the Howard-bound train she was riding recently. "No one did anything about it, but someone got the conductor (Ramond E. Wright, South Section). He broke up the fight at personal risk," she said. "Bravery of this kind makes me feel a lot more confident about our public transportation system."

###

After riding downtown on an 11 Lincoln bus from Belmont Ave., Misael Guerra, of North Greenview Ave., says, "I was impressed by the helpful information the driver (Digna Falcon, North Park Garage) gave me. I asked her about an address and if she would pass by. She told me not to worry, that she would let me know. I got there in time for my appointment."

###

"Recently I had the pleasure of riding on a #1 Drexel bus and my driver was #6410 (Sherman Adams, 52nd St. Garage)," writes Leonard Bondurant, of South Ellis Ave. "What a jewel you have in this man. His pleasant smile and gracious handling of his passengers is a pleasure to see today. I was a railroad supervisor for many years, and I highly appreciate good service."

Wool Succeeds Stevens As Labor Relations Head

Leon Wool has been appointed manager of labor relations of the CTA.

In this position, Wool succeeds Joseph J. Stevens who has become associated with the law firm of Turner & Roddy at 77 W. Washington St.

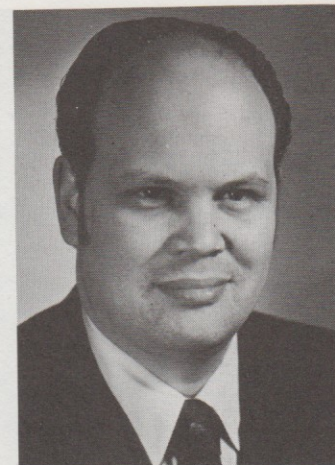
Wool, who joined the CTA staff in 1963, has been serving as director of claims management in the Claims Law and Real Estate department, and previously was superintendent of the CTA's court trial staff.

Wool, who is 38, was graduated from DePaul University Law School in 1963. He received his B.S. degree from Drake University in 1960. He and his wife, Bernadette, and their three children live in Skokie.

At a special event in the Board room, CTA executives welcomed Wool to his new post and said au revoir to Stevens, who was presented with a CTA memento--a "ring up each fare" register from an old-time rapid transit station inscribed with Stevens' name.

In other job changes, former rail service supervisor David Curley, Transportation, North Section, has been named management-professional intern in the same department. Also in Transportation, Stanley Kaminski, former road clerk, has been appointed material dispatcher.

Robert McClelland, trackman, Plant Maintenance, is now blacksmith/welder apprentice at South Shops, while Gerald Mroz has moved from field audit clerk to audit clerk in Internal Auditing.



Leon Wool



Joe Stevens rings up "au revoir" to CTA on fare register which was presented to him as memento. Lending a hand is Wilford Spears, president of Div. 308.

IN MEMORIAM

WILLIAM F. BAKER, 69, Electrical,
Emp. 2-05-43, Died 9-12-76
JOSEPH BITON, 89, 77th Street,
Emp. 6-04-20, Died 8-16-76
EDWARD L. BLAIR, 83, 69th Street,
Emp. 12-30-19, Died 9-23-76
ROY E. CARLSON, 67, North Park,
Emp. 10-05-45, Died 9-03-76
GEORGE J. CHERNAK, 92, Cottage Grove,
Emp. 5-19-22, Died 9-20-76
MELVIN G. CURTIS, 73, Keeler,
Emp. 9-28-43, Died 9-22-76
JOHN DANCEL, 53, 77th Street,
Emp. 1-30-51, Died 10-16-76
WILLIAM DENTAMARO, 72, Schedules,
Emp. 1-18-34, Died 9-28-76
CONSTANTINE DESCH, 65, North Park,
Emp. 2-06-43, Died 10-06-76
EUGENE J. GIBBONS, 75, Limits,
Emp. 8-08-23, Died 9-18-76

FRANK J. GRABSKI, 91, Way & Structures,
Emp. 8-23-19, Died 9-22-76
HARLEY HOLSTED, 74, Way & Structures,
Emp. 8-10-26, Died 9-11-76
STEVEN IPPOLITO, 67, Security,
Emp. 7-15-63, Died 9-23-76
ROBERT H. JOHNSON, 71, District A,
Emp. 10-11-27, Died 9-05-76
GUSTAV KOLB, 82, North Avenue,
Emp. 1-13-21, Died 9-07-76
GUSTAV KUEFNER, 74, Limits,
Emp. 3-11-26, Died 9-13-76
GEORGE LEUTHNER, 82, West Section,
Emp. 3-31-16, Died 8-18-76
FRANK J. LITZ, 81, West Shops,
Emp. 8-22-19, Died 9-23-76
JOSEPH LOPATZ, 83, Way & Structures,
Emp. 5-05-36, Died 10-03-76
MARK McDONNELL, 75, North Park,
Emp. 2-09-27, Died 9-26-76
NEIL MCGILL, 83, Wilson,
Emp. 2-08-51, Died 9-28-76
HENRY B. MILLER, 73, 69th Street,
Emp. 11-27-28, Died 9-22-76

CLIFFORD NYLANDER, 78, 77th Street,
Emp. 3-09-26, Died 9-22-76
FRANK A. POCHYLSKI, 85, Devon,
Emp. 8-13-13, Died 10-01-76
OTIS REED, 72, South Section,
Emp. 5-28-46, Died 9-18-76
EDWARD SHIELDS, 60, 95/Dan Ryan,
Emp. 9-08-59, Died 10-06-76
TONY SIGNORE, 79, West Shops,
Emp. 7-07-41, Died 9-24-76
FRANK J. SPAJDA, 80, Limits,
Emp. 5-13-26, Died 9-06-76
ANTON E. STROBERG, 80, Office Services,
Emp. 10-01-42, Died 9-25-76
BETTY L. SUHR, 73, Revenue Accounting,
Emp. 6-30-23, Died 9-29-76
VERNON THORNTON, 69, Claims,
Emp. 3-13-34, Died 9-17-76
THOMAS P. TOOMEY, 83, Devon,
Emp. 10-29-26, Died 9-28-76
MEDFORD WILSON, 91, North Section,
Emp. 5-21-23, Died 9-26-76
STANLEY P. WRUBEL, 85, West Shops,
Emp. 3-22-20, Died 9-11-76

Service anniversaries in November

40
years



W. Swain
Utility

30 years

F. F. Andrek, 61st Street
C. J. Banser, Instruction
M. M. Bohat, Claims Law/R.E.
A. G. Bosco, Electrical
S. J. Charleton, Electrical
W. J. Clemens, Electrical
H. S. Cordt, Electrical
N. Graver, Methods/Standards
J. G. Jankus, Production/Supply Cont.
E. J. Kaminski, Archer
L. J. Kariolich, Skokie Shop
R. B. Lemke Jr., North Section
C. E. Lythcke, Limits
E. J. Murray, Forest Glen
R. T. O'Brien, Electrical
V. Paciski, Beverly
J. J. Skapek, Maintenance
J. Stewart, Engineering

NEW PENSIONERS

JOSEPH DEROCHE, Operator,
North Avenue, Emp. 11-19-64
JOSEPH MASIARZ, Car Serviceman,
Howard Terminal, Emp. 1-23-52
JOHN MAYER, Electrical Worker A,
Skokie Shop, Emp. 8-30-45
GLADYS RUEDIGER, Ticket Agent,
West Section, Emp. 7-16-69
TONY M. SCARDINA, Operator,
Kedzie, Emp. 7-14-47

DISABILITY RETIREMENTS

CLEO S. EVANS, Bus Repairman,
North Park, Emp. 7-10-47
THOMAS F. MCGUIRE, Clerk,
77th Street, Emp. 1-12-43
CLARENCE T. MILLS, Janitor,
Kedzie, Emp. 12-30-57

35 years

R. H. Buerger, Skokie Shop
J. F. Carolan, Jefferson Park
J. E. Connor, North Park
J. J. Fitzmaurice, Print Shop
E. J. Karocki, Claims Law/R.E.
E. A. Krause, 77th Street
E. H. Kulpit, Travel Info. Ctr.
E. S. Kurowski, Mechanical Maint.
V. F. Landis, Utility
V. A. Lauletta, Bus Service
E. L. Machen, District B
D. J. Manzo, Forest Glen
N. R. Millies, Electrical
H. W. Moeller, North Avenue
S. D. Mosny, Medical
R. G. Nealy, South Section
A. A. Pavlik, 77th Street
J. V. Pernice, North Avenue

25 years

W. J. Droben, Electrical
D. L. Durden, 77th Street
J. Gardner, Archer
H. R. Goerner, South Shops
E. E. Jackson, 52nd Street
O. H. Moore, Kedzie
C. A. Olcik, Claims Law/R.E.
H. L. Swoope, Harlem
J. C. Wharton, 77th Street
D. Williams, 77th Street

F. H. Reuss, Limits
F. A. Sipich, Utility
E. F. Stenzel, North Park
G. A. Streske, Forest Glen
J. A. Ward, North Avenue
E. R. Weston, District A

CTA TRANSIT NEWS

Volume XXIX

Number 11

Published for employees and retirees of the
Chicago Transit Authority, under the direction
of the Public Affairs Department.

J. Thomas Buck, Manager of Public Affairs
J. H. Smith, Editor and Director of Publications
Associate Editors:

Mel Alexander, Christine Boric, Arline Datu,
Anit Leppiks, Jack Sowchin, Jeff Stern,
Rick Willis

Distributed free of charge to all active and
retired CTA employees. Annual subscription
price to others, \$2.00. Address communica-
tions to CTA TRANSIT NEWS, Room 742,
Merchandise Mart Plaza, Chicago, Illinois
60654.

CTAer Recalls Glory Days Playing With Bears

By W. B. Wolfan

cta sports

Mel Alexander, Sports Editor

"I have always had tremendous admiration for George Halas. He was coaching the Bears when I came up to the pros and he taught me the right way to play football. Before I joined the team, I only knew how to run with the ball. Halas drilled into me every single aspect of the game needed to make a complete player."

It was ex-Bear player and present CTA employee Henry Mosely talking to a reporter who remembers those 1955 Bears well. Mosely has been a CTA employee for 19 years and is now a truck driver in Utility. In 1955 he was a promising pro football halfback up from Morris Brown College in Atlanta with an amazing scoring record of 44 touchdowns in his first two seasons as a collegian--25 in his freshman year.

Mosely weighed 205 pounds, stood 6 feet 1½ inches and was a 9.5 sprinter in track. That speed apparently lured the pro scouts. His school scoring records at Morris Brown still stand and he recently was inducted into the school's athletic hall of fame in ceremonies held there.

While in military service, Mosely was an all-army all-star in track in the 100 and 220 yard dashes. He also played army football with a well-known Chicago Bear of yesterday, Rick Casares, an all-pro fullback.

Mosely (who even today looks like he could still don a football uniform) was signed for the Bears by Phil Handler, former Chicago Cardinal coach and later Bear scout.

"I signed a contract calling for \$7,000 per season and received \$2,000 for signing," Mosely recalls. "That was a lot of money for a poor kid from a small black college in those days."

Injuries, as so often happens, limited Mosely to a short lived stint with the Bears. He was hurt in the Baltimore Colt game of 1955 and a torn cartilage in his left knee virtually ruined what could have been an outstanding football career.

He returned for the 1956 season but saw no action. In 1957 he went to work for the CTA, abandoning football for good. But Mosely has fond memories of the days he played alongside some of the greatest names in Chicago Bear history, many all-pros.

His teammates included Joe Fortunato, Bill George, Harlan Hill, George Connors, Doug Atkins, Bill Wightkin, Bobby Watkins, Ed Brown, George Blanda and Casares (a player who "helped me a great deal when I first came up").

Casares and Mosely remain close friends today and they recently were reunited in Florida.



Hank Mosely as he looked in his playing days as a halfback with the Chicago Bears, and as he looks today on the bowling lanes.

Morris Brown College Athletic Hall of Fame Award

In recognition of outstanding athletic achievement

that brought personal fame, and glory to the college through participation in

Football

Enshrines the Name of

Henry Mosely

Sponsor: Morris Brown TAY Club

Norm Long
President

October 23, 1976

Date



Robert Threatt
President of College

Charles Hardnett
Athletic Director

John Mubusa
Chairman, Hall of Fame Committee

This is the award presented to Hank Mosely when his name was enshrined in the Morris Brown College Hall of Fame on October 23, 1976.

When Mosely was with the Bears, he beat out Billy Anderson, son of the famous radio-TV comedian of Jack Benny fame, Eddie (Rochester) Anderson.

Mosely remembers the thrill of playing against the Cleveland Browns, led by Otto Graham and Marion Motley, at Soldier Field in the Armed Forces game of 1955 won by the Bears. "The Browns were a real powerhouse," Mosely says.

The competition in the National Football League was rugged that year. The Bears had an 8-4 season against teams such as the Colts of the Johnny Unitas era, the New York Giants of Y. A. Tittle, and the Green Bay Packers.

Mosely gained some lasting impressions of opposing linebackers and defensive ends.

"That Ray Nitschke of Green Bay was rough. So was Cleveland's defensive end Lennie Ford. He was just about the best at that position.

"But Bill George of the Bears was the top linebacker, and he was on our side. I would rate Bill George even better than Dick Butkus. And the Bears' Ed Sprinkle, well, he was something else at his position, too.

"You can talk all you want about Mean Joe Greene of the Pittsburgh Steelers, but the Bears' Doug Atkins was just about the meanest man on a football field I ever saw."

Mosely was a high draft choice, rating No. 6 in the selections by the pro talent hunters.

He also has high praise for the backfield stars of that time in the NFL, especially singling out Ollie Matson, the ex-Cardinal; Alan "The Horse" Ameche with Baltimore, and the fleet Buddy Young, for mention.

Mosely's first job with CTA was as a bus driver on the Archer route. He is married and has three children.

Concluding the interview--he reminisces:

"I might have developed in today's highly specialized pro-game into a real breakaway runner. I had the 9.5 speed when I came up and had it not been for the knee injury, I had a good chance to go somewhere because Coach Halas gave me every possible break. I owe a great deal to him for that opportunity, brief as it was."



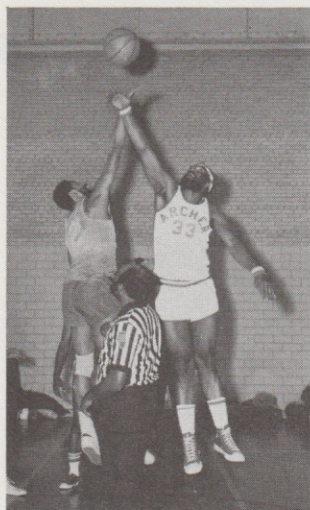
Action from North Park - Beverly game.

Basketball has moved into the spotlight in the CTA sports program with defending North Park taking dead aim on a second consecutive championship.

Seventeen teams will see action at the Washington Park fieldhouse gymnasium on Sunday mornings and Tuesday and Friday evenings. The teams are: Archer Bucks, 69th Street Raiders, 52nd Street Flyers, 77th Street Streakers, South Side 'L' Knicks, 77th Shop Stars, Beverly Wildcats, West Side Ticket Agents 007s, North Park Breezers, General Office Jaguars,

Limits Cougars, Forest Glen Hawks, West Side 'L' Lakers, Kedzie Wheelers, North Side 'L' Rollercoasters, North Avenue Saints, and North Side Ticket Agents.

Results of the opening games of the season are as follows; Nov. 2-North Side 'L' defeated Archer, 42-37; West Side 'L' beat 52nd Street, 75-38. Nov. 5-North Park soundly thrashed Beverly, 87-27; West Side 'L' defeated Archer, 82-59.



Jump Ball - Archer vs West Side 'L'.

BASKETBALL SCHEDULE

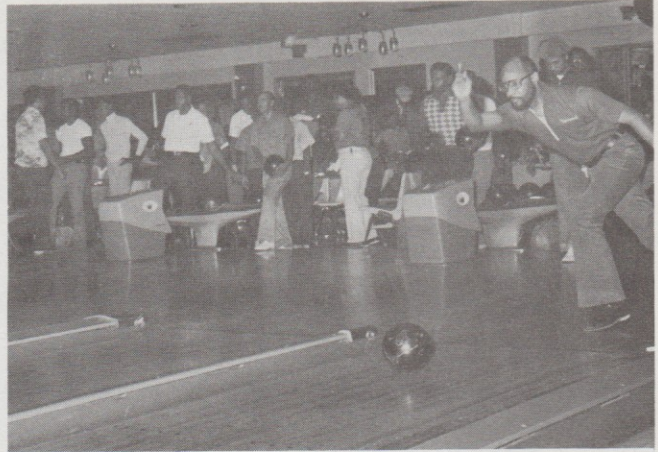
Sun-Nov 28 (B)	Sun-Dec 12 (B)	Sun-Dec 26 (B)
1115 9 vs 13	1115 1 vs 8	1115 16 vs 12
1215 5 vs 15	1215 13 vs 17	1215 2 vs 15
1315 4 vs 17	1315 2 vs 9	1315 9 vs 3
Sun-Nov 28 (G)	Sun-Dec 12 (G)	Sun-Dec 26 (G)
1115 10 vs 2	1115 3 vs 4	1115 17 vs 11
1215 14 vs 7	1215 15 vs 8	1215 8 vs 4
1315 11 vs 6	1315 5 vs 6	1315 5 vs 10
Tue-Nov 30	Tue-Dec 14	Tue-Dec 28
1930 10 vs 1	1930 15 vs 16	1930 10 vs 7
2030 11 vs 2	2030 7 vs 12	2030 12 vs 13
Fri-Dec 3	Fri-Dec 17	Fri-Dec 31
1930 6 vs 15	1930 11 vs 9	1930 17 vs 8
2030 14 vs 11	2030 13 vs 14	2030 10 vs 14
Sun-Dec 5 (B)	Sun-Dec 19 (B)	Tue-Jan 4
1115 2 vs 8	1115 5 vs 17	1930 4 vs 5
1215 12 vs 5	1215 12 vs 14	2030 17 vs 12
1315 1 vs 9	1315 2 vs 9	
Sun-Dec 5 (G)	Sun-Dec 19 (G)	Fri-Jan 7
1115 10 vs 3	1115 10 vs 13	1930 16 vs 11
1215 15 vs 17	1215 11 vs 15	2030 1 vs 14
1315 11 vs 13	1315 5 vs 6	
Tue-Dec 7	Tue-Dec 21	Tue-Jan 11
1930 13 vs 16	1930 17 vs 7	1930 2 vs 7
2030 7 vs 4	2030 2 vs 6	2030 6 vs 4
Fri-Dec 10	Fri-Dec 24	Fri-Jan 14
1930 14 vs 3	1930 9 vs 5	1930 8 vs 9
2030 10 vs 11	2030 1 vs 3	2030 1 vs 7

(B) Denotes Boys Gym

(G) Denotes Girls Gym

CTA Bowling Season Rolls In

Now that the bowling season is in full swing, Transit News took camera to Spencer's Bowl in Marina City and to Palisade Bowl for candid shots. The CTA mixed league at Marina City is headed by Robert Vance, Operations Planning, and the 77th Street Operators League is headed by Calvin Pollard, Engineering. The rapidly growing popularity of the mixed league is evidenced by the fact that in just one year the league has grown from 16 bowlers to more than 30 bowlers organized into six teams.



Norwood Duff, Reproduction Section



Sylvia Coleman, Claims/Law



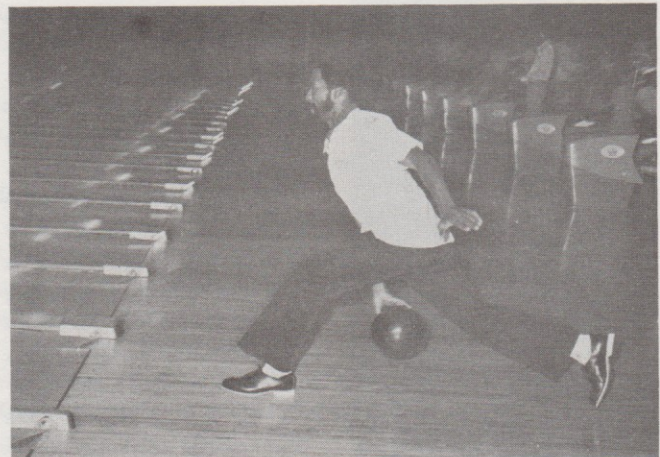
Bob Adler, Travel Information



Patricia Hoff, Insurance



Michele Lloyd, Engineering, and
Steve Legler, Operations Planning



Thurman Collier, Stores, South

Time out

with Anit Leppiks

Things to do in the Chicago area

The Christmas calendar is a crowded one and Chicago's attractions so many that we are presenting a "futurelist" that will guide your advance planning. This holiday season you'll find amusements (many inexpensive, some free) attuned to fulfill the fondest wishes of every member of your family--whether they merely want to watch or wander. For example:

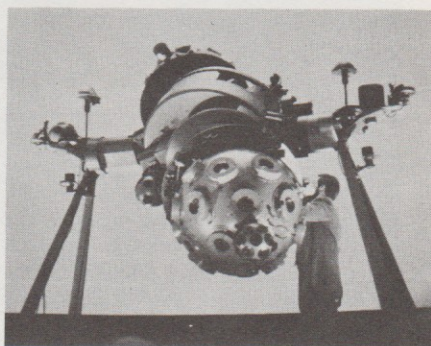
ADLER PLANETARIUM--The Star of Bethlehem sky show Nov 30-Jan 3. Traditional Christmas show portrays the sky as it must have appeared to the Wise Men, and speculates about the possible astronomical explanations of the Star that heralded the coming of a new age. Mon-Thurs at 1400, Fri at 1400, 1930, weekends at 1100, hourly from 1300-1600. \$1.50; children, 75¢. 1300 S. Lake Shore. 294-4620.

ART INSTITUTE OF CHICAGO--Ensor, a comprehensive retrospective exhibition of more than 200 paintings, prints, and drawings by the Belgian artist James Ensor (1860-1949). Outstanding loans from European and American museums and private collections include the famous gigantic painting, "The Entry of Christ Into Brussels." First such exhibit of Ensor in U.S. since 1951, thru Jan 3, Morton Wing. Constructivism In Poland, 1923-36. 20th Century Polish paintings, sculptures, photographs, and graphic art include works by Strazewski, Hiller, Kobro, and Strzeminiski, thru Jan 9, A. Montgomery Ward Gallery. Ukiyo-e Prints by Kitagawa Utamaro (1753-1806), known as a Bijin-ga (pictures of beautiful women) artist, and is considered the greatest artist in Ukiyo-e. Photographs by Edouard Boubat thru Jan 9, Lacy Armour Gallery. T'Ang Dynasty Pottery from the permanent collection, continuing, Gallery 116. Mon-Wed, Fri-Sat from 1000-1700; Thurs from 1000-2030 (free); Sun, hol from 1200-1700. Junior Museum closes ½ hr. earlier daily. Suggested fee: \$1.50; students, seniors, 50¢. Michigan at Adams. 443-3500.

BALZEKAS MUSEUM OF LITHUANIAN CULTURE--Christmas cards from around the world, collected by Mildred Peterson, thru Dec. 4012 Archer. 847-2441. Free.

CARSON PIRIE SCOTT--Breakfast With Santa Tues-Sat at 0900, Heather House restaurant, Nov 26-Dec 24. \$1.85. Tree decorating classes Nov 29-Dec 2 from 1100-1230. \$5 includes lunch. Christmas In Outer Space vignettes, 8th floor auditorium. One South State. 744-2295.

CHICAGO MUSICAL COLLEGE of Roosevelt University--University chorus, concert choir, and orchestra, student soloists. David Larson, conductor. Vivaldi



This unusual projector depicts the night skies of Christmas time around the world on the interior dome of the Planetarium.

"Magnificat" and Kodaly "Te Deum," Dec 9 at 2000, Rudolph Ganz Memorial Hall, Rm 745. 430 S. Michigan. Free. 341-3787.

CHRISTMAS FLOWER SHOW Dec 18-Jan 2, Garfield (300 N. Central Pk.) and Lincoln Park (2400 N. Stockton Dr.) conservatories. Christmas flowers from many lands. 0900-2100 daily except 0900-1700 Dec 24, 31. Free.

CHRISTMAS PARADE--In State St, Dec 11; free.

LINCOLN PARK ZOO--Dec feature, Leaf Cutting Ants. Daily 0900-1700. Children's Zoo, 1000-1700. Farm, 0945-1700. Free.

MUSEUM OF SCIENCE AND INDUSTRY--"Christmas Around The World" festival Nov 26-Jan 1. Christmas tree display in the rotunda. Thirty-four countries represented, including festival newcomers, Switzerland and Finland. Concerts of Christmas carols presented by over 150 choral groups thru Dec 24. Theater pageants, Christmas observances of different nationalities re-enacted in the auditorium Dec 2-19. Holiday dinners Dec 2-19. Weekdays from 0930-1600, weekends & hol from 0830-1730. Closed Christmas Day. During the pageant period, Christmas display areas open till 2000. Free. 57th & Lake Shore. MU 4-1414.

OLD TOWN SCHOOL OF FOLK MUSIC--Annual Holiday Get-Together Dec 12 at 1400. With mummers play, group singing, the Windy City singers and a Mexican pinata for the children. \$2; children, \$1. Old-

Fashioned Gospel Sing with the Fantastic Family Air and Grass Food and Lodging Dec 19 from 1400-1800. \$3; children, \$1.50. 909 W. Armitage. 525-7472.

"PETITES PROMENADES" concert Dec 18 at 1000, 1130, Orchestra Hall. Henry Mazer conducts Chicago Symphony; Maria Tallchief is hostess. \$4; children, \$2. 220 S. Michigan. 427-7711.

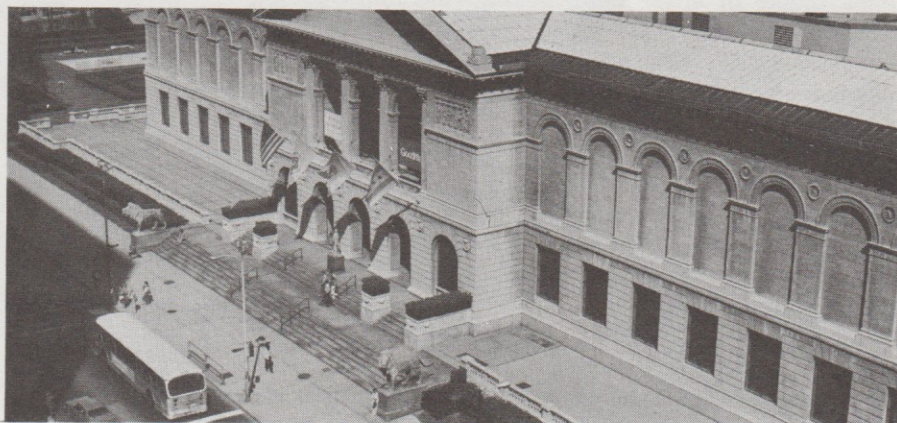
"PINNOCHIO" Dec 4-Jan 23. Special Christmas week performances Dec 20-23 at 1100, 1430. Children's Theater at the Goodman Theatre Center, 200 S. Columbus Dr. \$1.95. 443-3800.

"THE MAGIC OF YOUNG HOUDINI" with Rusty Steiger thru Jan 2, Mill Run Children's Theatre. \$2.25. 600 Gulf Mill Shopping Center, Niles. 298-2333.

"THE WEEK BETWEEN," special holiday programs devoted to fantasy and imagination, for children from 5-12 years of age, Museum of Contemporary Art. Imagination Theater--The Playmakers program of music, song, dance, pantomime, and the spoken word, Dec 26 at noon. George Latsaw Puppets in a production based on the legendary folklore of Appalachia, Dec 27 at 1000-1200. Friends Mime Theater in "Farewell to Farms, or Food Revued" at 1000, and "Dr. Plutonium's Energy Circus" at 1200. Marshall Izen introduces his young audiences to Aesop and Kipling, Picasso and Matisse, and Mahler and Villa-Lobos, Dec 29-30 at 1000, 1200. Darlene Blackburn Dancers re-enact African folk tales Dec 31 at 1000, 1200. \$2; children, \$1. 237 E. Ontario. 943-7755.

VISIONS/PAINTING & SCULPTURE--distinguished alumni, 1945 to the present, thru Dec 10, The School of the Art Institute of Chicago. Mon-Sat from 1000-1700, Sun from 1200-1700. Columbus Dr at Jackson. Free.

WINTER FESTIVAL OF ARTS & CRAFTS Dec 12 from 1200-1800, Communication Arts Auditorium, Walt Disney Magnet School. Have your portraits sketched or watch a watercolor being painted. Glass engraving demonstrated. Puppet show for children at 1400, 1600. 75¢; children, 25¢. 4140 N. Marine Dr. Call American Society of Artists, 751-2500 for details.



The Art Institute on Michigan will have special Christmas attractions.

Winterized Retirement

By Jack Smith

Unless you have already moved to an all-year warm climate, it is wise to winterize the human engine just as you do with the car. This is a recommended practice for any age group, but it is more important as you grow older and become just a little more sensitive to the hazards of the cold.

Flu shot? You may have had it already. Wise protection unless your doctor has said no. A case of flu can often bring on even more severe respiratory problems.

The shots being administered by the government this year immunize one from both the swine flu and the Victorian.

Some of us remember when having a flu shot made you feel almost as bad as having a short case of the disease. The current shots did not affect anyone I know in that way. The data they give you at the flu shot station states that the virus in the vaccine is not live.

If you are not doing so regularly, it may be time to start having a glass of orange or grapefruit juice every morning.

Oranges are probably the best natural source of Vitamin C. Natural or frozen orange juice is the easiest way to get it.

There is still a great deal of debate as to whether Vitamin C prevents colds. But, one can hardly lose by having a glass of orange juice as a rouser each morning. You don't even have to squeeze it any more.

Nose and mouth masks? They make you look like someone from Mars, but over recent winters, I have noticed more and more seniors "facing up" to the north winds in this fashion. It is sensible because the quick intake of bitter cold air into the lungs puts a strain on the heart.

Comfortable, skid-proof shoes, too, are recommended when you are not wearing your boots. Then you can get out for the daily walks that may be so important to you.

Sidewalks and steps can be more treacherous in the winter than at any other time of year. The worst hazard is the thin, almost invisible sheet of ice coverage when it is drizzling and the temperature is hovering around 32.

Smooth leather soles and heels are the most likely to throw you; so are rubber soles that do not really grip, but slide along on the surface. Test your boots and if you are always slipping around in them, don't wear them!

cta pensioners

Who Are The Pioneers? The CTA Pioneers are - - exclusively and specifically - - retirees and disability retirees from the Chicago Transit Authority and its predecessor companies. The group was organized in December a year ago and membership is already up to 327. Dues are just one dollar.

Monthly meetings are held on the second Tuesday of each month at 1230 hours at - -

The Golden Flame Restaurant
6417 W. Higgins Road
(corner of Nagle avenue)
Chicago

Luncheon is served at 1330. Lunch tab is \$3. Advance reservations are not required.

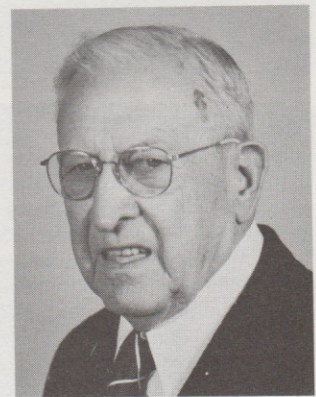
Frank Laske (right hand man in picture below) is president of the CTA Pioneers. He is a North Park retiree. Frank says the club does not advertise by mail in order to keep expenses down so he is particularly eager to have these notices in the Transit News. Retirees from all CTA departments are eligible.

For further information, Frank suggests calling either Ralph Kugelard, secretary of the club, at 775-5319 . . . or Maynard Moran, a director, at RO 3-6379.

Others pictured at the last Pioneers meeting are Ralph Groat, left, retired bus driver from Forest Glen; then, Russ Warnstedt, retired head of the employee suggestion system; and, in front, Bill Pinasco, chief clerk at Forest Glen, vice president of the Pioneers.



Keeping In Touch: Robert Fred Dietz came in from California (1877 W. Beacon, Anaheim 92804) during a visit to Chicago to attend a granddaughter's wedding. Dietz was foreman of the armature room at South Shops and was in charge of the basic PCC streetcars at West Shops. He is especially remembered for his traveling fire prevention training demonstrations from a mail car he had converted for the purpose.



Reminder: Although the last issue of Transit News carried the announcement, General Manager Joe Nolan of the CTA Senior Citizens Retirement Organization is eager that all retirees be reminded of their opportunity to visit with James J. Hill, former president of Div. 241 and international secretary-treasurer of the Amalgamated Transit Union, and John Burns, former president of Div. 308, at the Nov. 29 dinner meeting at Mangam's Chateau, 7850 W. Ogden Ave., Lyons. Earl Barley, president of Div. 241, and Wilford Spears, president of Div. 308, will also be at the speakers' table. The group will have no meeting in December.

Special Offer To 61-64 Group:

75 CTAers Will Get First Look At New Pre-Retirement Program

You are only old enough to read this if you are 61 through 64 years of age!

Exactly 75 (no more) active CTA employees of 61 through 64 vintage are invited to help the CTA Pension Section to evaluate a proposed program of pre-retirement planning assistance.

You can be one of these if you volunteer (before 74 others have beaten you to it) to be a member of a Pilot Group of employees to receive (during the next year) a variety of written retirement planning materials and then tell the Pension Section what you have found to be the most helpful in planning your own retirement.

There is no charge. And, there is no obligation--other than to read the material you receive and then to answer questionnaires that will be sent to you at the end of 6 months, and again at the end of 12 months.

To volunteer, all you have to do is fill out the Enrollment Form at the end of this article, cut the coupon out of the Transit News, and return it, as quickly as possible, to:

Insurance and Pension Department
Attention: Mr. W. A. Ashley
P. O. Box 3555
Merchandise Mart
Chicago, Illinois 60654

In fact, this is the only way to enroll in the Pilot Group. To be fair to all, phone enrollments will not be accepted--only those on the official form. And, it will be first come, first served until the 75 Pilot Group limit has been reached.

The deadline for receipt of Enrollment Forms is Jan. 3, 1977.

If you are 61 through 64 years of age, you are urged to take advantage of this opportunity.

Retirement is getting closer now. It may have seemed a long way off when you first started working for CTA--but, here it is, on the horizon. And you may have lots of questions about it--and some concerns.

Experience shows that most people enjoy their retirement if they have planned for it in advance. No one else can do your planning for you, but CTA wants to be sure you have the tested and professional guidance that will help you to plan thoroughly.

CTA provides an excellent pension and it makes good sense to get ready to make the most of it.

Act now!

PRE-RETIREMENT PILOT GROUP ENROLLMENT FORM

Mr. W. A. Ashley
Insurance and Pension Department
P.O. Box 3555, Merchandise Mart
Chicago, Illinois 60654

(For ages 61--64 only.)

Dear Mr. Ashley:

Please include me in your pilot group to develop a Pre-Retirement Program for CTA employees. I understand that the only obligation is that I read the material sent to me and answer a survey at the end of six (6) and twelve (12) month period.

Send the material to:

NAME: _____
First M.I. Last Social Security No.
ADDRESS: _____
Number Street
CITY: _____ STATE: _____ ZIP CODE: _____
BIRTH DATE: _____ AGE: _____ CTA JOB: _____
UNION AFFILIATION: _____

"START PLANNING FOR RETIREMENT NOW AND SEND THIS IN TODAY"

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

Address Correction Requested

Holiday Fair



CTA was a major public service exhibitor at the 17th annual Holiday Folk Fair staged by the Chicago city government at Navy Pier. More than 50 ethnic organizations participated by showing native handcrafts, selling native goods, and dispensing native dishes. At our high-traffic display location, CTA Board Member Mathilda Jakubowski, above, joined other CTAers to meet the public and to distribute newly-revised CTA route maps and Spirit of '76 postcards. Volunteers such as Eileen Neurauter, below, customer service representative, and her husband, Rudy, a CTA bus driver, "reached out" to make sure that all passers-by were fully aware of CTA. Attendance was estimated at 100,000.



GLENN ANDERSEN
4627 N ANTHON AVE
CHICAGO ILL 60656
368

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