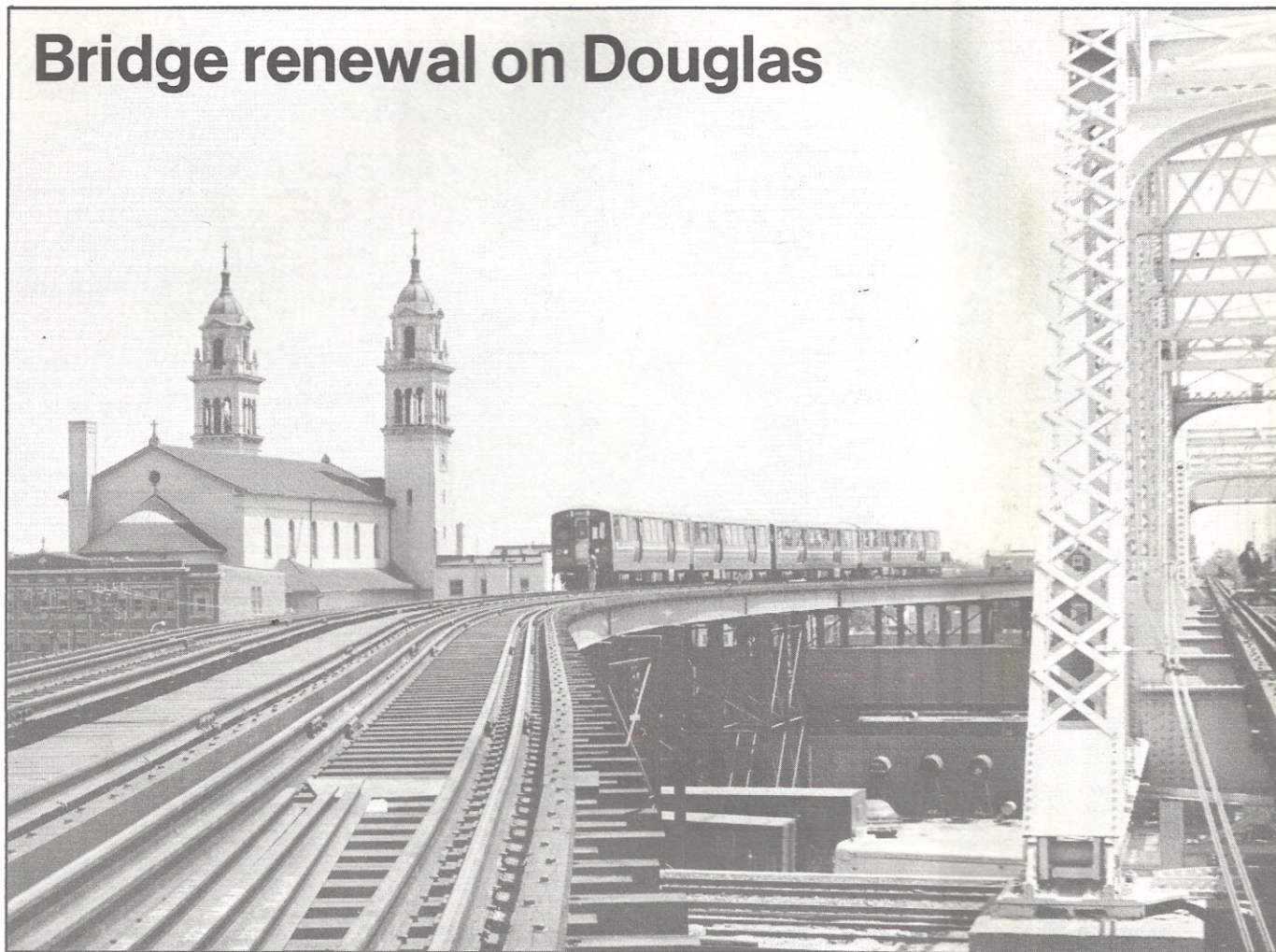
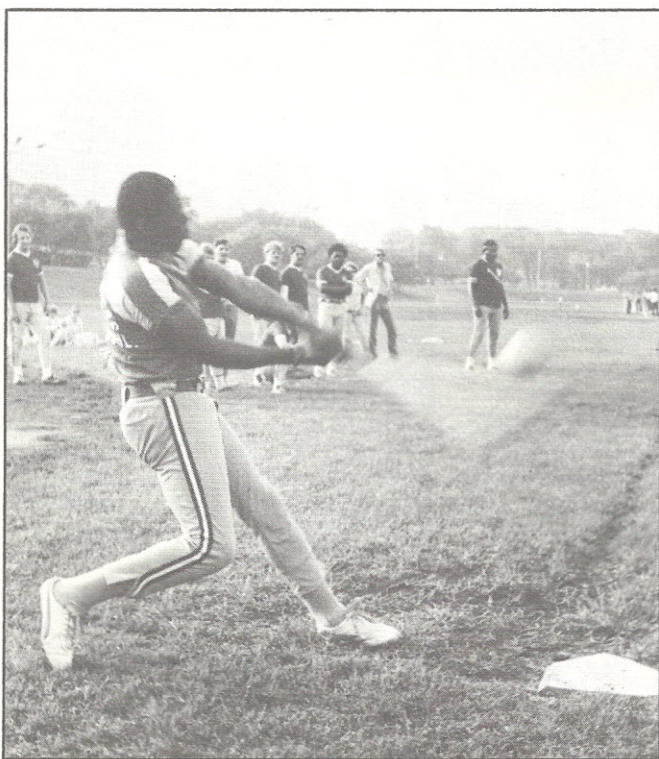


Bridge renewal on Douglas



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'Most creative'

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cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
AUGUST, 1979

The Chicago Transit Board



This photograph of members of the CTA Board was taken after the Board meeting on Aug. 1. Seated left to right are James J. McDonough; Eugene M. Barnes, Chairman, and Mrs. Mathilda Jakubowski. Standing left to right are Howard C. Medley Sr.; James P. Gallagher; Ernie Banks, and Nick Ruggerio.

The CTA's good report card

Reprinted courtesy Chicago Tribune, August 1, 1979.

At the request of the Illinois Department of Transportation, a leading Chicago accounting firm has carried out a management study of the Chicago Transit Authority, and has provided some pleasant surprises.

The draft final report by Peat, Marwick, Mitchell & Co. points out many ways in which CTA costs could be reduced (and for some reason fails to mention some others), but on the whole its findings are creditable to the CTA's management. Indeed it praises the CTA for "strong management understanding and operations," innovations in procedures, and "an esprit de corps rare" among the nation's big transit systems.

These findings are especially reassuring because, as the study observes, public funding for the CTA has increased nearly 1,000 per cent since 1971. Tax money fills the swiftly widening gap between costs and fare-box revenues. So the public clearly needs reasonable assurance that CTA funds are being used efficiently—particularly in view of the extremely bad press the CTA

got after last winter's paralyzing blizzards.

The report provides such assurance, in reasonable amounts. For example, it credits CTA management with "considerable skill" in its most recent contract negotiations with the Amalgamated Transit Union, in which the increase over the previous contract was only 1 per cent. Critics of the CTA may grouse that management had already given away the store by granting full cost-of-living allowances, which keep payroll costs rising more steeply than inflation; if you add only 1 per cent to the Sears Tower, you've still got a skyscraper. Still, although the CTA's increases in base wage rates are high—averaging more than 10 per cent a year—the study found that those in other big transit systems are higher, from 11 to 22 per cent.

A curious example of CTA management skill is this: Other cities showed greater gains in productivity during the time studied because they increased their running speeds. But that turns out to be a plus for the CTA: Chicago had acted before other cities did to establish bus corridors for main bus lines, and was already using most of its opportunities for express service. While other systems were improving, the CTA had already improved.

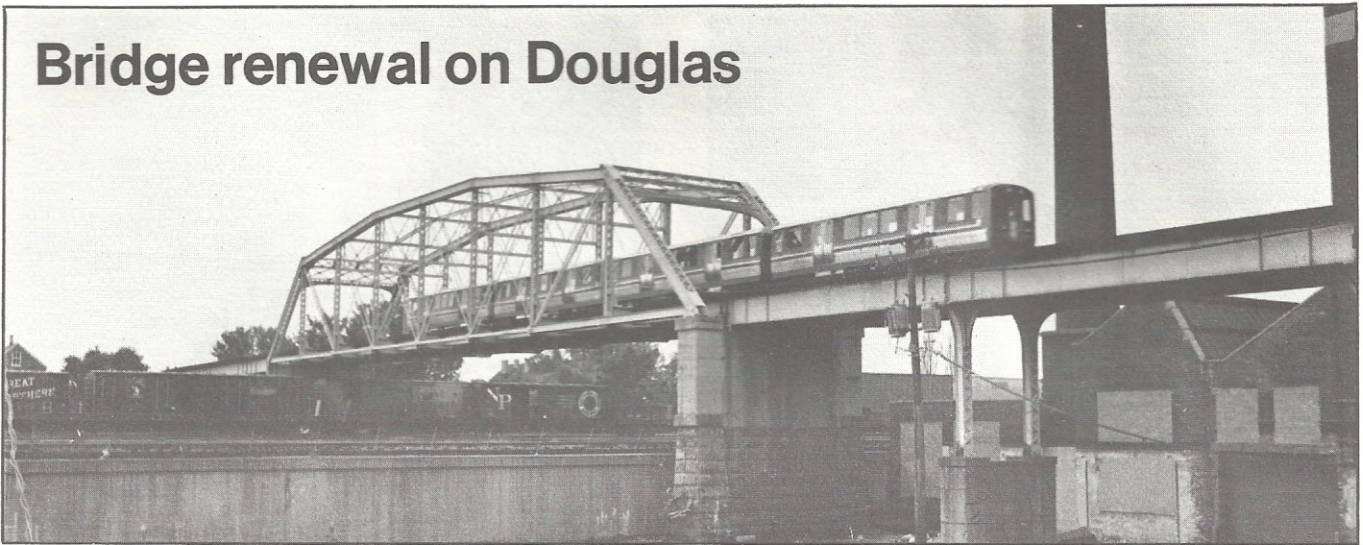
The recommendations for cutting costs make excellent sense. They include es-

tablishing a "Management by Objectives" program, in which the CTA each year would set itself certain specific, clearly defined goals; for example, "Operations Planning will reduce by 20 per cent the ratio of rail terminal time to running time"; "Transportation will reduce systemwide absenteeism by .5 per cent"; "Labor Relations will successfully litigate three test cases of discharge for excessive or fraudulent absenteeism." An obvious need is to eliminate station agents at locations and times where boardings are so few that conductors could collect fares; in general, to match rail service to the demand for it.

One curious omission here is the need for part-time drivers, a system that has resulted in substantial savings elsewhere. Possibly the analysts shied away from proposals likely to bring on a union confrontation. The entire format of this study—which concentrates on matters of management, not operation—leaves some gaps where further important savings might be found.

In general, though, the study answers the most important questions and should concentrate efforts to improve the CTA where they will be most effective. Specific suggestions like these will do a lot more good than generalized complaints about "lousy service."

Bridge renewal on Douglas



15th street bridge, looking southwest, before the project began.

Major construction work is underway to replace the 76-year-old bridges over the railroad tracks at 15th and 16th streets on the Douglas rapid transit route.

A 925-foot temporary 'L' structure has been built around the work site for uninterrupted service for CTA riders.

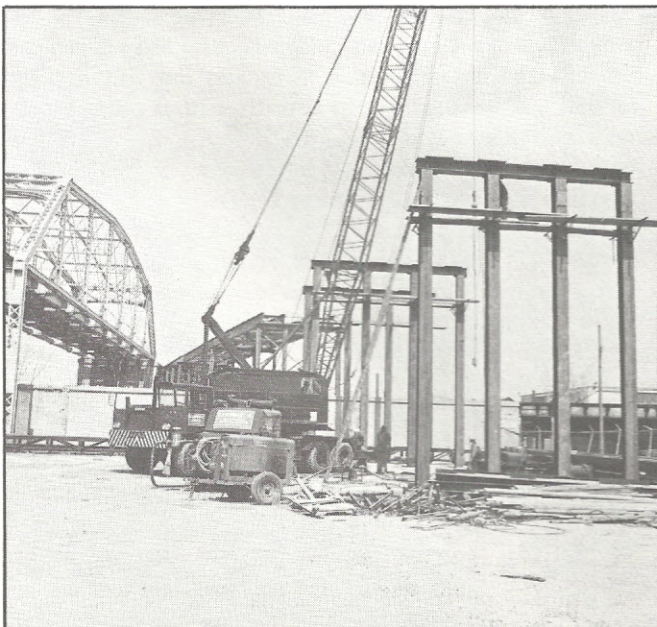
The \$3.2 million bridge replacement project is under contract with the E. J. Albrecht Company, of Chicago.

The 15th street bridge spans the Chessie System railroad tracks and the 16th street bridge is over the tracks of the Chicago and North Western railroad and the Burlington Northern railroad. Between the two bridges, there are 150 feet of 'L' tracks which also are being replaced.

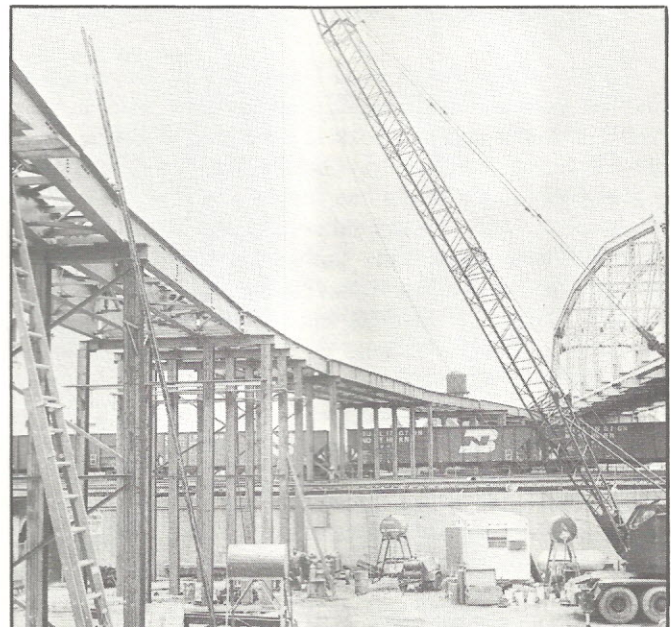
The work is scheduled for completion in the spring of 1980.



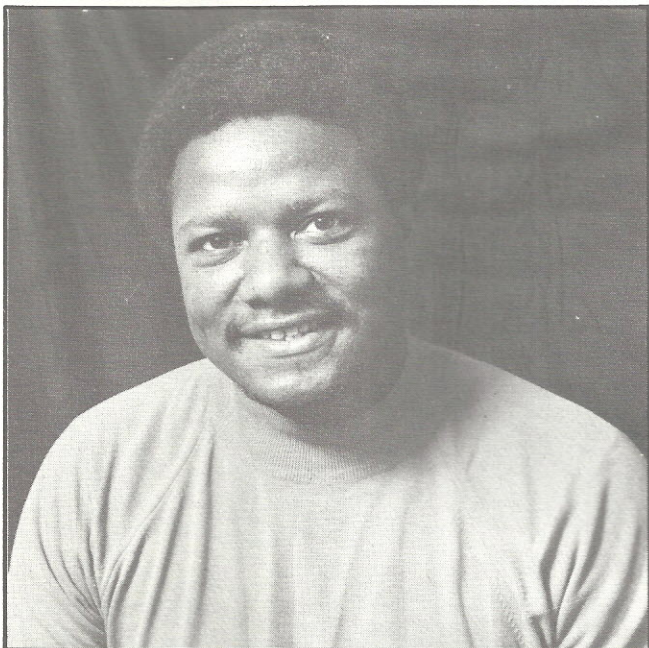
Removing rapid transit tracks from the bridges.



Construction of temporary 'L' structure, looking north.



Temporary structure nears completion.



Giles Liddell named 'most creative' artist

Giles Liddell Jr., box puller at Limits garage, is a multi-talented CTA employee who has just added another unusual laurel to a long list of achievements. He won the award for having the most creative art at the Fifth Annual Art Fair sponsored by the DuSable Museum of African American History July 29.

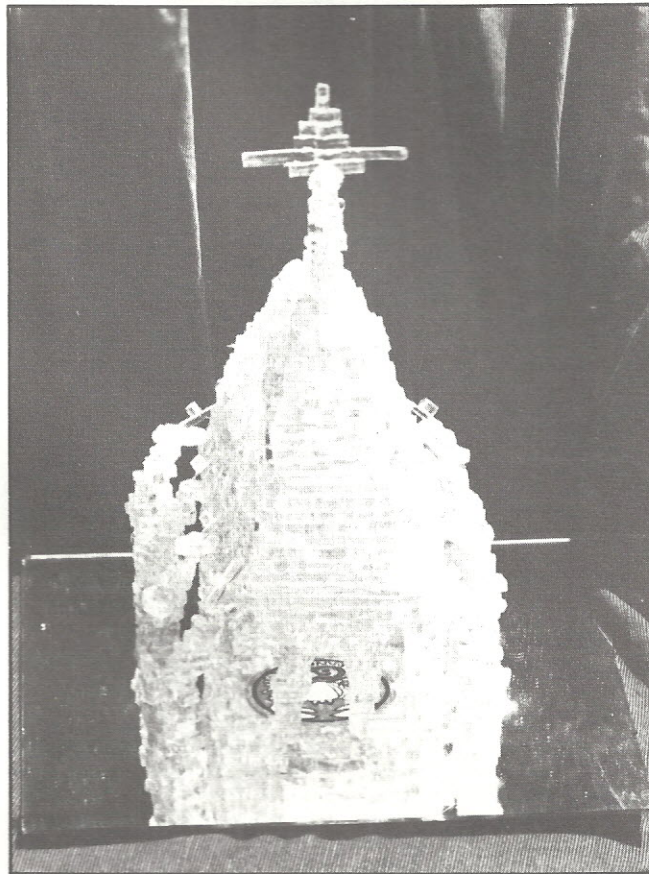
Liddell, who exhibited 20 different works at the fair, was recognized for his use of shattered glass in creating art. A piece which he describes as a 15th Century Gothic cathedral was singled out by the awards committee. Liddell started it three years ago and spent about 30 hours putting it together using rubber silicone as glue.

"I like shiny things, and I saw this shattered glass on the ground and thought I could work with it," he said. "Most of my art work is made up of things other people have thrown away. I believe in recycling things other people don't have use for."

Most of Liddell's art takes considerably less time to finish than his "Gothic Cathedral." In fact, he prefers to complete his works the same day he starts them. That's because he likes to follow through with an idea as soon as he gets it, and, practically speaking, he doesn't have a lot of space in his apartment to store his art for working on later.

Liddell developed an appreciation for Gothic art while serving in the Navy with the U.S. Sixth Fleet. On shore leave from his destroyer in the Mediterranean Sea, he was able to visit France, Spain, Italy, and other countries with a rich heritage of art and architecture.

Besides working with shattered glass, Liddell also paints on canvas and uses spray paint and contact



Gothic Cathedral made of shattered glass took 30 hours to build.

paper to paint on Plexiglas. "I always liked to draw and make things, especially model airplanes," he says. "I'm really more interested in gadgetry, and I'm fascinated by science fiction. That's where I get a lot of ideas for my art."

Ever mindful of his six year background in transportation, Liddell named one of his paintings "No Buses in Ponce." He says it was inspired by a visit to that Puerto Rican city. But art and travel are only two of the interests that influence the life of Giles Liddell and lead him into activities that often involve helping other people.

Besides his regular CTA job as a box puller, Liddell has served for four years as a member of the CTA Executive Decision Committee. The committee reviews suggestions adopted by the Employee Suggestion Plan and determines the amount of awards to be given to suggestors in excess of \$50.

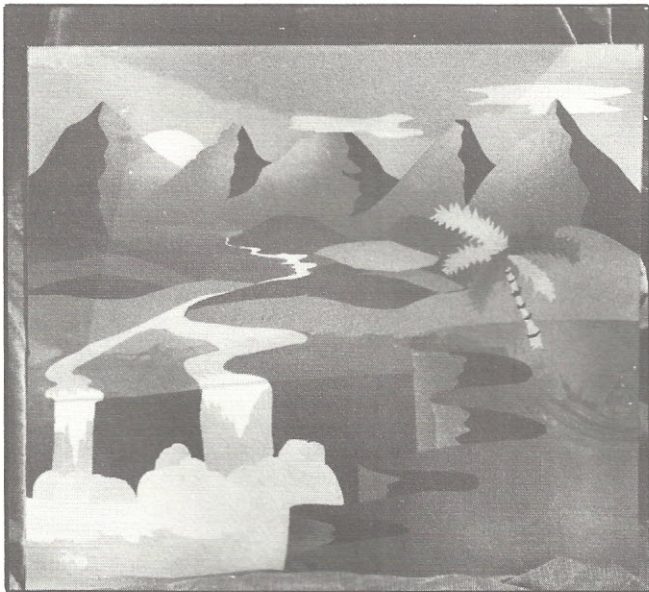
Married and the father of three children, the 34-year-old former busdriver has been attending Truman College, and expects to graduate this fall with an associate of arts degree.

In the Uptown neighborhood where he lives, goes to school, and used to drive a 153 Wilson-Michigan bus, Liddell also serves as chairman of the Clarendon Park Advisory Committee on Activities. This gives him the opportunity to get more closely involved with his friends and neighbors in recommending programs that will gain park user support and participation.

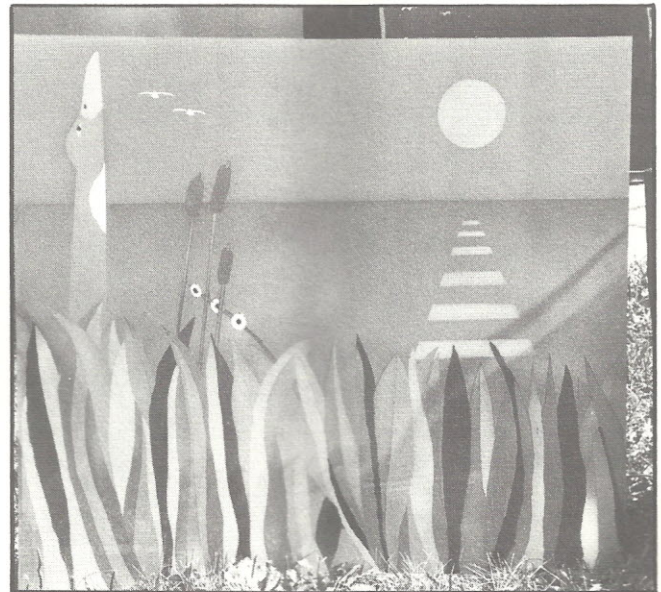


Liddell was visited at his art display, above, by his former art teacher, Dr. Margaret Burroughs, Director of the DuSable Museum of African

American History. Below, left and right, are examples of his paintings on Plexiglas.



Liddell already had shown his interest in park programs by setting up and teaching classes in martial arts at the Clarendon Park fieldhouse. He had the right credentials for the job, having earned a black belt in taekwondo, a Korean form of karate.



Recently Liddell organized a family picnic at the park to which each participating family was asked to bring a dish typical of its ethnic heritage. He also has helped arrange events geared to the needs of the many senior citizens living in the area.

cta salutes Bud on his 50th anniversary



Sign for articulated bus designed by Margaret Maier, CTA Operations Graphics Dept.

The Chicago Transit Authority and Local 241 of the Amalgamated Transit Union were among 25,000 participants in the 50th Annual Bud Billiken Parade on Saturday, Aug. 11. Approximately 500,000



Leading the parade (left to right): Mayor Jane Byrne, CTA Chairman Eugene M. Barnes, Jay McMullen, and Samuel Nolan, Director of Public Safety, City of Chicago.

people viewed the parade from 31st street and King drive to the reviewing stand in Washington Park near Elsworth drive.



Betty Edwards, CTA Public Affairs, and John Rogers, driver of the articulated bus.



CTA's new articulated bus, carrying 50 children from the Southtown YMCA After School Program, was a big hit in its first parade.



Local 241, Amalgamated Transit Union, was represented by a mini-bus driven by Bob Holmes, union executive board member, a Happy Bus, and a float carrying union members.

La Fiesta del Sol

The CTA Information Bus participated for the second time in "La Fiesta del Sol" on Aug. 10, 11, and 12, an annual event which has been held for the past six years, organized by the Pilsen Neighbors Community Council to raise funds for community programs. This community fair annually attracts thousands of visitors who enjoy cultural entertainment, Mexican folklore, arts and crafts, and ethnic food.

Posters inside the bus provided information about the Employment Office, Travel Information, and Hispanic employee representation at CTA.

The highlight for the more than 1,200 adults who visited the CTA Information Bus and registered their names was the nightly raffle of a monthly pass valid for the month of September. The winners were Ms. Martha Ornelas, Ms. Carmen Arregola, and Ms. Norma Balderas.

One thousand balloons advertising the RTA/CTA Travel Information telephone number, 836-7000, were distributed among the children who visited the bus.

CTA Chairman Eugene M. Barnes attended the fiesta, and Rudy Mendez, Human Relations Specialist, was in charge of the program, aided by the following CTA employees who volunteered their time: Virginia Gutierrez, Mary Ellen Garcia, Sal Perce,



Blue Island av. near 19th st., site of "La Fiesta del Sol."

Joseph Carona, and Juan Vega, all from Transportation; Edgar Angel, Felipe Gonzalez, Maria Bastidas, and Eileen Mendez, all from Placement; Patti Leal, General Operations; Alfred Menanteaux, Guillermo Orozco, and Olga Vasquez, all from Engineering; Jack Sowchin and Elda Leal, both of Public Affairs; and Manuel Segura of Materials Management.



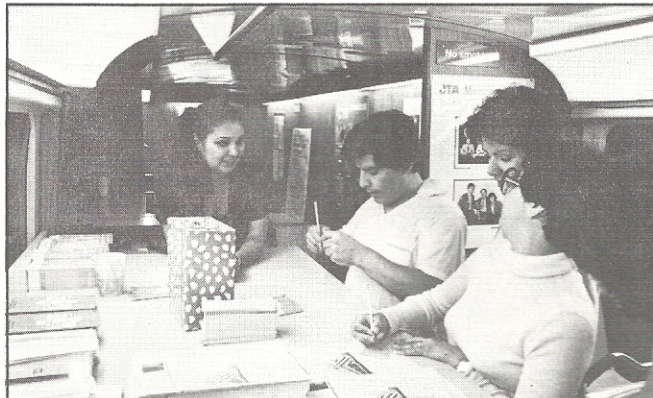
(Left to right) Fred King, manager, Human Resources; Rudy Mendez, human relations specialist; Marjorie Holmes, supervisor, Human Relations, and Larry Murphy, human relations specialist.



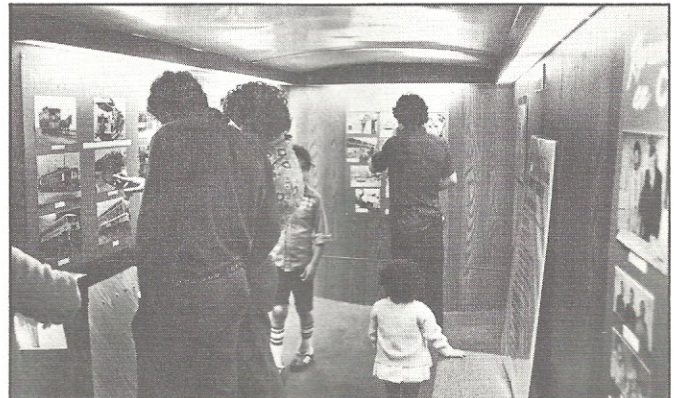
Monthly pass winner Carmen Arregola.



Monthly pass winner Norma Baldera.



Olga Vasquez registering raffle contestants.

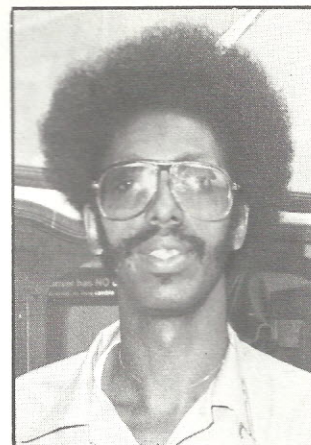


Visitors viewing poster display in the "CTA Information Bus."



Susan Brasewicz (69th Street garage) was commended by Julie Atwood, of Creal Springs, for her courtesy while driving a Western Avenue bus. "I was just visiting Chicago and had a lot of packages plus my three-year-old niece. The driver saw us trying to cross the street and waited for us to get on. She also talked to my little niece and had her laughing. When we reached our stop at Archer, the driver again made sure we had plenty of time to get off the bus and were clear of the doors before she drove on. She was very courteous."

Jerry Jenkins (Kedzie garage) won the approval of Roberta Piccoli, a regular rider on his Streeterville bus. "He served every passenger with unfailing good humor and patience. He answered each passenger's inquiry about how to reach his destination clearly and completely. As a result, each passenger with a question was put at ease. I am sure that those passengers who had felt unsure of their use of public transportation prior to boarding his bus left it staunch supporters and users of the CTA."



commendation corner

Mitchell Szalwa (Forest Glen garage) was praised by Nicholas Lashenko, of Hyacinth street, for the way he handled his North Milwaukee bus. "I have ridden with this driver several times, and he's always a pleasure to be with--from his pleasantness when people board, to his safe and comfortable driving, to the moment his passengers get off. I'm sure driving all day in city traffic and dealing with the public must be rough at times. However, this man is exceptional in coping with these matters."

####

Roger Hudson (77th Street garage) was admired by Mrs. Esther Kidwell, of King drive, who was a rider on his King Drive bus. "He was courteous, responded to a greeting, was helpful to passengers who asked questions, was clean, neat, and a joy to behold. He also pulled up to curbs and said, 'Watch your step' to those who seemed to need reminding. He had a jolly laugh and was friendly."

####

Lloyd Winston (North Park garage) was the driver of a Sheridan bus ridden by Mrs. Constance Baum, of Houston, Texas. "He was such a gentleman. He spoke kindly to each passenger and answered questions with courtesy and good humor. Another thing I appreciated was that he called out the street names clearly and distinctly. From time to time I've visited Chicago from Houston and have ridden the buses. I've always received courteous treatment."

####

Claude Jones (77th Street garage) is the driver of a Halsted/Archer bus that Mary Sparkman, of South Michigan avenue, rides daily from the Loop. "He is doing a beautiful job for your company. In the winter, when weather conditions were the worst, you could always depend on this driver, even if sometimes he was unavoidably late. Now that conditions are better, he's here every afternoon promptly at 4:20. I must

say also that this driver is polite and courteous, and makes a long ride pleasant and quite safe."

####

Earl Allen (North Park garage) was admired by Henrietta Barnette, who works at Swedish Covenant Hospital and was a rider on his Wilson/LaSalle Express bus. "Being a newcomer to the city, I found him most courteous, knowledgeable, and efficient in helping me arrive at my destination. In my hour of need, he projected a feeling that he was glad to help. With an attitude like this, I would conclude that passenger satisfaction on his bus must be a consistent finding."

####

Kenneth Fabian (Forest Glen garage), the driver of a Peterson bus, was complimented by Mrs. Gladys Peck, of Kenmore avenue. "This driver was helpful, kind and informative. He helped several seniors (such as myself), and gave them bus information as well as suggesting the 'super-transfer' (it was Sunday), which they were happy to hear about. He also gave directions as to streets and transfer points in a way that sounded like he was a friend of the riders. He really made my day with his pleasing personality and big smile."

####

Marshall Riddle (Kedzie garage) is the driver of a Jackson bus that Roger Buelow takes regularly to his job at the Field Museum. "He's doing a great job. It gives me peace of mind to know that the transportation I so much depend on is always there at the same time each day. Also, despite the mess of road construction on Lake Shore Drive, he still gets me to my destination on time. Equally significant is boarding the bus and being greeted with a smile and a pleasant 'Hi, how are you?' and 'Have a good day' or 'See you tomorrow' when alighting. This always helps get my day headed in the right direction."

####

Among other operating employees receiving commendations recently were:

Emma Allen, Kedzie; Willie Arrington, North Park; and Felix Avalos, Limits.

Carlos Baez, North Park; Vera Beckley, 52nd Street; William Boehm, Forest Glen; Booker Bolton and Raymond Brennan, both of North Avenue; Harry Brown, Beverly; and Richard Brown Jr., Archer.

Joe Cain, 52nd Street; Thomas Carmody, Forest Glen; Oscar Carrasquillo, Limits; Louise Carrillo, South Section; Albert Clark, 69th Street; Willie Cleveland, Archer; Patricia Cobb, 69th Street; Mary Cobleigh, North Park; James Cockrell, Limits; Sandra Condie, Archer; Stephen Conway, Beverly; and Anthony Cook, South Section.

Martin Daugherty, North Avenue; George Davenport, 77th Street; Arthur Davis Jr., Kedzie; Michael Deely, North Avenue; Michael Doss, Forest Glen; Linda Downing, Beverly; and George Duszynski, Forest Glen.

Mattie Elkins, Kedzie; and David Ellington, Archer. Larry Felts, North Park; Reuben Fleming, Limits; Angel Flores, Forest Glen; and Allan Frazier, Beverly.

Leonard Gibbs III, North Park; Tommy Giles and

Larry Goldbaum, both of 52nd Street; Jorge Gonzalez and Wallace Good, both of Forest Glen; Edgar Griffin Jr., North Avenue; Lorenzo Gunn Jr., Forest Glen; Leonardo Gutierrez, North Park; and German Gutierrez, Forest Glen.

Eldred Hall, North Park; William Harris Jr., 77th Street; John Harvey, 52nd Street; Jerry Hawkins, Forest Glen; Gennett Haywood, North Avenue; and Frank Ippolito and Carolyn Ivory, both of North Park.

Cleveland Jackson Jr., Rail District South; Charles Jessie, Forest Glen; Charles Johnson, 52nd Street; James Johnson, North Park; Ulysses Jones, 77th Street; and Isaac Jones, North Park.

Robert Kain, North Park.

LeBlanc Ledree, Limits; and Thaddeus Long, 77th Street.

Michael Maines, Forest Glen; Artie Matsey, Beverly; Herman McBryde, North Section; Gertha McClure, 52nd Street; Hager McFarland, Forest Glen; Gustavo Meza, Limits; Earl Miles, Kedzie; and Thelma Moore, Beverly.

Willie Nash, 69th Street; James Nelson, North Park; Peter Nicopoulos, Forest Glen; and Robert Nyre, 52nd Street.

Thomas Perez and Mostafa Pousitinchian, both of Forest Glen; and Larry Pugh, Archer.

Cruz Quiles, North Avenue.

Arthur Raben, Far North; Thomas Reinhardt, West Section; Rene Rivera, North Park; John Roberts, North Avenue; and Rafael Rosado, North Park.

Lillian Shelton, Forest Glen; J. C. Skipper Jr. and Joseph Smoot, both of North Park; Leslie Stephenson, North Avenue.

Wendell Talbert, North Park; Paul Thomas, 69th Street; and Willie Turner, North Park.

Ruben Vazquez and Edil Vega, both of Forest Glen.

Lonnie Walker, 77th Street; Thomas Walker, Limits; Mary Wallace, North Park; Leon Washington, 77th Street; Walter White and Laurence Whitney, both of North Park; Fred Williams Jr., 69th Street; Donald

Willingham, Kedzie; Maurice Willis, North Park; and Ann Wright, West Section.

Thelma Young, North Avenue.

Edward Zamari and Walter Zinkovich, both of North Park.

promotions

In a realignment within the Safety Department, Edward P. Henry, supervisor, Safety Performance Analysis, has been given responsibility for Safety Performance Analysis and Safety Inspections/Investigations. Richard J. Gross, former assistant superintendent, Personnel, Transportation, is now supervisor, Safety Programs/Standards. Frederick Mead, former Systems Safety monitor/inspector, has become unit supervisor, Safety Inspections/Investigations.

Anita Curtis appointed Employment Director



The appointment of Mrs. Anita L. Curtis as Director of Employment and Placement in the Department of Human Resources of the Chicago Transit Authority was announced on Friday, Aug. 17, by Eugene M. Barnes, CTA Chairman.

Mrs. Curtis, who has been associated with the CTA for 20 years, has been a superintendent in the Human Resources Department.

She began with the CTA as a clerk-typist and then served in a number of other positions, including employment clerk, interviewer, and supervisor.

Mrs. Curtis and her husband, Alton, who is a sergeant with the Chicago Police Department, reside in the Chatham community. They have a daughter, Toya.

The Transportation Department has announced the appointment of three new unit supervisors of Agents: Cynthia P. Florence, Shirley McClure, and Jimmie Seymour previously were management/professional interns, Central Assignment. In Materials Management, James Diasio, former stock clerk, was promoted to unit supervisor, Records and Computer Operations.

Isaac Clark, former bus instructor, Training Center, has been named m/p intern, Control Center. Patricia Mglej, former transit professional trainee, Training/Development programs, is now m/p intern, Maintenance. Diane Traxler, executive secretary, has moved from the Chairman's Office to Labor Relations.

In new positions in Vehicle Maintenance as bus and truck mechanics at South Shops are: Gregory Rollberg, Edward Pieczykowski, and Cosme Torres, all former bus repairers, 77th Street; Robert Mickey, former driver, 69th Street; and Donald Krivickas, former bus repairer, Archer. Also at South Shops, Robert Mutnansky, former bus repairer, 69th Street, has become a carpenter; and now working there as laborers are Eugene Cooper, former driver, 77th Street, and O. D. Stewart Jr., former janitor, Plant Maintenance.

Paul Bujnowski, former car repairer, Wilson, and Randolph Strahan, former bus repairer, 77th Street, have been appointed electrical workers at Skokie Shop. New as "B" helpers in Plant Maintenance are: William James II, former motorman, South Section; Dale E. Carter, former conductor, North Section; Ashley Eldridge Jr., former conductor, South Section; and Eugene Graham, former bus servicer, Kedzie. Bruce Schmitz, former foot collector, North Section, is now substation attendant, Plant Maintenance.

Lizzie Furlano, former bus servicer, Archer, has become a security officer, Transportation-Security. Floyd Williams Jr., former mail clerk, Management Services, is now clerk, Transportation. Earnest Phelps has moved from traffic clerk to principal traffic clerk in Operations Planning.

Reassigned as service truck chauffeurs, Transportation-Utility, are: Karry Williams, former bus servicer, North Park; William Foley, former bus repairer, North Avenue; John Barth, former bus servicer, Forest Glen; and Anthony Caloia, former driver, Forest Glen.

In Management Services, Niela Baronick has moved from electric keyboard operator I to electric keyboard operator II, while John H. Lewis, former bus servicer, 77th Street, has become switchboard operator. New as turnstile collectors, Treasury, are Terrence Foy, former ticket agent, North Section, and Benny Calderone, former trackman, Plant Maintenance. Now serving as utility clerks, Claims/Real Estate/Sales, are Delores Brooks, former switchboard operator, Plant Maintenance, and Mary L. Harper, former unassigned clerk/typist, Human Resources.

Culture Bus Commendation

North Manchester, Indiana

July 20, 1979

The Culture Bus
Chicago Transit Authority

Dear Sirs:

On a recent trip to Chicago I visited the Chicago Historical Society where I learned about the Culture Bus tours. After looking for a parking place in the heat of a July Sunday afternoon, it seemed like a great idea.

I then returned the following week to take the Culture Bus West tour, which is the reason I am writing this letter. It surpassed all my expectations, being much more educational and interesting than indicated by the illustrated brochure. In one afternoon I learned more about Chicago than during several previous visits over a five year period. The tour guides were well prepared, informative and helpful. When I got off at the Polish Museum and at Hull House, another bus arrived on schedule as promised. A great relief for someone unfamiliar with Chicago.

The CTA representatives at the Art Institute were unfailingly helpful and courteous even though they were badgered with questions and demands from passengers. I took a chance that day and sent my 14 year old daughter and her friend off on the Culture Bus North while I took the later bus west. They had a wonderful time at the Lincoln Park Zoo and at Water Tower Place and got back to the Art Institute on schedule.

It was such a great day that I want to thank you and the Regional Transportation Authority and the Chicago Council on Fine Arts for your joint and brilliant collaboration that has brought joy and fun to us and so many, many others. And only for 80 cents! What a bargain!

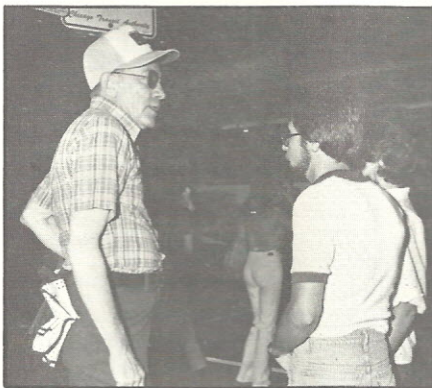
Very truly yours,
Joanna Strode

Moving huge crowds to ChicagoFest



Chicago's Navy Pier, Aug. 3-12, was the scene of the gigantic lakefront music festival, ChicagoFest. For ten days 790,000 people viewed 325 different acts in 14 different entertainment areas on or near the pier. Approximately 300,000 people rode the CTA to

the festival on regular bus routes and free shuttle bus routes from major parking lots in the downtown area. Here are some of our employees whose courteous and efficient service made the journey to ChicagoFest a pleasant and convenient experience.



Frank Barker, superintendent, Street Traffic, explains bus operations.



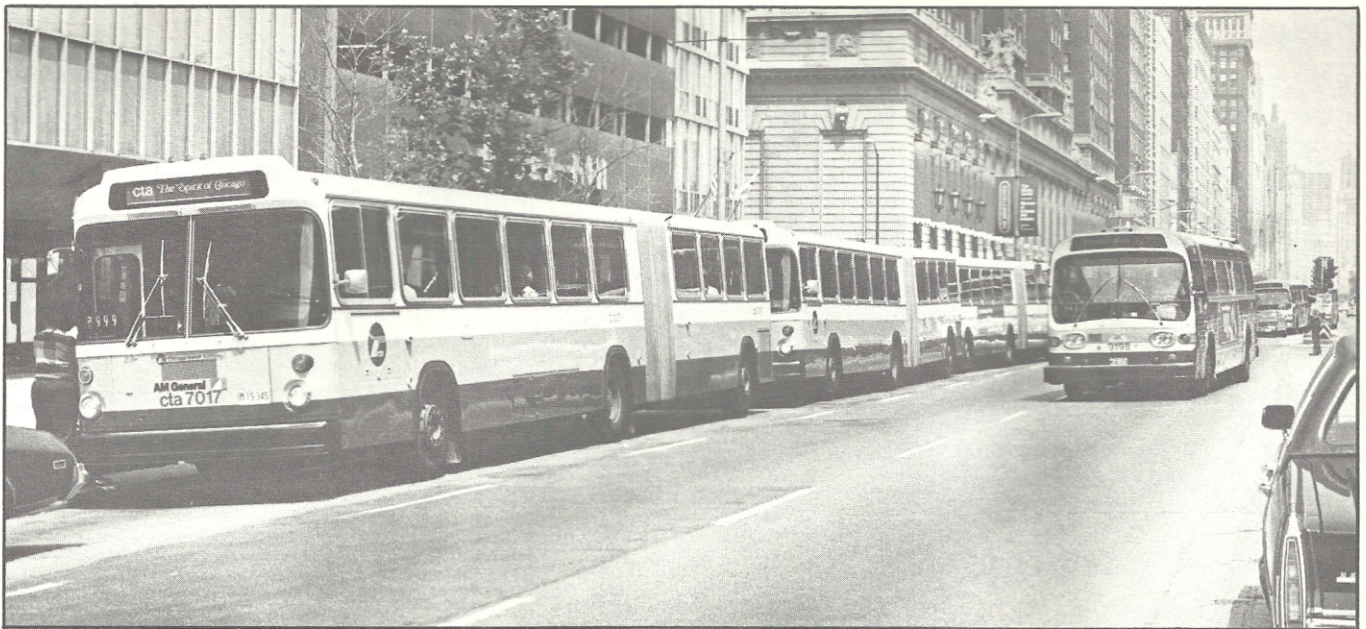
Supervisor Ray Cloniger holding rear door open for passengers leaving a crowded Canal-Wacker bus.



Monitoring CTA service at ChicagoFest are (left to right) Greg Holcombe, Alan Douglas, Sue Walker and Steve Stark who are planners in the Operations Planning department.



Bus operator Jin Kim and supervisor Leslie Baughn (right) near the Soldier Field parking lot, one of the boarding points for free shuttle buses to Navy Pier.



CTA's articulated buses on Michigan av. serving Urban League charter to Wrigley Field.

CTA welcomes National Urban League

The 69th annual conference of the National Urban League was held in Chicago at the Conrad Hilton hotel, July 21-25, with 14,000 delegates and members in attendance.

CTA Chairman Eugene M. Barnes appeared as a panelist in the transportation workshop where, calling upon his experience as a state representative, he advised the 150 workshop attendees concerning methods of applying for government funds to support their transit needs.

Betty Edwards, CTA Public Affairs, who served on the host committee and chaired the welcome committee, coordinated a day at Wrigley Field featuring the Chicago Cubs and the Atlanta Braves. Honorees for the day were Vernon E. Jordan Jr., National Urban League president, and James W. Compton, Chicago Urban League president. Both drove CTA buses during their summer vacations from college; Jordan during 1957 and '58, Compton during 1962, '63, and '64.

CTA articulated buses provided charter service to the game, which was attended by Chairman Barnes and CTA board members Howard Medley and Ernie Banks.

At the close of the five day conference, many delegates enjoyed CTA charter bus tours of Chicago's South side and black businesses and agencies.

During opening ceremonies at Wrigley Field, Dennis Oglesby sings the National Anthem. At right (left to right) are honorees Vernon E. Jordan, Jr., National Urban League president, and James W. Compton, Chicago Urban League president, and James Harvey, U.S. Department of Labor, local welcome committee member.



Before boarding bus to Wrigley Field, CTA Chairman Eugene M. Barnes (third from right) visits with (left to right) supervisors Ezra Watson and Hubbert Ivory, line instructor William Curtis, supervisor C. Errico Miller and John Jarecki, assistant superintendent, Central District.



Seniors' picnic

More than 200 members of the CTA Senior Citizens Retirement Organization and CTAers attended the organization's third annual picnic.

This year's event was held in the Lake Avenue Woods West Forest Preserve in north Cook County.

Jack Kalka, the organization's secretary, was picnic chairman.

(CTA photos by Mike Hoffert)



Two-member teams try their skill at the egg toss contest.



A. J. Claussen and his wife, Dorothy (left) and Harold and Dodie Williamson.



Dave and Evelyn Downes (left) and Jim Fuller, instructor, 77th, and wife, Dorothy.



Pat Pinasco (right) and Evelyn Downes.



Anton Vihnanek (left) and Ralph Illion.



Faye Sabey (left) and Adeline Buetow-Shabino.



Joe Nolan, CTA Senior Citizens' general manager, gets set for a ringer as Joe Lacki watches.



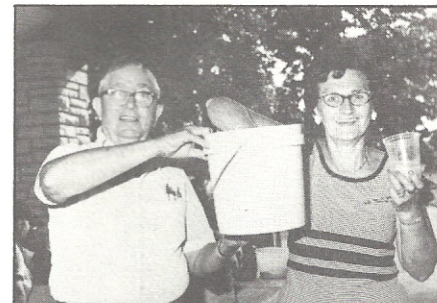
Kaye Blunke (left) and Dorothy Fuller.



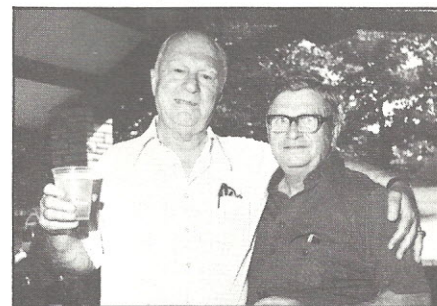
Ray Kocmoud and his wife, Lucille.



Sorting raffle prizes are, from left, John Kalka, Charlene Taylor, Kaye Lind, Stanley Bitel, George Gendron, Bill Klecka, Jim Richardson, Clarence Lind, and Kaye Richardson.



Jim Richardson (left) and Alice Kohlstedt.



Eddie Wiss (left) and Bill Platt, Director, Job Classification.



(Left to right), Jim and Dorothy Fuller, Andy and Alice Kohlstedt, and Dave and Evelyn Downes.



Joe and Ann Lacki (left) and Anton and Ruth Vihnanek.



Art and Blanche Satzke.



Bob and Phyllis Poces (left) and Harry and Grace Poces.



(Left to right) Clarence Lind, Bernard Scholz, Herb Schomer, Treasurer, General Office Credit Union, and Ed Wiss.



Art and Ann Muth (front) and Jim and Kaye Richardson.



(From left) Eddy Wiss, Harold Williamson and wife, Dorothy, A. J. Claussen, Jim Fuller and wife, Dorothy, Dave Downes and wife, Evelyn.

HATA picnic

The Hispanic American Transportation Association held its second annual picnic on Aug. 12 at Caldwell Woods. Many CTA employees and their families and friends enjoyed dance contests, ball games, and a variety of Latin American food from Mexico, Cuba, Colombia, and Puerto Rico.

The highlight was the raffle of a 19-inch color TV set won by Luis M. Garcia, a CTA bus driver from Forest Glengarage. There were also other minor prizes. The net proceeds of the sale of raffle tickets, after expenses for the day's music and cost of the prizes, was \$150, which will be used for a Christmas program for Latin American children.

The active H.A.T.A. members' third Annual Christmas Party will be held at the Holiday Inn Mart Plaza on Saturday, Dec. 1.

(CTA photos by Mike Tucki)



Some of the members of the picnic organizing committee and other CTA employees (left to right): Frank Serrano, Sal Perce, Enrique Gonzalez, Mary Lou Perce, Georgiana de la O, Roberto Martinez, Elda Leal, Jose Flores, and Jose Asencio.



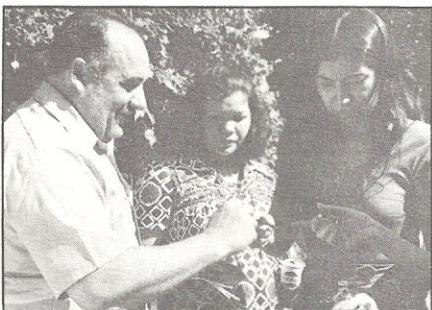
Fred King buys a raffle ticket from Felipe Gonzalez as his wife, Barbara, and sons, Rodney and Anthony, look on.



(Left to right) Eulogio Medina, Counsel of Paraguay; Luis Benitez, President of the Paraguayan Cultural Center; Lucia Benitez, and Jose Flores, ticket agent.



Bus operator Rinaldo Cardenas, Forest Glen, saves a point in volleyball.



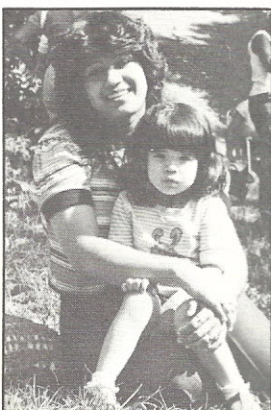
Jose Asencio, janitor, North section, selling raffle tickets.



Gisela Molina, bus operator, Forest Glen, accepts the color TV won by Luis M. Garcia, who is also a bus operator at Forest Glen.



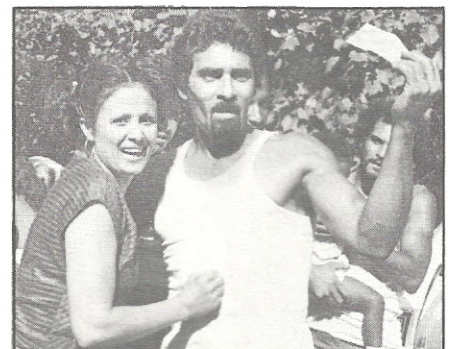
Disco dance contest winners Nena and Jaime Arenas.



Mary Ellen Garcia and her daughter, Elizabeth.



(Left to right) Renato Godinez, Rogerio Simpson, Vincent Hernandez, Jose Sosa, Gisela Molina, Martin Valle, and Georgina Godinez.



Laura and Beny Gonzalez won the Salsa dancing contest.



Western station construction begins

At ceremony Aug. 8, 1979, marking start of construction of new elevated station at Western avenue on the Ravenswood route were (left to right) George Krambles, CTA executive director; Alderman Eugene C. Schuler of the 47th ward; Chris Kalogeras, director, Plant Engineering; Peter Tomase, president, Ravenswood Conservation Commission; George Millonas, manager, Engineering Department; Eugene M. Barnes, CTA chairman, and Richard Bjorklund, executive editor, Lerner-Life Newspapers.

Public safety

North Avenue, a frequent recent winner in the Public Safety Award contest among bus garages, scored again in the second quarter of 1979 with a passenger accident

rate that was 31 per cent below its showing for the same quarter of 1978, and a traffic accident rate that represented a 9 per cent improvement compared to the earlier period.

Ashland won the quarterly award among rail terminals, registering a 24 per cent

reduction in its combined passenger and traffic accident rate from the corresponding period of 1978. In winning its fifth award since the inception of the program, Ashland recorded only 0.709 accidents per 100,000 car miles traveled.



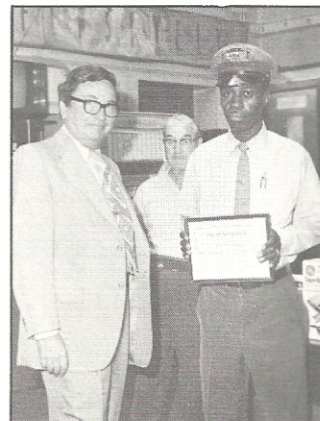
Edwin Armstrong (left), conductor, and Arthur Smith, motorman, hold Special Recognition certificates they received during safety award ceremonies at Ashland terminal. Taking part were (from left): David Martin, superintendent, South Section; Robert Desvignes, area superintendent, Instruction; Ardis Morris, assistant superintendent, Ashland; James Blaa, manager, Transportation; Eugene Barnes, CTA chairman; Nick Ruggiero, CTA board member; and (behind Smith) Harold Geissenheimer, General Operations Manager.



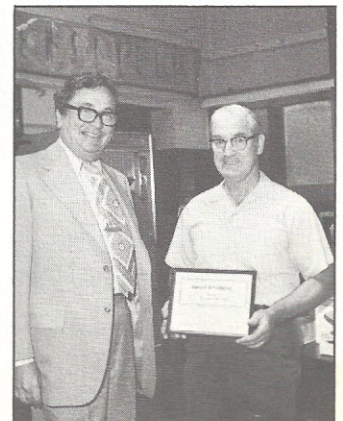
Tom Boyle, manager, Safety, presented quarterly safety award at Ashland to Ardis Morris (left), assistant superintendent, and David Martin, superintendent, South Section.



Ward Chamberlain (second from left), superintendent, accepts quarterly Public Safety Award for North Avenue garage from Ed Henry, supervisor, Safety Performance Analysis, accompanied by assistant superintendents David Hinman (left) and Michael Lacriola.



During safety award ceremonies at North Avenue garage, James Blaa, manager, Transportation, presented certificates of Special Recognition to drivers Earlie Bryant (left) and Francis Farrelly.



A nostalgic look at boxing's 'Golden Age'

by W. B. Wolfan

The boxing game isn't what it used to be. For that matter, neither is the world around us.

It is true that a favorite definition of nostalgia is the revival of memories of an era when life was supposedly serene and peaceful and no one had any problems of any kind except one — lack of money — which was a generally accepted fact of life at the time.

The manly art of mayhem, sometimes referred to as pugilistic encounters of a certain kind, flourished in the 1930's and 1940's and even until the late 1950's. However, with the advent of television, the fight game changed and only Muhammad Ali has kept the sport alive.

With Ali retiring (so he says), there is no one else on the scene who can attract a decent gate.

The past also reminds of those glorious times when Hammering Henry Armstrong held three world championships at the same time and when Joe Louis, the famous Brown Bomber, dominated the heavyweights like Tarzan did the forest primeval.

Great fighters like Sugar Ray Robinson, Kid Gavilan, Tony Zale, Rocky Graziano, Sgt. Barney Ross of the U.S. Marine Corps and Tony Canzoneri were household names in boxing, along with a mighty puncher named Rocky Marciano who burst onto the scene with the impact of a Mack truck and a punch every bit as potent.

There also were others who never will be forgotten—colorful characters like Two-Ton Tony Galento and the giant Primo Carnera.

The recent passing of Galento brings back recollections of a fighter who probably never received the accolades he deserved.

Carnera, who won the heavyweight title by knocking out Jack Sharkey in the sixth round, kept it one year, then lost it to the zany Max Baer, who in turn lost it to Jim Braddock in one of the great upsets of all time.

The unpredictable Baer was not so zany when he wanted to be serious in the ring. He possessed one of the most devastating right-handed punches in heavyweight history.

There were many who said at the time that the buildup of Carnera into a heavyweight contender was patterned after a Hollywood script. More Carnera opponents took a dive in the process of that buildup than the number of people who jumped off the Golden Gate bridge the same year. Be that as it may, Carnera captured the fancy of the nation's fight fans and earned a shot at the title, which was what counted at the box office.

But it was Galento who captured the imagination of the sports writers of the day. He was true Damon Runyon copy, straight out of "Guys and Dolls."

Galento was strictly one of a kind, originating from a mold for which a formula no longer exists.

The roly-poly Galento's training routines defied all the rules of physical conditioning known to man. He would have been a "natural" for the beer commercials that inundate us on television because Galento's training consisted of a saturation diet of beer. There was no television at that time, so Galento's cigar-chewing, beer-drinking habits could

not penetrate the living room. But those habits were widely heralded in the press. He made sports news every time he was publicly interviewed and that was very often.

Yet when he entered the ring, Galento gave the fans both a show and their money's worth from the opening bell.

And among those the beer-drinking Galento gave a fight was none other than champion Joe Louis at Yankee Stadium on June 28, 1939. He even had Louis on the floor in the third round, enough to make Joe angry and that spelled finis for Galento in the fourth. Nobody could make Joe Louis mad and get away with it. So the Bomber finished off Galento in a savage fourth round with the referee stopping the fight and awarding it to Joe by technical knockout.

Tony Galento's "I'll moider the bum" and his general assault against the King's English made boxing fans laugh and English teachers wince. But it was the source of marvelous copy for Hype Igoe, Frank Graham, Jimmy Cannon, Edward J. Neil and all the rest of the great boxing scribes of that era.

Two-Ton Tony was right for his time, a real character among the "squares," and he took full advantage of it, never missing a single trick.

Galento later turned to wrestling, a so-called sport which probably fitted his theatrical talents even better than the ring. He also fought a bear and a kangaroo in other activities for financial gain.

But what may have been generally overlooked about Galento is that he was a tough fighter, a respected opponent. Tony could both dish it out and take it. He absorbed brutal punishment from Louis and Max Baer but his courage was unquestioned. As some of Tony's buddies would put it, "He always had guts." And no one can ever deny that.

Men like Tex Rickard and Mike Jacobs were the promoters extraordinaire who lifted boxing to the heights of popularity in a day when the depression was on in full swing. Rickard and Jacobs combined the talents of a P. T. Barnum and a Wall St. tycoon in building the game into a big moneymaker. The fans came to the fights since there was no such thing as the "boob tube," and they came in large numbers, paying top dollar for ringside.

One hundred and five thousand people viewed the Dempsey-Tunney long count fight in 1927 at Soldier Field. More than 120 thousand saw their first one in Sesquicentennial Stadium in Philadelphia in 1926, but the biggest gate was their memorable 1927 battle at Soldier Field with receipts totaling 2 million, 658 thousand dollars.

The Dempsey-Firpo title bout in New York's Polo grounds drew 82,000 people. Dempsey was a magnet for million dollar gates. Joe Louis' one-round k.o. of Max Schmeling in Yankee Stadium in 1938 attracted 70,000 fans and the Bomber knocked out Schmeling in the first round to square matters for his previous defeat by Schmeling in 1936. That quick Louis knockout victory had the paying customers talking to themselves.

Most people did not even get a chance to seat themselves in Yankee Stadium before Louis had won the fight. "It was all over before we could really see what was happening," moaned some of the ringside ticket holders who were late in arriving. But nobody asked for refunds. At least they had been at the fight.

Make no mistake about it, there were certain influences in boxing in the 1930's and 1940's that were less than savory. But to those who listened breathlessly to every word uttered by a hypertensive radio announcer broadcasting direct from such arenas as Boyle's Thirty Acres in Jersey City, or Madison Square Garden, nothing can ever replace the thrills of those great heavyweight championship fights of old. Those fights were truly "the greatest."

North Park wins Tournament of Champions

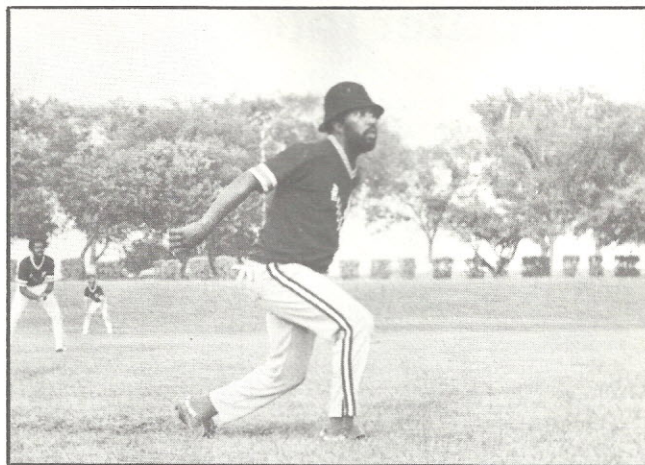
On Monday, August 13, the North Park Renegades became the first CTA team to win the Grant Park Tournament of Champions softball title. The Renegades, playing flawless ball, defeated the Chicago Sun-Times team 10-7.

The tournament started in May with 270 teams participating in 25 divisions.

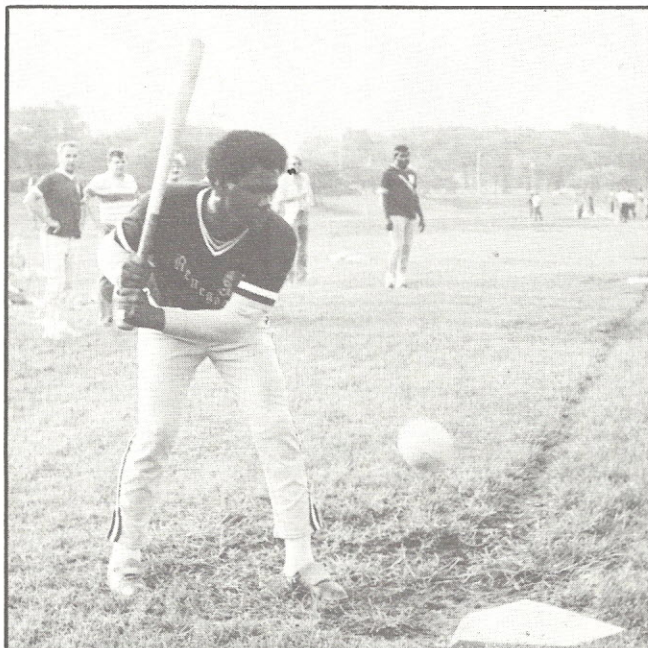
The final event of this tournament will be held on Sept. 27, when the Renegades receive their first place trophies at a banquet in the Martinique Restaurant.

On the cover is Leon Harris, a member of the Renegades.

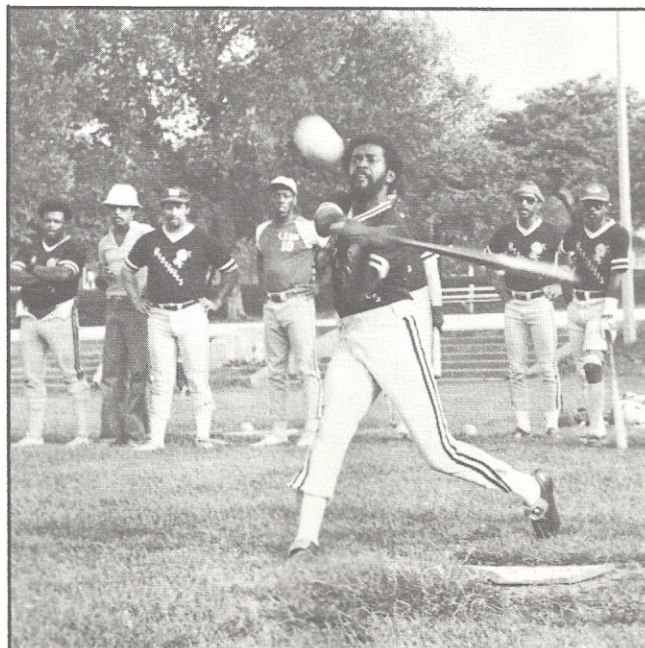
(CTA photos by Mike Tucki)



William (Sugar Bear) Robinson



Chester Brown



Charles McGee



Here are the members of the Rapid Transit Roller Coasters softball team who finished fourth in the city-wide Industrial League softball tournament held on Sunday, August 12, in Grant Park. Sitting, left to right, are: Joseph Gulley, Edward Woodard, Edward Wallace, Nate Sowell, Larry Cooper, LeRoy Crenshaw, Donald Jolla, Bernard Fletcher, Herman Randall, and William McKinnon. Standing, left to right, are: Cornelius Hawk, Phillip Ross, Ted Lovejoy, Robert Morman, Edward Cook, Joseph Woods, William Fletcher, Willis Wardlow, Rick Lindsey, John Nuccio, and Darnell Tidwell.

Ed Heatter retires

Edward Heatter, special assistant to the manager of transportation, retired August 1 after spending 34 years in the operation of the rapid transit system.

Heatter began his rapid transit career as a trainman in November, 1945, with the former Chicago Rapid Transit Company.

Through the years, he held every rapid transit supervisory position available at the CTA.

Just prior to the position he held when he retired, Heatter was area superintendent of all rail service.

A party was held in his honor on July 27 at Robert and Allen's Regency Inn in Chicago. More than 150 of his friends attended.



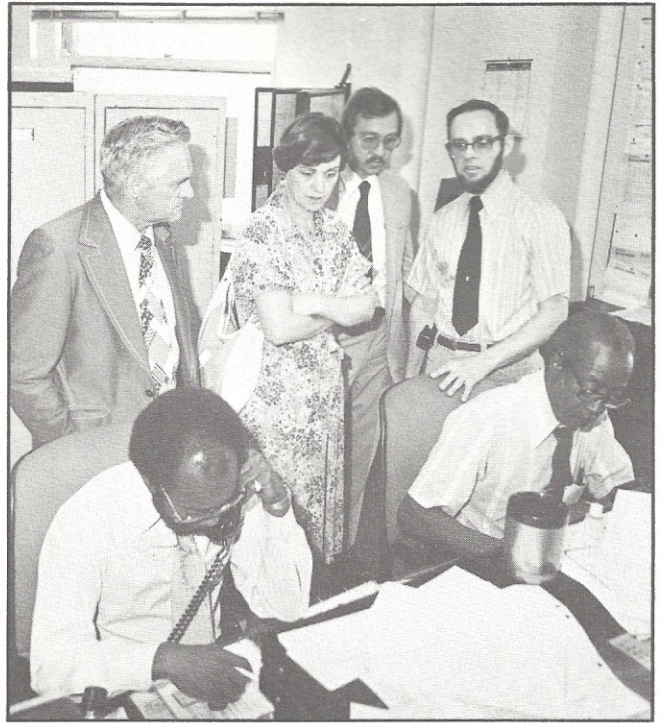
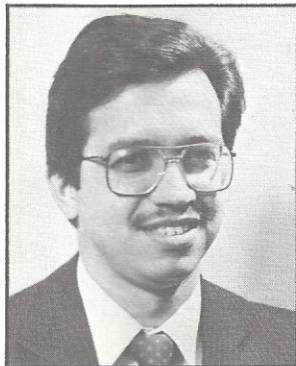
Ed Heatter is congratulated by his son Craig Heatter, superintendent, Pensions, as his wife Lois looks on.

Armando Almazan joins CTA Legal Department

Armando Almazan, 28, has joined the Chicago Transit Authority's Legal Department and has been assigned to the Tort Litigation Section.

Almazan, a native of San Luis Potosi, Mexico, came to this country as a child and lived for many years in the Little Village community area. He was graduated from Harrison High School, continued his education at the Loop College, and received his B.A. in Sociology in 1973 from the University of Iowa. Later, he attended the DePaul University Law School and received his degree in 1976. He resides in the Brighton Park area.

For the past three years, Almazan was a member of the Legal staff at the 18th Street Neighborhood Legal Aid Service. Almazan is very well known in the Hispanic American community because of his active participation in various community programs.



Representatives from the National Transportation Safety Board recently visited the CTA Control Center. Standing (left to right) Mr. Gerald Strawser, railroad safety specialist, NTSB, Chicago; Ms. Pat Goldman, NTSB board member, and Mr. Peter Kissenger, administrative assistant to Ms. Goldman, both from NTSB, Washington, D.C., and Harry Horn, assistant superintendent, Control Center. Seated are rail controllers Andrew Bishop (left) and Bob Thomas.

Group Travel Program

Hawaiian vacation

As a winter vacation, the Group Travel Program is planning a week-long trip Dec. 1 through 8 to Hawaii. The round-trip flight to Honolulu will be via Capitol Airways DC8. The price, including a double room in the first class Imperial Hotel, is \$478 per person.

A free trip for two persons will be the grand prize of a raffle for which tickets are available for \$1. The drawing is scheduled for late Friday afternoon, Nov. 16 in the CTA cafeteria in the Mart. Second prize will be a color TV set, and third, a CB radio. There also will be 22 other prizes. Raffle tickets are available through Ms. Murphy or group travel volunteers.

Come to the circus

Why not join the Group Travel Program for CTA employees and retirees at the Ringling Brothers and Barnum and Bailey Circus, International Amphitheatre, 43rd and Halsted, and get the best seats in the house for only \$5.50 each, regular price is \$8.00.

Performance Dates:

Monday, November 12th - 2:30 pm

Wednesday, November 14th - 7:30 pm

All ticket orders and money must be in no later than Thursday, October 11, 1979.

For more information contact Harriett B. Murphy, Special Projects Coordinator, Human Resources Department, Merchandise Mart, Room 7-170, 664-7200, ext. 751.

NEW PENSIONERS

TONY V. ABBINANTI, Ticket Agent, West Section, Emp. 7-8-44
 CARL J. FAUST, Conductor, North Section, Emp. 3-4-63
 MORA M. HAASE, Ticket Agent, West Section, Emp. 1-17-59
 EDWARD J. HEATTER, Spec. Asst. to Mgr., Transportation, Emp. 11-30-45
 PAUL LAKICH, Car Cleaner, Linden, Emp. 4-3-53
 CHESTER MALEK, Operator, North Avenue, Emp. 1-5-61
 ELLIOTT H. McMAHEL, Unassigned, Human Resources, Emp. 10-17-46
 WALTER J. PONDEL, Operator, Forest Glen, Emp. 11-27-45
 JUAN J. SINCLAIR, Bus & Truck Mech., South Shops, Emp. 10-25-54
 JOSEPH E. SIRVID, Bus & Truck Mech., South Shops, Emp. 5-15-42
 STANLEY C. SOPARAS, Supervisor, District B, Emp. 12-9-57
 OLLIE J. THOMAS Sr., Electrician B, Electrical, Emp. 10-24-72
 EDWARD J. WALSH, Repairman, North Park, Emp. 9-9-46

DISABILITY RETIREMENTS

CLARENCE E. ADAMS, Instructor, North Area, Emp. 1-26-53
 JAMES E. ALEXANDER, Security Offcr. I, Security, Emp. 3-9-67
 VAN CORNELOUS Sr., Rail Janitor, Maintenance, Emp. 2-8-55
 JACKSON A. KELLY, Motorman, West Section, Emp. 7-31-61
 ROBERT H. OWENS, Traffic Clerk, Schedules, Emp. 6-8-53
 FRANK PATTERSON, Traffic Checker, Schedules, Emp. 8-18-55
 JOHN W. STATEN, Operator, 77th Street, Emp. 8-1-63



June 29 was a memorable day for Mr. and Mrs. David Tobin as they celebrated their 50th wedding anniversary with their family and friends at the Itasca Country Club. Tobin, who worked as a conductor out of Garfield Park on the Congress, retired on Feb. 1, 1968, after more than 44 years of service.

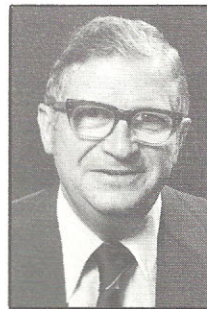
IN MEMORIAM

NEAL BENSON, 72, Wilson, Emp. 8-1-45, Died 6-11-79
 ROY A. BOETTCHER, 73, South Section, Emp. 2-18-42, Died 6-13-79
 WILLIAM BOOTH, 88, 77th Street, Emp. 11-3-22, Died 6-12-79
 PATRICK BOYLE, 76, North Park, Emp. 11-7-41, Died 6-29-79
 MORTIMER BRODERICK, 78, West Section, Emp. 12-16-21, Died 6-7-79
 JOHN COLEMAN, 45, North Park, Emp. 10-12-73, Died 7-3-79
 JAMES S. CRIOLA, 78, Engineering, Emp. 7-16-27, Died 6-15-79
 FREDDIE DANIELS, 34, Utility, Emp. 9-14-67, Died 7-11-79
 JOHN FITZMAURICE, 62, South Shops, Emp. 11-24-41, Died 6-7-79
 DANIEL GALLO, 87, South Section, Emp. 1-17-14, Died 5-22-79
 DAVID GRAFMAN, 69, West Section, Emp. 12-27-51, Died 6-5-79
 MICHAEL KAPPEL, 79, Maintenance, Emp. 1-31-24, Died 6-7-79
 FRANK L. KAZDA, 77, 77th Street, Emp. 5-25-26, Died 6-29-79
 OTTO F. KLEMZ, 92, Kedzie, Emp. 3-13-18, Died 6-28-79
 ALBERT KRIEMAN, 81, Keeler, Emp. 6-26-29, Died 6-1-79

WALLACE H. LIND, 78, 69th Street, Emp. 3-29-34, Died 5-28-79
 ERNEST MAENNER, 72, West Section, Emp. 7-7-28, Died 6-12-79
 JOHN MANGAN, 78, Treasury, Emp. 9-15-26, Died 5-27-79
 FRANK MICULINIC, 80, Wilson, Emp. 6-23-27, Died 6-25-79
 JOHN MURRAY, 80, Shops & Equipment, Emp. 12-10-25, Died 6-26-79
 WALTER G. NARTEN, 74, 69th Street, Emp. 10-19-36, Died 6-30-79
 JOHN RIESCHEL, 79, Forest Glen, Emp. 12-26-23, Died 5-22-79
 JOSEPH A. SACHECK, 81, Kedzie, Emp. 5-19-43, Died 4-15-79
 ROBERT SEEMAN, 69, Engineering, Emp. 12-26-47, Died 6-17-79
 KENNETH J. STEPPS, 62, Archer, Emp. 12-3-41, Died 6-18-79
 ROBERT J. TRAUSSCH, 78, Devon, Emp. 12-22-42, Died 5-7-79
 RICHARD C. WARNING, 75, Office Serv., Emp. 9-14-27, Died 6-5-79
 CURTIS A. WESTMORELAND, 69, Beverly, Emp. 2-5-45, Died 6-20-79
 GEORGE G. WILSON, 85, Kedzie, Emp. 11-8-26, Died 6-8-79
 JOSEPH M. WILSON, 58, Forest Glen, Emp. 3-26-47, Died 6-25-79
 JOSEPH WUKITCH, 79, Forest Glen, Emp. 5-22-43, Died 6-20-79

Service anniversaries in August

40 years



W. C. Platt
Job Classification

35 years

W. Bekier, Revenue Accounting

25 years

W. G. Curtis, North Park
 R. J. Fay, Kedzie
 M. F. Hack, Forest Glen
 W. E. Knight, North Park
 W. R. Lindsey, Beverly
 S. P. Perce, Transportation
 A. J. Podrasky, Kedzie
 J. A. Sheldon, Utility
 P. J. Smith, North Park
 A. Walker Jr., North Avenue
 R. A. Wilson, Forest Glen

30 years

E. D. Gertz, Maintenance
 A. K. Haas, South Shops
 H. J. Hoeppner, Near South
 J. P. Irwin, South Shops
 L. J. Kazda, Forest Glen
 J. P. Kelly, Maintenance
 E. C. Malinowski, District A
 A. Niblack, 52nd Street
 W. J. Piper Jr., Forest Glen
 A. E. Polowczyk, Forest Glen
 E. Sapinski, South Shops
 J. H. Smith, Beverly
 C. A. Waggoner, Kedzie

*30 years anniversary in April, 1979

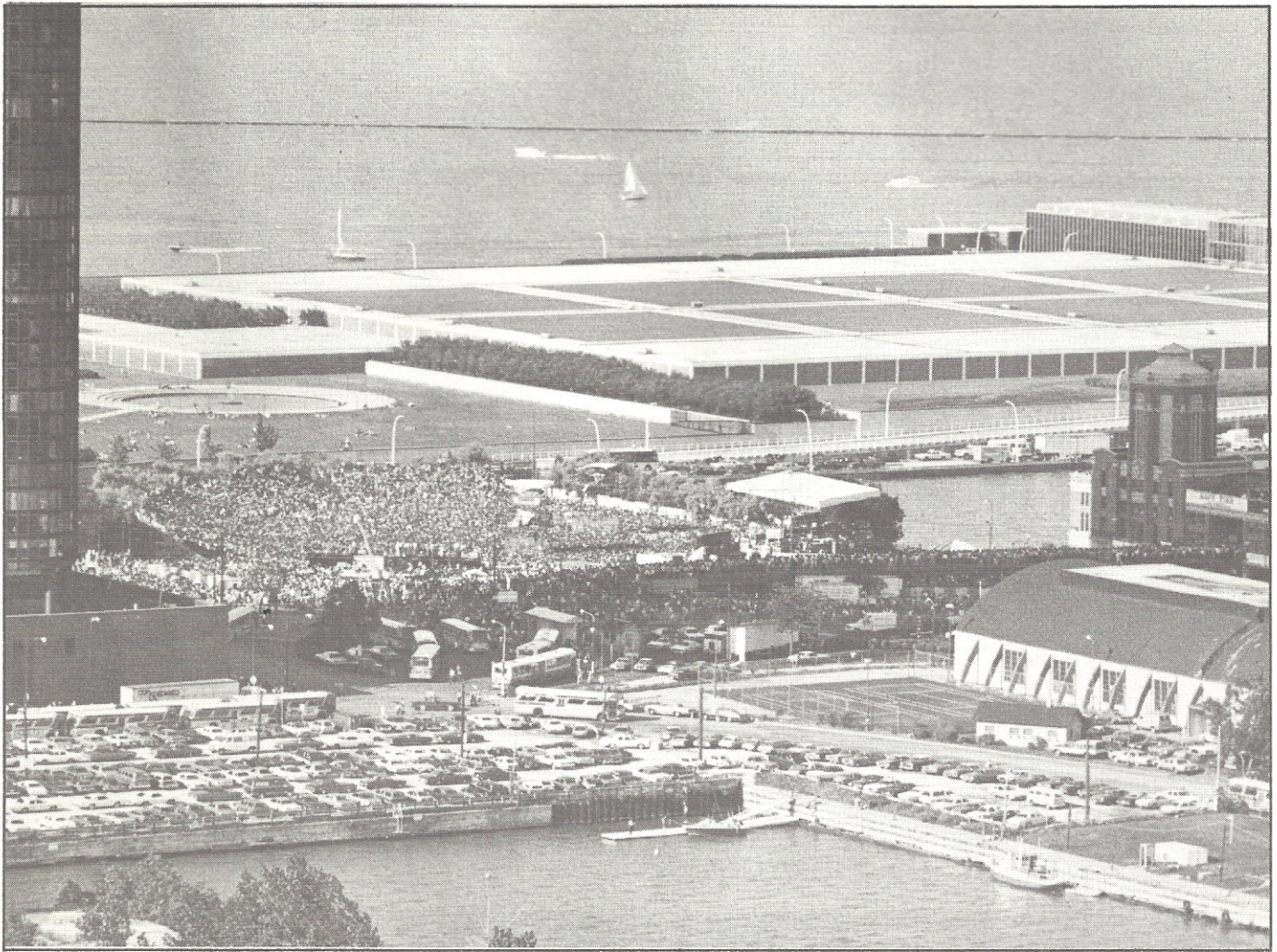
CTA TRANSIT NEWS

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