



## 300 rapid transit cars to be ordered by cta

The Chicago Transit Board on Dec. 13 authorized the award of a contract to The Budd Company for 300 air-conditioned rapid transit cars, with an option to buy an additional 300 cars.

The Budd Company, of Philadelphia, submitted a low bid of \$133,288,500 for the initial 300 cars. This amounts to \$444,295 per car.

There were two other bids: \$174,900,000 by the Boeing Vertol Company, of Philadelphia, and \$248,000,000 by the Pullman Standard Division of Pullman, Inc., Chicago.

Delivery of two prototype cars for testing is to be made by Feb. 1, 1981. Delivery of the initial 300 cars is to be completed by 1984. If the CTA decides to buy the 300 additional cars, the order for a total of 600 cars would be spread over eight years and be completed by 1987.

The contract price will be subject to escalation of both labor and material costs as determined by federal government indices. The federal government is to

provide 80 per cent of the funds for the new cars; the state, 13.34 per cent, and the Regional Transportation Authority, 6.66 per cent.

The acquisition of new rapid transit cars to replace old, worn-out equipment is one of the most important parts of the CTA's capital improvement program.

Delivery is almost completed on an order of 200 air-conditioned cars built by the Boeing Vertol Company at a cost approximately \$61,000,000.

The 200 Boeing Vertol cars will bring the CTA's total of modern cars to 530, out of a total fleet of 1,100 cars. The total of 530 modern cars includes 180 cars acquired in 1964 from Pullman Standard and 150 cars in 1969 from The Budd Company.

(CTA photo by Bert Cadney)

**cta** **TRANSIT NEWS**  
FOR EMPLOYEES AND RETIREES  
DECEMBER, 1978



# 1979 cta budget for operating expenses

A total of \$409,090,000 has been budgeted for CTA operating expenses in 1979.

The budget, which was presented at a CTA Board meeting on Dec. 13, represents an increase of 12 per cent over 1978 operating expenses of \$364,962,000.

"Inflation is our problem," said George Krambles, Executive Director, in explaining the anticipated increases in operating costs.

## **inflation main factor**

In addition to the impact of continued inflation on labor and material costs, the CTA's budget also reflects higher costs for social security, worker's compensation, unemployment compensation, group insurance, and diesel fuel and electrical power.

Krambles said the CTA plans to provide the present level of bus and rapid transit service without any increase in fares.

"We look for a continued increase in ridership in 1979," said Krambles, "and with careful management we plan to serve it without significant increase in manhours or vehicle miles."

## **riding up 4.7 per cent**

For 1978, riding on CTA buses and rapid transit trains increased 4.7 per cent, making for a total of 660,746,000 rides for the year.

Paul Kole, General Finance Manager, said that most of the 1979 costs will be for transit operations and maintenance.

Of the total budget, 64.5 per cent is allocated for operating the CTA's 2,400 buses and 1,100 rapid transit cars. These operations require more than 9,000 of the CTA's total of 12,000 employees.

Maintenance of the buses, rapid transit cars and other facilities accounts for 29.3 per cent of the budget.

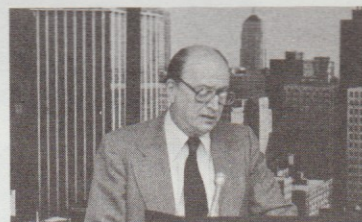
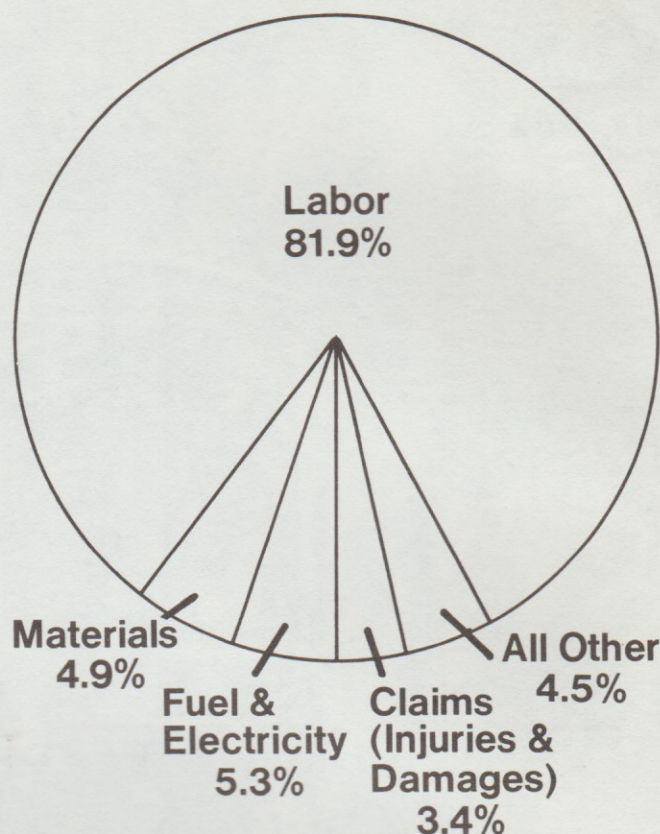
## **sources of funds**

To cover 1979 operating expenses, the CTA budget estimates that system-generated revenue (mostly fare collections) will amount to \$216,806,000 and that \$192,284,000 will be required in supplemental funding through the Regional Transportation Authority.

In addition to supplemental funding for operating costs, the CTA budget also includes requests to the RTA for public assistance of \$808,000 to pay interest on CTA revenue bonds and \$300,000 for unanticipated emergency capital improvements.

Kole explained that while the CTA will need more assistance through the RTA to meet higher costs caused by inflation, the CTA's percentage of public funding still will be much lower than the percentage of public assistance afforded most other large public transportation systems in the country.

For the CTA's 1979 operating expense budget, 53 per cent of the funds is expected to come from fare



George Krambles

Paul Kole



Walter J. McCarter

(CTA photos by Bert Cadney)



collections and other system-generated revenue and 47 per cent from the RTA as public assistance. In some cities, public funding for transit operations amounts to as much as 70 per cent or more.

Walter J. McCarter, CTA's first general manager, who retired in 1964, spoke at the budget meeting as consultant to the First National Bank of Chicago, trustee for the CTA revenue bonds.



## Emergency telephones on station platforms

The first step in a CTA program to have emergency telephones on platforms of rapid transit stations has been taken with the installation of phones at the seven stations in Evanston.

The installations in Evanston represented a cooperative effort by the CTA, the Regional Transportation Authority, Illinois Bell Telephone Company, and the City of Evanston. Lawrence Sucsy, CTA Board member, also took an active part.

The telephones have free 911 emergency dialing

direct to the Evanston Police department. CTA crews installed the conduit and electrical wiring, and Illinois Bell installed the telephones.

An application for a grant of \$416,000 is pending before the Illinois Law Enforcement Commission to cover the CTA's costs of wiring and conduit work for installing telephones on platforms of 133 other stations. The request was approved by the Chicago-Cook County Criminal Justice Commission, and forwarded to the state commission.

## Culture Bus riding totaled 76,635 in '78

The RTA/CTA Culture Buses made their last 1978 trips on Dec. 17 to end a very successful year. There was a total of 76,635 rides during the 1978 Culture Bus season, which began on the Sunday before Memorial Day.

The Culture Bus service was suspended on the Sundays before Christmas and New Year's Day, but the buses were scheduled to resume wintertime Sunday service on Jan. 7. For the winter, the route has been modified to serve major museums on the south, near north and west sides. Patronage has been holding up well, with as many as 800 to 900 rides being taken on near-zero Sundays.

## Cited for good work on specs for new car order

Eight CTA staff members were given special mention at a CTA Board meeting Dec. 13 for their good work in the planning and preparation of specifications for the new order of 300 rapid transit cars.

Larry Pianto, Manager, Materials Management, reported that "super work" was done by the following:

James Stewart, Director, Equipment Design, and Walter Keevil, Supervisor, Electric Vehicle Design, for the detail specifications.

Sam Miller, Comptroller, and John Harrington, Financial Analyst, for developing provisions for cost escalation.

Ron Luczak, Manager, Grant Programming and Administration; Ron Bartkiewicz, First Assistant General Attorney; Rod Daugherty, Superintendent, Procurement Engineers, and Ed Tobin, Director, Procurement, for other work on the specifications.

## CTA pushes sale of monthly passes through employers

The CTA is beginning a special promotional campaign for selling its \$25 monthly passes through employers.

The goal for 1979 is to increase the use of the pass to at least 50,000 riders a month.

For the start of the year, there were 251 companies and organizations participating in the monthly pass program, with sales totaling 12,000.

In its promotion, the CTA is encouraging participating companies and organizations to resell the passes to employees at a discount.

Thus far, the best discount offer is by Combined Insurance Company of America, 5050 Broadway, which buys the passes from the CTA at \$25 each and resells them to employees for \$14. Combined Insurance buys 550 to 600 passes a month.

One of the major benefits to companies of the CTA monthly pass is that it reduces or minimizes the need for a company to provide parking facilities for employees.

For employees, the monthly pass not only provides for an unlimited number of rides on CTA buses and trains, but it also eliminates the need for transfers and for having exact change for the fare.

The CTA's monthly pass program is administered by Group Sales under David Kruger as Director.

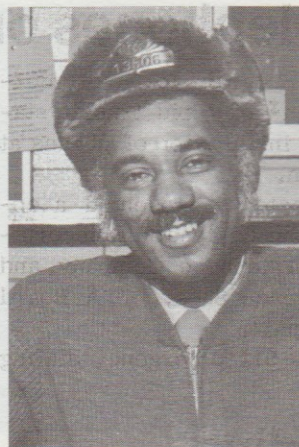
As a major part of the promotion efforts, Group Sales has prepared a direct-mail advertising program among employers.

## Skokie Swift service increased

An increase of more than 20 per cent in the rush period service on the Skokie Swift rapid transit line was made effective Dec. 18. Four more round trips were added in the morning and three more in the late afternoon.



William T. Knudsen (Forest Glen garage) was commended by Kathy Scardina, who works in one of the showrooms at the Merchandise Mart. "I would like to compliment him on his pleasant attitude and his kind, courteous ways while driving the Addison bus. He has a 'Good morning,' 'Have a nice day' or a 'Watch your step' for all his passengers. He also very clearly calls out the stops along the way and pulls to the curb so people can get on and off where they should. You can be proud that he works for the CTA."



Jesse C. Terry (77th Street garage) won the attention of Mrs. L. Pollerkusis, a resident of the Hegewisch neighborhood on the Far South Side. "He is the most polite and courteous human being I have seen on your buses. All of my friends wait for his South Chicago bus so we can smile and start our day out right. He always says 'Thank you' to everyone who gets on his bus. I think he should teach the other drivers how to be pleasant. I look forward to seeing this driver whenever he drives to our part of the city."

## commendation corner

Michael G. Boyk (North Park garage) was appreciated by Gertrude Brkic, a nurse at Northwestern Memorial Hospital, who was a rider on his Outer Drive Express bus. "He said 'Good morning' and 'How are you?' to everyone who boarded his bus. He waited two or three times for people running to catch the bus, telling them to take their time and not hurry. When people got off, he said, 'Goodbye now. Have a nice day' and 'Watch your step.' He did a good job despite a rainy day. He made my day and also made me believe there are a few good people still left in this world."

####

Adonis Berrios (Forest Glen garage) was admired by Sally Lewis, of Evanston, for the way he handled his West Irving Park bus. "Not only is he a great driver, but he is such a splendid person! He's always friendly, helpful and courteous. He seems to really enjoy his job and is considerate of the passengers. I believe this man is a line instructor. I wish he could teach others not only how to operate a bus, but also how to be as gentlemanly as he is. Any time I manage to catch his bus, it sets me up for the whole day."

####

Chester R. Hendrix (77th Street garage) is the driver of a Halsted bus that James A. Thomas, of Greenwood avenue, takes regularly on his way to work. He said, "I have been riding buses since they replaced the streetcars, but I have never come in contact with a driver as polite as he is. The man is very pleasant each morning. Usually, we all have some grouchy days, but seemingly this fellow has none. If there were more people like him working for CTA, I am sure service would be 100 per cent better."

####

Johnnie Gomilla (North Park garage) was the subject of a letter from Martin C. Wilson, a businessman with offices on North Michigan avenue. "While I was riding his Sheridan Road bus downtown, a person got

on through the back door. Once most of the crowd had exited four or five stops later, the driver stopped the bus and ejected the illegal rider. The whole situation was handled in a very mature and reasonable manner. I believe the driver exercised excellent judgment, timing and firmness in what he did."

####

Carl Benoit (Forest Glen garage) is considered "a fine asset to CTA" by Frank J. Cavalani, of North Hamlin avenue, who rides his Montrose bus. "When you board his bus, you feel like you are walking in your front door at home. He welcomes his riders with a smile from ear to ear and a good clean joke to keep you smiling. He also operates his bus safely and smoothly. I just want you to know you have quality people working for you, and that makes for a great team."

####

John R. DeGroat (77th Street garage) was complimented by Rose Goldman, of South Shore drive, a regular rider on his South Deering bus. "His conduct is exemplary at all times. He is an excellent driver--very cautious--and adheres to all traffic regulations. He is exceptionally polite and has a pleasant smile for all as they enter the bus. He is patient and kind with young mothers with children and with senior citizens who have difficulty getting on the bus. It is a pleasure to be able to commend one of your valuable drivers."

####

Ramon Rodriguez (North Park garage) was praised by Mrs. Elsie Blumberg, of North Sheridan road, for helping her on his North California bus. "I was trying to board the bus at Touhy, but I have a slight muscle condition that causes me difficulty with up and down movements. The driver asked me to wait, got out of his seat, and helped me up. He did it without missing his light or delaying anyone. I would like to commend this driver, who was pleasant to everyone and had feelings for the passengers."



Among other operating employees receiving commendations recently were:

Edward Adams, 77th Street; and Elden Adams, Limits.

Pedro Balderas and Booker Bolton, both of North Avenue; Edward Barry, Kedzie; Fred Bee, Arnold Beler, and David Benson, all of North Park; Michael Bowman, Robert Bragg, and Edward Burnitz, all of Forest Glen.

Leroy Carr, Mary Cobleigh, and Jackie Coots, all of North Park; Angel Carreras and Patrick Corcione, both of Forest Glen; and John Chapman, Archer.

Lachester Drain, Limits.

Kenneth Edwards, 69th Street; and Constantino Estrada, Forest Glen.

Obie Fleming, Limits; and Myriam Flores, North Avenue.

Zack Gammon, 77th Street; Albert Garner and Clarence Guse, both of North Park; Wallace Good, Joseph Grady, and Gerald Gross, all of Forest Glen; Mildred Grover, Archer; and Stein Gunderson, North Avenue.

Robert Halley and Raymond Hamb, both of Archer; Henry Harper, Walter Harris,

Joseph Hendrickson, Earnest Houston, and James Howland, all of North Park; Nathaniel Harvey, Beverly; William Head, Large Hooker, and Aida Hornedo, all of Forest Glen.

Curtis Johnson and David Johnson, both of 77th Street.

Clem Kaczorowski, Archer; and Eugene Kennard, 77th Street.

Margie LaBoy, North Avenue; Mack Lang, Archer; James Larry and Norman Lee, both of 77th Street; Ricardo Leiva, North Park; and Robert Lemke, Forest Glen.

Pierino Mannarelli, 69th Street; Sherman Martin and Kermit Mitchell, both of North Avenue; Vester McCormick, 77th Street; Willie McFall and Rafael Munoz, both of Limits; Manharlal Mody, Forest Glen; Edgar Mollinedo and Howard Monroe, both of North Park; and Carl Myers, Kedzie.

Drago Panic and Claudette Panfil, both of North Park; Leo Porter, 52nd Street; Michael Powell, North Section; and Issac Price, Kedzie.

Kenneth Richards and Robert Rogers,

both of North Park; Clarence Richardson and Tommy Ross, both of 77th Street; Eugenio Rivera, North Avenue; Joseph Rodenski, Felix Rodriguez, and Jerome Ryan, all of Forest Glen; and Jonathan Ross, Archer.

Dale Somsel, Wilfred Spotwell, Billy Stanback, Glenn Steude, Stanley Stevenson, and Carl Suddeth, all of North Park; Ronald Sterling, North Avenue; and Larry Swan, Kedzie.

George Taylor, Archer; Ollie Thomas Jr., North Section; Richard Thomas, North Avenue; James Thompson and Edward Timko, both of North Park; Lynval Thompson, 52nd Street; and Edward Tierney, West Section.

Juan Velazquez, North Park.

Elvis Wade, Forest Glen; Irma Wesley, Limits; Joseph Wharton, 77th Street; Walter White, Lawrence Whitney, and Maurice Willis, all of North Park; Gary Williams, North Avenue; and Robert Wilson, 69th Street.

Jaques Yezeguelian, Forest Glen.



## McIlraith dies

Evan J. McIlraith, 92, who was general manager of the former Chicago Surface Lines, died Dec. 8 in Laguna Hills, Calif.

McIlraith joined the Surface Lines in 1923 and was staff engineer until 1945. He was the general manager from 1945 to 1947 while the CTA was being formed. When the CTA began operations on Oct. 1, 1947, he became manager of the surface division. He retired in 1951.

## Graduates



Sterling L. Martin, bus operator, Archer, received a Bachelor of Science degree from Chicago State University.



Glenda Johnson, the daughter of Jerry Johnson, assistant superintendent, Control Center, has received a Bachelor of Arts degree in marketing from Roosevelt University.



Alfred E. Jordan, bus operator, Archer, has received a Bachelor of Science degree in music education from Chicago State University.



Treka E. Owens, daughter of Alfred Berry, rail janitor, has received her certificate as a certified public accountant.



# Latino Christmas party

The Hispanic American Transportation Association (HATA), a social club founded by a group of CTA employees, held an early Christmas party on Saturday night, Nov. 25, at the Holiday Inn Mart Plaza.

The party was a big success. It was attended by more than 300 persons, who enjoyed hors d'oeuvres and danced until 2 a.m. to the tunes of the "Ensueno Tropical" orchestra and Disco music.

Another highlight was a Jamaican show presented by Charles Cameron, singer, and Debbie, a dancer who invited volunteers to join her in a Limbo line.

Plaques of special recognition in human relations were presented to Fred G. King, Manager of the Human Resources Department, and John Zupko, Area Superintendent, Ticket Agents.

Enrique Gonzales, bilingual representative with the Travel information Center, was the master of ceremony.  
(CTA photos by Julius Brazil)



Left to right: Mathias and Rosa Benedicto, Catalina Rodriguez, Juan and Maria Benitez.



Left to right: Pedro Gonzalez, Ann Crouse, Sandichy Gonzalez.



Standing, left to right: Celso Castellanos, Edward Gonzalez, Jose Alarcon. Seated, left to right: Bertha Castellanos, Amparo and Teresita Gonzalez, Theresa Alarcon.



Left to right: Petros and Migdalia Paraskevas, Ada Perez, and Julia La Guardia.



Left to right: Sofia and Jose Madrigal, Roberto and Lourdes Covarrubias.



Jose Flores, right, presenting a special recognition plaque to Fred King.



John Zupko, left, receiving a special recognition plaque from Elda Leal and Filepe Gonzalez.





Electra de Alba, center, with Annie and Vic Coleman.



Left to right: Tony Falero, Ray Santiago, Jerry Rodriguez.



Ledia Nordarse, left, and her daughter Ledia.



Debbie leading the Limbo line.



Ledia Nordarse.



Diana Huff and Ray Carter.



Standing, left to right: Jackie Robinson, Electra de Alba, Horace Browning, Blanca Vargas Magana, David Gilliam. Seated, left to right: Charles Hall, Florence and Frank Koziol.



Standing, left to right: Fructuoso and Anita Moreno, Irma and Juan Muniz. Seated, left to right: Charles Hall, M. Antonia and Cornelio Soto, Blanca and Angel de la Torre, Jr.





## Cross-country skiing and snow shoeing

### *Wonderful winter sports close to home*

Winter is a great time for sports.

It may be that you will want to limit your interest just to watching hockey and basketball on TV.

If you have the time, money and energy, there is the exciting outdoor sport of downhill skiing out west or up north.

Or if you would like to do something outside that is not too expensive and that is also close at home, you may want to consider taking up cross-country skiing or snow shoeing.

You may do both--cross-country skiing and snow shoeing--without leaving the city or the Chicago area. And both offer a lot of fun and good exercise.

#### **easy to do**

Almost anyone can enjoy cross-country skiing. If you can walk, you can do it. It's that simple.

And you don't have to have hills or deep snow. In fact, all you need is a good ground cover of snow and some open space, such as a city park or a golf course.

What is part of the joy of cross-country skiing is

By David Bremer  
Stores Department, Storeroom 61 (Mart)

that you can do it just about anywhere you have room to get up a good run or burst of speed.

The basic technique of cross-country skiing is called "kick and glide." It is a maneuver better seen than described. It is basically a shifting of weight on the ball of the foot which pushes the ski back and behind you as you shift the weight and pressure on your poles to help push you along--a sort of exaggerated "Groucho walk" with ski poles in your hands.

#### **learn in 2 hours**

Most beginners can learn in less than two hours, and master it, after a fashion, in two days. The Chicago Park District and suburban park districts such as in Evanston and LaGrange offer lessons on winter weekends. Ski equipment stores also may offer lessons.

The cost of equipment is much less expensive than for downhill skiing. Depending on your choice of equipment, the costs vary; but boots, skis, poles and bindings for cross-country skiing should cost no more than \$200 at the most. In most cases, it probably is less than that.

Compared with downhill skiing, there also is



another saving; for there are no lift lines and tickets to purchase. The Chicago Park District and the Cook County Forest Preserve District provide good ski trails which are enjoyable and in many cases downright tranquil. Many public and private golf courses are turned over to skiers in the winter months.

There are many places that can be used. Several friends of mine on the north side often ski to work in the Loop by way of Lincoln Park, even in zero weather.

### **snow shoeing fun**

Snow shoeing can be just as much fun, as well as good exercise. A big advantage of snow shoeing is that you have only one piece of equipment to buy--snow shoes.

Snow shoes come in three designs: Bear Paw, Raquet, and Green Mountain.

Bear Paws are best in really deep, soft snow. They are generally long ovals with the foot straps dead center, and can move you along the top of high drifts with comfort and ease.

Raquets are the traditional type of snow shoe. They are somewhat shaped like a tennis raquet, with a wide frontal area which tapers back almost to a point. The foot straps are on the wide portion with the taper running behind the foot. These shoes were designed for high speed and crusty-icy conditions.

The Green Mountain is considered by many people to be the "state of the art" in snow shoes. It is a long, narrow shoe with a slight turn-up at the toe. The advanced design has a hinge on the foot harness which allows the foot to bend inward and downward for a toe-hold in the snow, if necessary. It is a boot designed for high speed, ice, or deep soft snow, and even rocky terrain.

### **piston-like step**

Since snow shoes are not long slabs, they can allow the user to turn and travel in places too tight for skis. The basic technique is a piston-like step, lifting the foot straight up and putting it straight down. No poles are needed.

Like cross-country skiing, snow shoeing can be done anywhere. The main requirement here, though, is more snow--at least four inches for really good shoeing.

A question that might be raised is, "What can be seen this close to the city?" My answer is, "Lots!"

On any good morning after a fresh snow, the ground is covered with tracks. Nature never completely goes to sleep in winter. Raccoons, squirrels, fox, deer, crows, sparrows, cardinals, even coyotes in the far southwestern fringes can be found, if only by their tracks in the snow.

Skis and snow shoes allow people the advantages of relative quiet and speed. During winter, the animals forage for food in the sheltered areas of woods and scrub bush growth. Pheasants and fox both nest in brush piles in the forest preserves. Deer go in deep-

er and are keen listeners and experts at hiding, but they are there.

### **track animal dens**

If you get out at a good time, you can follow their tracks to animal dens and nests; and if you are careful and quiet, you can watch them without scaring them--and maybe get a good picture or two!

Last winter, the heavy snow caused the deer in a nearby forest preserve to use up all of their natural forage. The forest preserve supplies dwindled, and the zoos helped where they could. It wasn't quite enough, so late at night and early morning the deer crossed the highway to eat in backyards. It was a pleasant surprise for the early morning skier to see deer dashing home to the woods across the highway and parking lots at dawn. These sights are not uncommon if you take the time to look.

It is an educational and fun experience for the whole family or groups of friends to pack along sandwiches, thermos, jugs, and even a little brandy, and have a winter picnic in the forest preserves. Just put it all in a day pack, put on the skis or snow shoes, and away you go! Enjoy the bright winter sun, feel the crisp breeze, and look at the beauty of the forest in winter.

### **lunch in the snow**

When you break for lunch, find a good big drift, tramp down a long, deep opening hole with your feet by doing short quick jumps, lay your skis or snow shoes over the top, use them for a seat, let your feet dangle in the hole. It's a comfortable way to sit in the snow and a fun one, too!

One word of caution. In the winter, the body is subject to heat loss; and this can be dangerous. We often read about people rescued from the wilds suffering from exposure. What we don't often realize is we are just as susceptible to it right at home.

Exposure can strike the skier, traffic checker, child playing in the snow, track worker, or anyone not dressed for the weather. Always dress according to the conditions. Always keep your head covered. Over 80 per cent of your body's heat can be lost due to a bare head! When you come indoors, always remove your heavy clothing. If you don't it won't keep you as warm when you go back outside.

### **take precautions**

Exposure is not just frostbite or numb feet. It is what doctors call "hypothermia," or loss of body heat. It is a slow, painless, quiet thing which can and does kill. So dress warmly! Never stay out excessively long in cold weather if it can be helped. Simple preparation can save you a lot of trouble. Colds and frostbite can be avoided by practicing the comfortable art of staying warm.

The outdoors in the winter as well as the summer can be savored and enjoyed. Be it on skis, snow shoes, or on foot, getting out in winter is one of the best of winter sports.





# **Ticket agent photobug**

Manuel Moya is a CTA ticket agent whose hobby is photography.

Moya joined CTA in August, 1977, after a career as a professional photographer. However, he still spends many off-duty hours practicing his photographic skills.

Moya immigrated from Santa Clara, Cuba, in 1956. In his native



country, he took courses in all phases of photography, including still photography, fundamentals of motion picture, lighting techniques, portrait, photo journalism and dark room techniques.

In 1960 he opened "Moya Studio" at 3603 W. Fullerton. He operated at this location for 15 years.

One of his most prestigious accomplishments was a photograph of the First National Bank of Chicago which was used on the cover page of the Journal of the American Society of Safety Engineers, issued in February, 1968.

Also, many of his excellent pictures were published by the *Replica* magazine of Miami, Florida, *El Puertorriqueno* and *El Informador*, local weekly Spanish language newspapers. He also had special assignments from United Press International, covering community and social events in the Puerto Rican community.





# Women bus operators serve early-bird turkeys

Women bus drivers were the hostesses at the 69th street garage on Nov. 22 when nearly 500 CTAers enjoyed a Thanksgiving Day buffet a day early.

In charge as the social committee were bus operators Jenipher Finger, Virbie Martin, Zola Harrison, Brazetta Lipscomb, and Eleanor Russell.

They were joined by other women drivers who volunteered on their day off to help serve turkey, ham, fried chicken, salads, and other delicacies.

Also on hand were TV Reporter Silvia Cisneros and a crew from Channel 7 who filmed the event for showing that evening on the 6 o'clock news.

Top: Among the hostesses were Bobbye Byrd, Zola Harrison, Dorothy Smith, Eleanor Russell and Brazetta Lipscomb.

Right: James Blaa, Transportation manager; Dorothy Smith, driver, North Park garage, and Robert Desvignes, area superintendent, instruction, were among the guests.

Bottom right: Virbie Martin serves bean salad to bus operator Clinton "Joe" Lewis. Sign in back of Ruth Gill reads: "Happy Thanksgiving to one and all, so eat and be merry."

Below: Clarence Moncrief, janitor at 69th, receives a cup of punch from Odean Johnson. Moncrief arrived at the garage extra early to help.







Top left: TV Reporter Silvia Cisneros of Channel 7, center, interviews Jenipher Finger, right, and Eleanor Russell, both of the social committee.

Above: The serving line was busy from early morning and into the afternoon.

Left: Leonard Morris (left), 41, and his brother, Larry, 36, claim part of birthday cake for those born in November. Both were born on November 24. Leonard is a bus operator and board member of Local 241. Larry is a supervisor, central district.

Below left: Everyone had a smile.

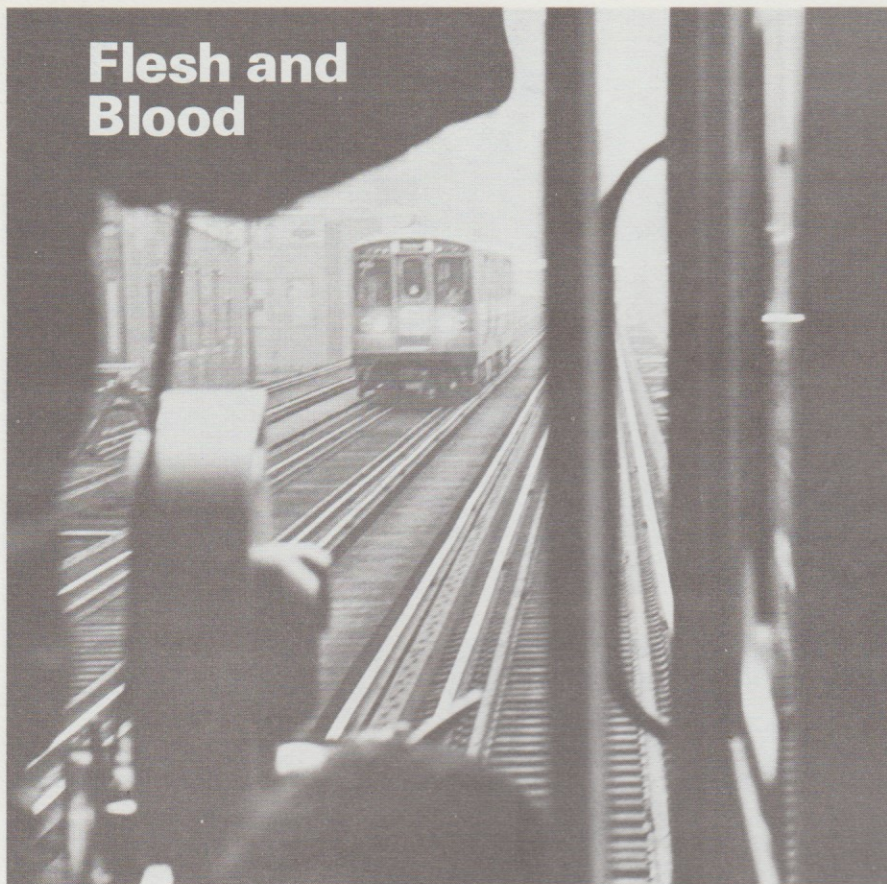
Below: Bus operator Murial Womach checks her weight after eating as her son, Jevon, age 2, looks on.

(CTA photos by Julius Brazil)



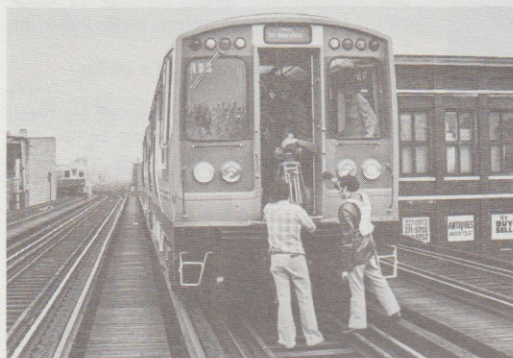


# Flesh and Blood



When the ABC Paramount TV movie *Flesh and Blood* premieres in the spring of '79, don't miss the opening credits, because they will be superimposed over footage filmed at various CTA locations. Vilmos Zsigmond (above), who won an Oscar for his filming of *Close Encounters of the Third Kind*, described the view from the front end of a chartered southbound Ravenswood train as an unexpected and exciting "close encounter."

Zsigmond and other members of the film crew praised the cooperation received from CTA and the City of Chicago. TV movies are filmed on a very tight schedule, and local cooperation is just as important as finding unusually exciting scenery.



Mounting the camera.



Eddie Andros, conductor; Willie Done, motorman; Bruce Anderson, Transportation; and Bob Heinlein, Public Affairs, discussing train movements required for filming.



On location at Armitage station.



Vito Collyard, Rail Maintenance, right, removing front door of train.



Filming at Sedgwick station.



# ZAP winners for third quarter



The Maintenance Department's safety program, nicknamed ZAP for Zero Accident Program, was won for the second

quarter in a row by North Avenue. The banner they are holding says, "We are #1 Now and Always."



Sharing the honor for Kimball terminal's second accident-free quarter in 1978 were (left to right) car repairers Walter McKay, Darreld Mercure, Mike Palacios (acting foreman), and Anthony Ruane; car servicer John Nee, and unit supervisor, Rail, Dick Lorimer.



The first place award for 98th Street terminal was presented to Aaron Swoope (left), foreman, by Mike Vasquez, unit supervisor, Rail Maintenance. It was a dramatic improvement for 98th Street, which ranked last among terminals at the beginning of the year.



The maintenance crew at Archer won their first safety award of 1978 with three accidents per 53,295 man hours worked to take second place in the ZAP contest among garages. While Archer may not have come in first, their sign says, "We Try Harder."



Mike Vasquez (left), unit supervisor, congratulates John Malloy, foreman, for 54th Avenue's near-perfect showing during the third quarter of 1978. The terminal won first prize during the first quarter with no recorded accidents.



## Promotions

William H. Mansker, former staff attorney, Corporate Law and Trial Law, has been appointed superintendent, Trial Area, Law Department. Mansker, a graduate of Dartmouth College and the University of Chicago Law School, joined CTA as a paralegal clerk in 1974. In his new position he oversees the work of six trial attorneys. Mansker, a native of Tulsa, Oklahoma, lives in Hyde Park on the South Side.

James W. Roberts, former superintendent, Jefferson Park, has been selected area superintendent, Near North. Roberts started with CTA as an extra trainman in 1949. He later served as switchman, yard foreman, supervisor, instructor, and relief station superintendent. He became assistant station superintendent in 1971, and superintendent, Douglas and Congress terminals, in 1974, moving to Jefferson Park in 1977. Roberts and his wife, Lillian, have four sons and make their home in Lombard.

David T. Martin, former assistant superintendent, Ashland terminal, has been named superintendent, 95th Street. A CTA employee since 1960, Martin was an extra guard, conductor, motorman, and supervisor, before becoming relief station superintendent in 1973. He was chosen assistant station superintendent, 95th Street, in 1974, and was assigned to Ashland the



Mansker



Roberts



Martin

next year. Martin and his wife, Evelyn, a typist at South Shops, have two sons. They live in the Brainerd neighborhood on the South Side.

In other job reassignments, Linda Grybeck, former analyst, Methods/Standards-Support Services, has become supervisor of the same section. Elvin J. Carey and Willie R. White, both former bus service supervisors, District B, were named management/professional interns, Control Center. Laverne Schultz, former coordinator, Office Services, was chosen unit supervisor in the same section of Management Services, and John P. Jones, former accounting specialist, Financial Services, was selected statistical analyst, Claims/Real Estate/Sales.

New as bus drivers, North Park garage, are former North Section conductors Luis Valenzuela and Stephen Rutnick, and former Forest Glen bus servicers Eulogio Mendez and Hector Lopez. Other recently assigned

drivers include: at Beverly, Mildred Green, former bus servicer, Limits; at Archer, Daniel Ortiz, former bus servicer, Kedzie; at Limits, Ronald Kramer, former conductor, North Section; at 77th Street, Acena Horne, former bus servicer at the same location; and, at Forest Glen, Frank Viola, former bus servicer, North Park.

Also in Transportation, Lynn Wilkerson, former driver, North Park, has been reassigned as clerk, and James Stephen, former driver, 77th Street, has become balance clerk, Financial Services. Rosalba Chaparro has moved from clerk to utility clerk, Materials Management.

In Management Services, William Lewis has been promoted from travel information representative to senior travel information representative; Logan H. Collins, former special delivery mail clerk, and Harry Garrett, former mail clerk, have been selected money handlers, Treasury.

Ernest Ellis, former driver, 77th Street, has become electrical worker apprentice, Skokie Shop. Jeffrey Mutnansky, former bus repairer, Beverly, has been chosen carpenter apprentice, South Shops, and Edward J. Nerger, former bus servicer, North Avenue, has been selected bus and truck mechanic apprentice, also at South Shops.

## Suggestion plan winners

Employees with useful ideas about how to make jobs easier and safer are continuing to reap rewards for their efforts from the CTA Employee Suggestion Plan. Michael Akai, supervisor, Money Handlers, received \$100 for designing a new bill-counting table now in use in Central Counting.

Richard Grajek, electrical worker, South Shops, was awarded \$60 for suggesting that the tin shop modify engine compartment apparatus box covers on all 9000 series buses. John McDermott, machinist at Skokie Shop, won \$50 for recommending the use of a journal to hold wheel assemblies for grinding. Frank Jacobs, bus repairer, Forest Glen, was given \$30 for his idea to protect wires and pipes that feed the fuel pumps at his work location.

Cash awards of \$20 each were presented to Carmen Parker, typist, Insurance and Pensions; Robert Vandermeir, bus repairer, North Park; Daniel Badon, equipment design draftsman, Engineering; and David Allen, rail janitor foreman, Madison/Wabash. A \$10 award went to Giles Liddell, a driver at Limits.

Honorable Mention gift certificates were won by Harold Moore, bus service supervisor, District D; Raymond Swiec, electrical design engineer, Engineering; bus repairers Andrew Fagiolo (Forest Glen) and

Robert McCabe (North Avenue); Robert Setnicker, helper, Plant Maintenance; and Barbara Burton, clerk typist, Insurance and Pensions. Burton also won a second Honorable Mention award of \$25 in cash.

Pairs of free tickets to the Dec. 17 performance of the "Nutcracker" ballet at Arie Crown Theatre in McCormick Place were won by the first 20 employees and retirees who submitted eligible suggestions to the CTA Employee Suggestion Plan in November.

The winners included Robert Buergermeier, pipefitter at West Shops, and the following personnel in Job Classification-Human Resources: Charlene Cabai, position control analyst; Richard Gay and Darrell Placko, both personnel analysts, and Carol Musto, clerk. Others were bus drivers Albert Dayan and Giles Liddell, both of Limits; Michael Mucci, Forest Glen; and Ronald Surbaugh, North Avenue; and bus repairers Joseph Citro, Forest Glen, and Michael Gay and Edward Pieczykowski, both of 77th Street.

Also receiving show tickets were Keith Klein, mobile bus repairer, Limits; Peter Naughton, supervisor, Jefferson Park; Bernhardt Nielsen, lineman, and Jim Schumpp, lineman helper, both in Plant Maintenance; S. J. Sarna, technician, Maintenance; Bruce Schmitz, foot collector, North Avenue; Russ Warnstedt, retired; and Dianne Weier, vari-typist, Administrative Services.

## CTA Pioneers elect officers

William Pinasco has been reelected for his second term as president of the CTA Pioneers retirement organization.

Other officers elected are Maynard (Pinky) Moran, first vice president; George May, second vice president; Walter Steinbeiss, secretary; and Melvin Horning, treasurer.

Elected as directors were Frank Laski; Carl Larsen; William Lyons; Ralph Kugelard; Clarence Lind; Everett England; Myles Harrington; Raymond Reighard; Russell Warnstedt, and Harry Laatsch.

The CTA Pioneers luncheon meetings are held at 12:30 p.m. on the second Tuesday of each month in the Golden Flame restaurant, Nagle avenue and Higgins road.

Special ladies' day programs are planned for Feb. 13 (Valentine's Day party), May 8 (Mother's Day party), Sept. 11, and a Christmas party on Dec. 11.

All CTA retirees are invited to attend the regular meetings and ladies' day meetings, said Pinky Moran, organization spokesman.



## CTA dad proud of Northwestern star

By W. B. Wolfan

When opposing football squads score more than 400 points against your team, attainment of individual recognition is an almost superhuman task. It is much easier playing for a winner than for a team that doesn't win a game.

Yet, as is often the case among many outstanding athletes who have played for losers, individual ability is actually accentuated by defeat.

Such is the lot of freshman Steve Bogan, Northwestern split end, whose father Cecil is employed in CTA's Internal Auditing Section.

### faced strong teams

Playing for Northwestern this year has meant facing some of the finest football teams in the land. The Wildcats' youthful squad has taken on Purdue, Michigan, Ohio State, and Arizona State, surprise conqueror of the Southern California Trojans.

The overmatched Wildcats have struggled valiantly against insurmountable odds with Bogan's play emerging as one of the bright spots for the future. The brilliant freshman pass receiver scored a pair of touchdowns against Arizona State, nabbing aerials from Wildcat quarterback Kevin Strasser, himself a player of great promise. Bogan also tallied against the tough Buckeye defense in the loss to Ohio State and his scoring total for Northwestern's first 10 games was 6 touchdown passes. He also scored against Michigan's Wolverines.

The young freshman is 6 feet tall, weighs 175 pounds and is a veritable speed demon in an open field. In high school, he was a sensational tailback.

### switched to split end

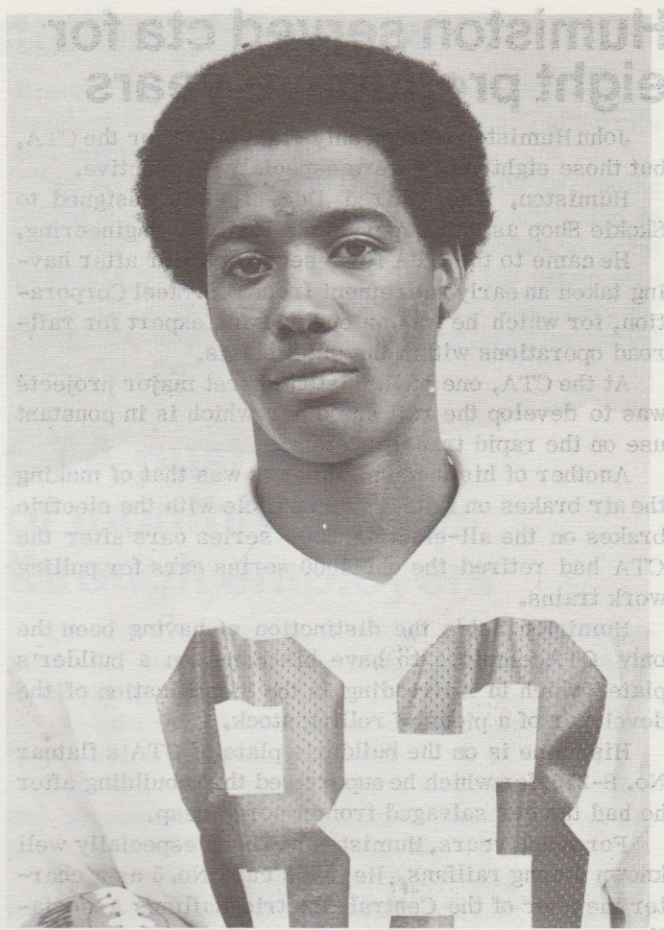
When he arrived at Northwestern, Bogan was switched to split end by Coach Rick Venturi. The young man says that while switching positions is a major challenge, "it is still a lot of fun. In many ways a split end must be a little more heads-up than a halfback. I enjoy my role for the Wildcats."

Coach Venturi had some strong praise for Bogan after the Arizona State game early in the season.

The Coach said that he figured that, "Bogan could make the big play for us and he did against the Sun Devils."

"He just exploded onto the scene and is a very talented youngster who should continue to improve."

Bogan says that when he came to Northwestern, his first goal was to just put on a purple and white uniform. "I was really overwhelmed by the very



Steve Bogan

possibility of playing in the Big Ten." Bogan was the team's leading scorer against some of the outstanding teams in the country on Northwestern's suicide schedule.

He also is an all around athlete and hopes to play for the Wildcat baseball team next spring; Major league scouts may do well to take a look at an outstanding center field prospect.

In Weston, Connecticut, they're still talking about Steve Bogan's first varsity football game for Weston High School. On that particular day he rushed for 263 yards on 14 carries, scoring 5 touchdowns on runs of seven, sixty two, forty and thirty yards and hauling in a 50 yard touchdown pass. That was a 30 point contribution for a single afternoon.

### bright future

All of these impressive statistics please a mighty proud father, Cecil Bogan, at CTA headquarters in the Merchandise Mart. His son is one of the most promising freshmen athletes to come along in the Big Ten in quite awhile and his future is still ahead of him.

At 18 years of age, Steve Bogan's prospects for stardom are highly promising, and he will help Northwestern in the years to come.

#### (CTA photo by Eric Blakey)



# Humiston served cta for eight productive years

John Humiston worked only eight years for the CTA, but those eight years were especially productive.

Humiston, who retired Dec. 1, was assigned to Skokie Shop as unit supervisor, Product Engineering.

He came to the CTA for a second career after having taken an early retirement from U.S. Steel Corporation, for which he was an engineering expert for railroad operations within the steel plants.

At the CTA, one of Humiston's first major projects was to develop the rail smoother which is in constant use on the rapid transit system.

Another of his accomplishments was that of making the air brakes on flatcars compatible with the electric brakes on the all-electric 6000 series cars after the CTA had retired the old 4000 series cars for pulling work trains.

Humiston holds the distinction of having been the only CTA employe to have his name on a builder's plate, which in railroading is the identification of the developer of a piece of rolling stock.

His name is on the builder's plate of CTA's flatcar No. S-213, for which he supervised the rebuilding after he had the car salvaged from a scrap heap.

For many years, Humiston has been especially well known among railfans. He holds card No. 5 as a charter member of the Central Electric Railfans Association.

Sharing in his retirement party at the Skokie Shop were his son, Richard; daughters, Nancy Shepard and Olive Atwood, and a granddaughter, Beth Anne Atwood. Olive Atwood is following in her father's railfan footsteps as a volunteer at the rail museum in Union.



Bob Flowers, Superintendent, Rail Vehicle Maintenance, congratulates John Humiston as Richard Humiston looks on.



Left to right: Nancy Shepard, Olive Atwood, Beth Anne Atwood, and Humiston. (CTA photos by Julius Brazil)



A.T. (Atty) Joyce serves a piece of his retirement cake to George Millonas, Director, Plant Maintenance, during a farewell party in West Shops. Joyce, who joined the CTA in 1947, was a tinner for most of his career, and during the last 28 years was assigned to inspecting facilities in the State and Dearborn subways. He estimated that he had walked 134,500 miles on his inspection trips.

(CTA photo by Eric Blakely)



Edward A. Reilly, Superintendent of Traffic Data in the Schedule section of Operations Planning, retired Jan. 1 with over 46 years of service. His entire career was spent within various jobs in the Schedule section of the former Chicago Surface Lines and the CTA. At a retirement party, Reilly was presented with a plaque by Harold Hirsch (left), Manager, Operations Planning. A tribute to Reilly's dedicated years of public service is inscribed on the plaque.

(CTA photo by Art Tonner)



## NEW PENSIONERS



JOINING THE ranks of the retired on December 1 was JOSEPH FIORITA garage foreman B. Archer, who had more than 44 years of service with CTA and its predecessors.

JOSEPH FIORITA, Garage Foreman B, Archer, Emp. 5-24-34  
LEO HARA, Operator, North Park, Emp. 3-10-43  
JOHN HUMISTON, Unit Supervisor, Skokie Shop, Emp. 12-7-70  
ATTY JOYCE, Sheetmetal Tinner, Plant Maintenance, Emp. 7-15-47  
CHARLES LYTHCKE, Collector, Limits, Emp. 11-21-46  
ROBERT MILLER, Operator, 52nd Street, Emp. 5-20-54  
JAMES MINOGUE, Ticket Agent, West Section, Emp. 6-18-66  
MICHAEL MURPHY, Shopman I, Skokie Shop, Emp. 4-22-49  
JOHN MUSSER, Operator, Archer, Emp. 8-7-41  
RUDOLPH PTACIN, Conductor, West Section, Emp. 11-16-48  
JOHN PTAK, Rail Janitor, Maintenance, Emp. 6-18-68  
HELEN WALDEN, Ticket Agent, North Section, Emp. 12-8-62

### DISABILITY RETIREMENTS

DAVID CURRY, Unassigned, Human Resources, Emp. 9-2-71  
JOSEPH DOWD, Car Repairman A, Harlem, Emp. 1-19-51  
EZRA HEMPHILL, Operator, Beverly, Emp. 10-31-66  
VALERIE MCAULEY, Ticket Agent, West Section, Emp. 11-19-66  
CURLEY MORGAN, Operator, Archer, Emp. 7-25-52

#### CTA TRANSIT NEWS

Volume 31

Number 12

Published for employees and retirees by the Public Affairs Department. Produced by the Administrative Services Unit under the direction of Charles T. Zanin.

Tom Buck, Public Affairs Manager  
Production Staff: Christine Borcic,  
Jack Sowchin, Mel Alexander

Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$2. CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P. O. Box 3555, Chicago, Illinois 60654.

## Service anniversaries in December

### 40 years



M. J. Buckley, Claims



V. E. Rage, Limits

### 25 years

L. J. Bieniek, Instruction  
M. Brittain, 77th Street  
W. L. Capps, Forest Glen  
R. J. Chernak, Archer  
O. Davis, 69th Street  
T. W. Dixon, 77th Street  
H. Donahue, 77th Street  
B. M. Flanagan, Kedzie  
H. Flournoy, 77th Street

### 35 years

J. H. Bishop, 52nd Street  
G. E. Garfield, 77th Street  
J. E. Hall, North Park  
E. M. Jania, Claims  
I. L. Krauledis, South Shops  
W. J. Rooney, Kimball

### 30 years

Q. L. Bonds, 98th Maintenance  
W. E. Caffrey, Property Mgmt.  
D. J. Guest, Central Counting  
C. C. Harris, 77th Street  
J. James, South Shops  
E. Jenkins, North Park  
A. J. Kraus, Utility  
D. McCarthy, South Shops  
J. H. McManus, Howard/Kimball  
T. P. McNicholas, Maintenance  
J. F. Mikieta, North Park  
J. J. Moss, Ashland/95th  
C. C. Newsome, South Section  
J. Perkins, Track  
T. Wright, 77th Street

L. T. Gunn, Howard/Kimball  
G. J. Kubin, Archer  
C. R. Last, Forest Glen  
W. Lee, Electrical  
W. Lemons Jr., Limits  
R. A. Rees, Central District  
R. M. Sharp, 77th Street  
L. S. Smith, Insurance

## IN MEMORIAM

JOHN BARBER, 64, 77th Street, Emp. 5-4-37, Died 9-18-78  
WILLIAM BERNDT, 52, South Shops, Emp. 2-14-66, Died 11-20-78  
JACOB BERNSTEIN, 72, Electrical, Emp. 9-23-42, Died 10-26-78  
ROBERT CASEY, 68, Utility, Emp. 2-14-44, Died 10-25-78  
OWEN COLLINS, 79, Beverly, Emp. 10-13-26, Died 10-31-78  
JOHN GENDALONE, 74, Engineering, Emp. 6-9-28, Died 9-27-78  
JACOB HERMANS, 89, North Section, Emp. 5-8-17, Died 10-17-78  
EDWARD KACZMAREK, 72, Forest Glen, Emp. 6-26-29, Died 9-19-78  
CHARLES KEMP, 62, North Park, Emp. 8-11-41, Died 10-21-78  
RUSSEL KERSHAW, 68, Forest Glen, Emp. 2-1-75, Died 9-25-78  
ARTHUR LAMBERTI, 83, Lake Street, Emp. 5-5-27, Died 9-25-78  
JULIA LEAHY, 91, West Section, Emp. 6-5-45, Died 9-26-78  
NICHOLAS LEUFFGEN, 78, 77th Street, Emp. 12-2-26, Died 10-28-78  
ANDREW MCCARTHY, 89, 77th Street, Emp. 4-17-25, Died 9-24-78  
JAMES McGRATH, 76, 77th Street, Emp. 6-1-26, Died 10-30-78  
JOHN McMAHON, 84, Devon, Emp. 3-4-19, Died 10-15-78

STEVEN MINARIK, 94, West Shops, Emp. 3-13-29, Died 9-14-78  
JOHN MORRIS, 76, General Office, Emp. 4-2-24, Died 9-28-78  
FRANK NEISIUS, 72, North Park, Emp. 8-13-45, Died 9-27-78  
EUGENE O'CONNELL, 87, Laramie, Emp. 8-18-13, Died 9-1-78  
CLARENCE PETERSON, 67, North Park, Emp. 11-20-40, Died 9-2-78  
ERNEST POTENBERG, 68, Cent. Counting, Emp. 9-3-26, Died 9-20-78  
JOSEPHINE POWERS, 94, Insurance, Emp. 2-25-38, Died 9-20-78  
FRANK RAKSTIS, 66, Skokie Shop, Emp. 12-18-45, Died 10-17-78  
ROBERT ROSSON, 42, 69th Street, Emp. 7-26-77, Died 10-27-78  
DAVID RYAN, 81, 77th Street, Emp. 11-3-30, Died 9-14-78  
JOSEPH SIMPSON, 54, Materials Mgt., Emp. 2-22-51, Died 10-20-78  
WALTER SPENCER, 74, West Shops, Emp. 5-21-35, Died 10-16-78  
MAURICE SULLIVAN, 85, Devon, Emp. 2-1-17, Died 9-17-78  
FLOYD VALERIOUS, 77, 77th Street, Emp. 6-26-29, Died 9-25-78  
FRANK VESELY, 70, Kedzie, Emp. 7-11-45, Died 8-29-78  
WILLARD WOELKE, 72, North Section, Emp. 7-21-27, Died 10-15-78  
ARTHUR ZAHLMAN, 81, North Avenue, Emp. 9-28-22, Died 9-13-78



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

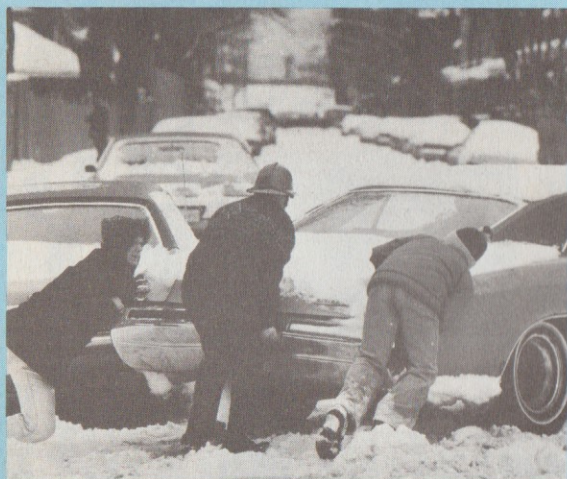
Address Correction Requested

BULK RATE

**Paid**

U. S. POSTAGE  
PERMIT No. 8021  
CHICAGO, ILL.

43  
GLENN ANDERSEN  
4627 N ANTHON AVE  
CHICAGO ILL 60656  
322  
3688



Motorists doubtless were spinning tales of woe with their wheels, but Chicagoans pitched in to help cars from slick parking places. Some suburban commuters wisely chose the Skokie Swift, right, to escape bad traffic.

*Courtesy Chicago Tribune, Dec. 8, 1978*

