

# Snow alert



There was a hint of snow in the air that morning. Large numbers of riders were expected to come downtown for the first day of the holiday shopping season. Otherwise it seemed like a normal Friday morning rush period.

The alert came at 8 a.m. Snow, in excess of 10 inches, was forecast by Murray and Trettel, the CTA's meteorologists. It was time to put the Snow Plan to work. The Snow Task Force was sent out, field personnel were placed on standby, the Control Center became a hub of activity, and the three "Snowfighter" trains were put into operation.

As each passenger train completed its morning rush schedule it was equipped with a fabrica low boy plow. The Vehicle Maintenance division worked feverishly and installed over 100 plows in one half hour. All eight of each train's sleet scrapers were lowered to keep the third rail clear.

Platforms and terminals were shoveled out by Plant Maintenance. The two divisions worked as a team to ensure that trains remaining in the yards were not in any danger of becoming snowed-in.

A CTA representative from the Snow Task Force was sent to City Snow Command to keep the city informed as to which streets needed immediate plowing

"Snowfighter" train approaching Cermak-Chinatown station, southbound on Dan Ryan rapid transit route during test run.

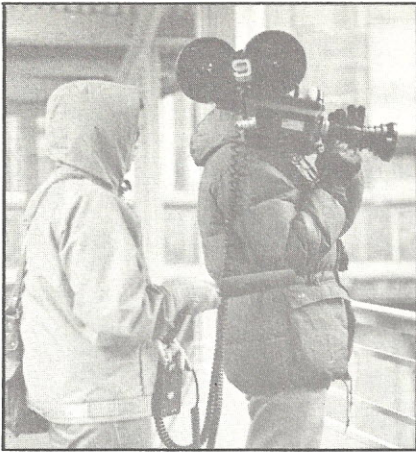
for bus operations. Reports on conditions from drivers and field supervisors carrying two-way radios went directly to four Bus Snow Command locations, where each district supervisor compiled and reported service information.

By 10 a.m. it was obvious that the snow wasn't going to stop. The "Snowfighters" were ordered back to the yard for installation of enormous heavy-duty plows that would clear the now drifting snow off the tracks. Again, Plant and Vehicle Maintenance teamed up to get the "Snowfighters" back in service in less than an hour.

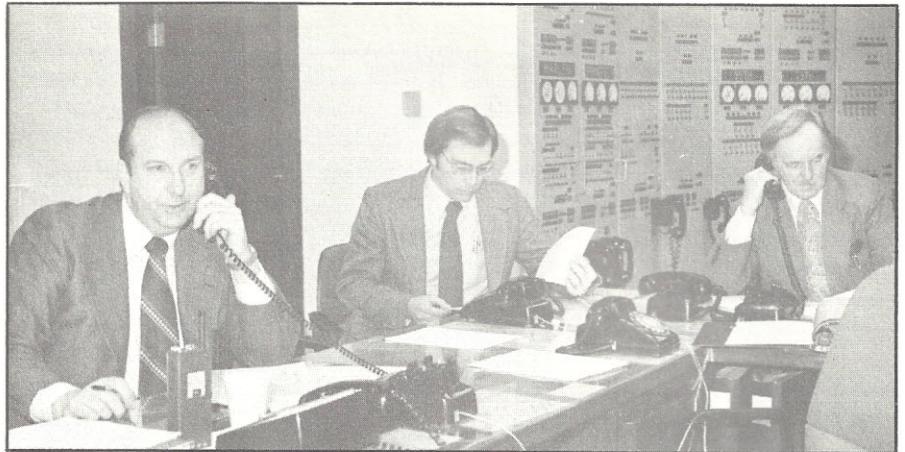
The heavy snow caused many people to leave the downtown area early. Platform overcrowding was handled by Operations Planning information crews, members of the Mass Transit Unit and field supervisors. The teams gave information on delays, and

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Channel 9 News filming "Snowfighter".



James Pankonen, director, Vehicle Maintenance; Craig Lang, administrative analyst, Engineering, and Don Yabush, Public Affairs, keep abreast of weather and operating conditions.

**Snow alert** (continued from page 1)

alerted passengers to alternate transportation routes.

Emergency platform announcements were made over the speaker system, or by information crews equipped with bullhorns and two-way radios. There were delays on the Lake-Dan Ryan, Ravenswood, Douglas and Howard lines, but the announcements made the waiting time a little less frustrating to commuters.

Bus supervisors at each outlying terminal were ordered to hold buses until trains arrived. New schedules were established to ensure that riders who had already been delayed on their trains wouldn't be delayed again waiting for their buses.

Control Center personnel kept in contact with City Snow Command and the meteorological service. Updates on snow removal and current accumulation were received and transmitted to Snow Task Force members out on the system.

By 1 p.m. 23 inches of snow had fallen and temperatures were dropping. The three "Snowfighters" plowed each line, clearing both the tracks and the right-of-way. The special de-icing machines on the trains were used on frozen sections of the third rail. At the end of each trip the "Snowfighters" were sent out to do more work. At times it was close, but the snow was not getting ahead of CTA efforts.

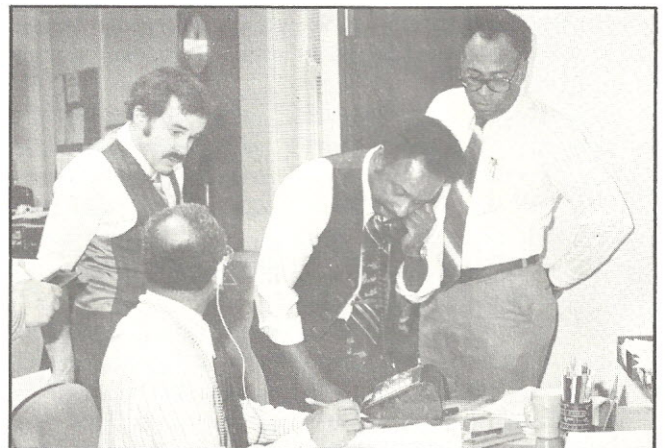
Suddenly, at 2 p.m., the alert was ended. The snow stopped, the temperature began to rise, melting the snow. The "Snowfighters" were called in, and operations began returning to normal. The street clearing process was almost complete. By 2:30, the Snow Task Force was called back and it seemed as though the blizzard had been make-believe.

Of course, the blizzard of Nov. 23 was make-believe. It was a test of the CTA emergency snow plan, and although not a single flake of snow actually fell that day, the entire CTA team acted as though the 23 inches was actually on the ground.

Some of the procedures described above were only simulated, such as the lowering of sleet scrapers and shoveling and salting terminals and platforms. An-



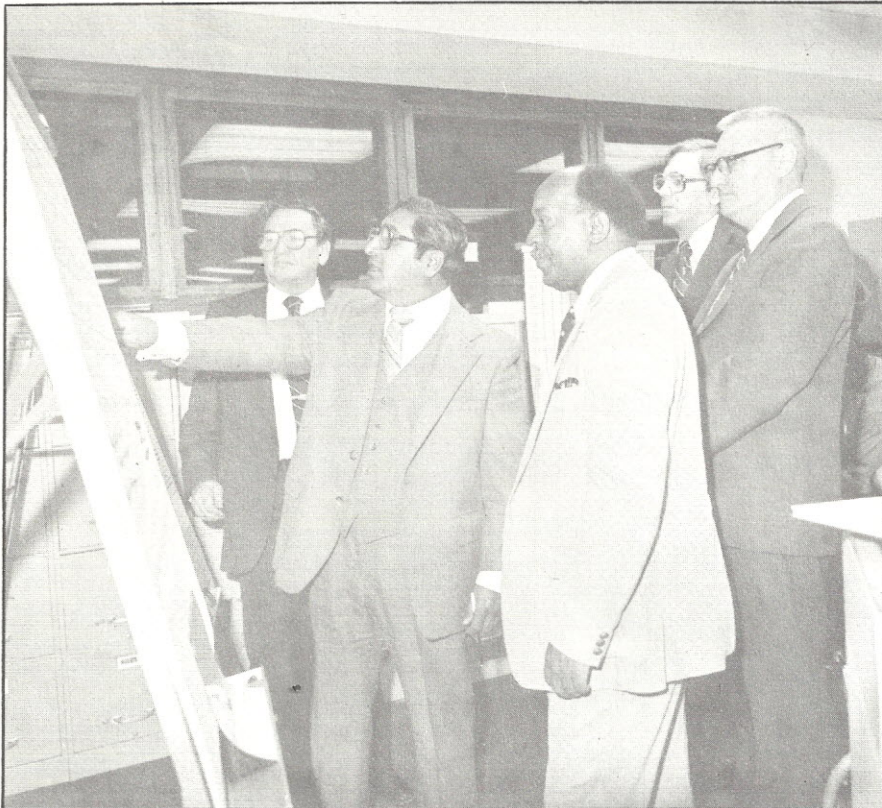
Above: John Zupko, superintendent, Agents, and Nick Ruggiero, CTA board member, riding on test run of "Snowfighter" train. Below: Eugene Daniels, acting assistant superintendent; Bob Heinlein, assistant superintendent; Jimmy Washington, assistant superintendent, and Jerry Johnson, superintendent, all of Operations Control, check progress of "Snowfighter" trains.



nouncements to passengers were not dire warnings of delays, but were simply testing announcements.

The purpose of the test was to find any possible flaws in the system before snow started falling, and to implement changes before the pressure of a blizzard was upon the CTA.

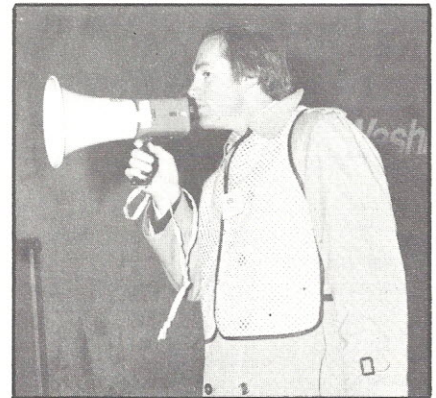




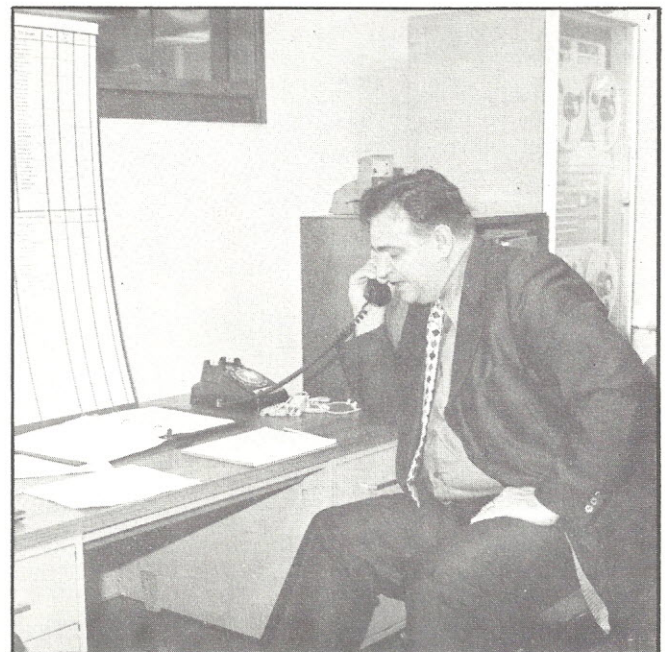
CTA Chairman Eugene M. Barnes (center), checks street operation conditions with James Blaa, manager, Transportation; Sal Perce, special assistant to Transportation manager; Richard Kren, special assistant to the chairman, and Harold Geissenheimer, manager, General Operations.



George Macak (top), Operations Planning, and Winscott (Scott) Stokes (below), Grant Program/Administration, making announcements at rapid transit stations.



Mike Bruno, James Saviano and Frank Hubbard, all of duplicating section, Administrative Services, bring an extra copier into the Control Center during the snow test.



Gordon Balazs, area superintendent, Bus Service, maintains telephone contact with the City's Snow Command.

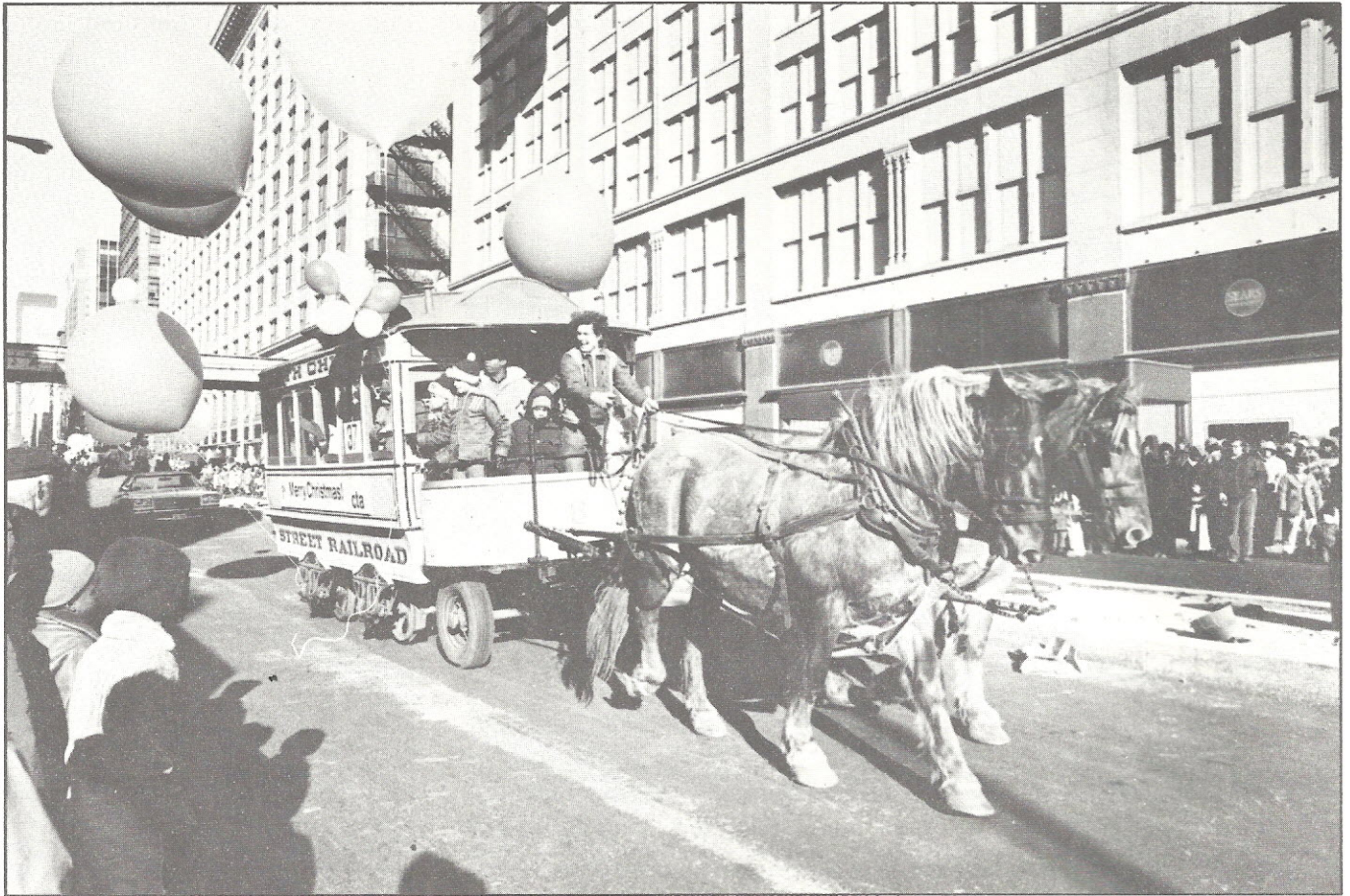
At least one major change occurred as a result of the test. Instead of three 4-car "Snowfighter" trains, there will be six 2-car trains. This will improve control of track clearance, and provide more rapid mobility when the blizzard really hits.

Now that a dry run of the Snow Plan has been proven

effective, all that remains is the chief ingredient, snow.

While everyone at CTA is eager to prove that the Snow Plan works as well on wet streets and tracks as on dry, let's just hope that this year we're over-prepared, and that 23 inches, whether real or imaginary, is all we get.





## Bobtail Horsecar returns to State street

The Bobtail Horsecar returned to State street on December 9, complete with passengers, balloons, and two very large horses. The occasion was the Santa Claus Parade, the first parade held on the State Street Transit Mall.

This particular horsecar was last used in revenue service in 1889. After its retirement it was stored in several places, most recently in the Lawndale garage. Its original steel wheels were replaced with rubberized tires for use on paved streets.

Before leaving the garage for the parade the horsecar was inspected and cleaned by a crew of utility department workers. It was then towed to the Illinois garage, where the crew switched the hitch to accommodate horses.

Although the horsecar is about 100 years old, it is still in great condition. Charles Gage, supervisor of the maintenance crew, claims that the cart can carry as many people as the horses can pull. At the Santa Claus Parade, 15 children of CTA employees rode in the horsecar, waving and tossing candy to the enthusiastic crowd.

The Bobtail Horsecar has been a favorite attraction for many years. Because of its antique value, it is now restricted to yearly duty in the Christmas Parade. It is always well-received, but this year got an especially warm welcome back to State street, its original route.



Making sure that the horsecar operated perfectly were (standing, left to right): Bernard Hack, Emergency Service chauffeur; Arthur Norman, Emergency Service helper; Clifford Jacobs, supervisory chauffeur; and Charles Gage, supervisory chauffeur.





John J. Hoellen

## John J. Hoellen joins CTA Board

John J. Hoellen, of the Ravenswood community, became a member of the Chicago Transit Board at the Board's monthly meeting Wednesday, December 5.

Gov. Thompson appointed Hoellen to fill the unexpired term of Mathilda A. Jakubowski, who resigned to become the governor's special assistant for ethnic affairs. The term ends September 1, 1983.

Hoellen's appointment is subject to confirmation by the Illinois Senate.

Hoellen, an attorney with offices at 1940 W. Irving Park Rd., was alderman of the 47th Ward from 1947 until 1975. In the City Council he served on committees on finance, traffic, and transportation which were directly involved with CTA operations.

Hoellen is a director of the Bank of Ravenswood and the Lincoln Square Savings & Loan Association. He also is a past chairman of the board of the Ravenswood YMCA.

A graduate of Northwestern University and its School of Law, Hoellen served with the U.S. Navy during World War II.

He and his wife, Mary Jane, have a daughter, Elizabeth, and a son, Robert.



## CTA Board honors Mrs. Jakubowski

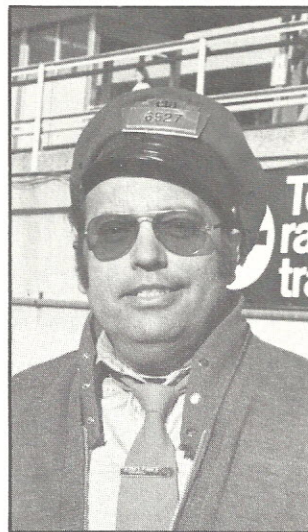
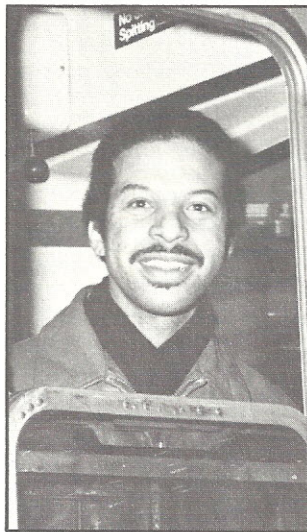
At their December meeting, the CTA Board presented Mrs. Mathilda Jakubowski with a plaque thanking her for her hard work during her three years as a board member. Mrs. Jakubowski has been named Special Advisor on Ethnic Affairs to Governor Thompson.

## Outstanding safety records

Eleven rail operating employees with outstanding public safety records were honored at the December CTA Board meeting, where they received certificates of special recognition and the congratulations of Harold Geisenheimer (fourth from left), manager, General Operations, and Tom Boyle (second from right), manager, Safety. The employees and their years of service without a chargeable accident are (from left to right): Harry Asher, 33 years; Paul Frank, 31 years; Peter Klisiewicz, 35 years; Walter Loftlin, 30 years; Marcus Fiore, 38 years; Clarence Hearn, 31 years; Robert Koster, 35 years; Stanley Zielinski, 38 years; Samuel Charles, 27 years; Angelo Salvaggio, 31 years; and Adelbert Cobb, 27 years.



John Cameron (South Section) was the conductor on both a Lake/Dan Ryan and a Howard/Englewood train ridden by David Williams, of Oak Park. "I would like to bring your attention to the excellent job Mr. Cameron is doing," Williams said. "He can be understood on the PA, thanks everyone for riding the CTA, and is very informative about the different stops along each route, telling about bus connections, etc. He started out my day on the 'right foot.' If more of your employees were as cheerful as he is, I think more people would enjoy riding the CTA."



Mario Garza (North Park garage) was noticed by C. D. Bezanis, of Evanston, for his courtesy while driving a 201 Central/Sherman bus. "Several times he exhibited patience and politeness to riders along the route. At the Civic Center he noticed a woman with two small children hailing the bus and trying to hurry. He waited for her, and after that, everyone on the bus was happy and friendly -- a good chain reaction. When he was thanked by other passengers, he shrugged it off, saying, 'That's what I get paid for.' Thanks, Driver #6527, for reminding us that CTA employees also have concern for others."

## commendation corner

Merton Reeder (North Park garage) was credited with maintaining order on his 151 Sheridan bus by Mrs. Donald Johnston, of North Fairfield avenue. "As I entered, a crowd surged into the bus behind me--some standing on the lower step so the door could not be closed. The driver asked them courteously but firmly to return to the street. When they refused, he said, 'This bus will not move until I can shut the door. You are in danger of an accident.' They resisted a minute or so, but then they got off. The driver's courtesy and his firm stand shows his good training and excellent judgment."

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Melvin McChriston (Lawndale garage) was complimented by Lillian Smith, of South May street, who called him "one of the most considerate drivers on the Cermak Road line. He is polite and courteous at all times, whether the riders are grouchy, complaining, etc. He is patient with young or old, and has a pleasant smile and word for all of us. Please extend our thanks to a very nice young man--Driver #13490. He is one of the best you have."

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Jackie Robinson (Limits garage) is appreciated by Mrs. Mildred Mayer, of Chicago Beach drive, for his courtesy to riders on his 149 Stateliner bus. "Jackie always has a big smile for everyone. He is a good driver, courteous and lovely to all riding his bus. Yesterday, a lady who said she was close to 100 got confused as to where she was going. Jackie stopped his bus to ask her where she wished to transfer and waited patiently until she could tell him. Then he took her across Michigan avenue and put her on the proper bus. I have watched Jackie help all kinds of people for a long time and felt you should know about this outstanding person."

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Ruben Lopez (North Park garage) won the approval of Mrs. Douglas Spaulding, of Evanston, for helping another rider on his 201 Central/Sherman bus. "A very elderly woman attempted to leave the bus. Although the woman sitting next to her tried to help her up, she couldn't. The driver immediately went to the assistance of the elderly woman, carefully helped her off the bus, and stayed with her outside until he saw she was able to walk by herself. He did this in a most modest and unassuming manner, and was complimented by the other passengers for his kindness."

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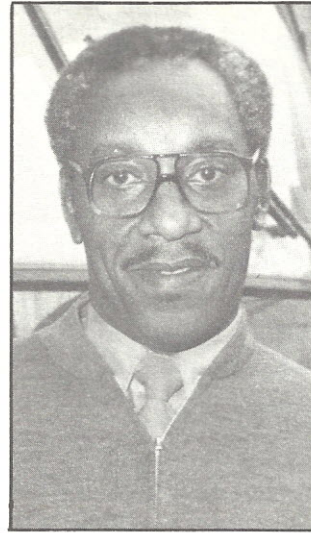
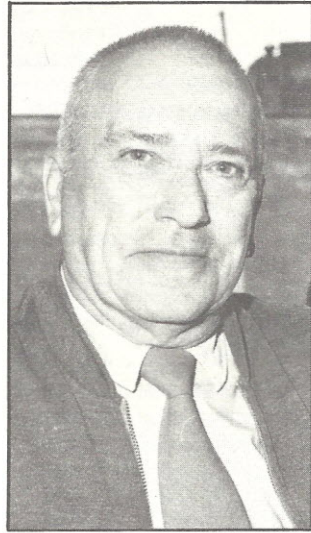
Leo Porter (52nd Street garage) drove a charter bus for the White Sox this past season, and Glen Rosenbaum, traveling secretary of the ball club, wrote to let everyone know he was appreciated. "He did a fantastic job, again, as usual. He did everything possible to make every move a good one for us. He is a real gentleman, and knows how to take care of a customer. You can be mighty proud to have him representing your company. I plan on having you handle our bus needs again next year, and I want to request the services of Leo Porter once again."

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Lawren Stanfill, agent (West Section) at Oak Park avenue on the Lake/Dan Ryan route, was complimented by Anna Krabec, of Oak Park. "She really knows her stuff. She takes time to answer questions, and if you're really lost, she'll even write down the directions to where you want to go. Not only that, she seems to care about people. While I was waiting at the station, two older men came in arguing about something. It seems they had some kind of a bet going, and to keep them from fussing, she suggested that whoever lost should buy the winner a cup of coffee and a doughnut. They seemed to agree to that and stopped arguing."



Edwin Celovsky (Lawndale garage) has an admirer in Mary Ann Mattrey, of Cicero, a rider on his 25 West Cermak bus. "He is the first person I have contact with every morning, and his courteous nature starts my day off on a very pleasant note. His dedication to his job and to his customers is reflected by his never-ending concern to get us where we're going as quickly and safely as possible. CTA should be proud of this fine gentleman, and should have more drivers like him."



John Hudson Jr. (52nd Street garage) was praised by Mrs. Clara Wright, of Chappel avenue, in a letter that was signed by 29 other riders on his 6 Jeffery Express bus. "We, the undersigned, are his regular passengers during the early morning hours, Monday to Friday, and would like to commend him for his sincere and willing service to his passengers. He is kind, courteous, considerate and friendly, among other good things one could say about him. We are sending this letter in our desire to give credit where credit is due."

John Theus Jr. (77th Street garage) received the thanks of B.C. Sillery, of Dorchester avenue, for his thoughtfulness while driving a 28 Stony Island bus. "He is always pleasant and courteous to everyone. Today I overpaid, and he had the next passenger who had change count out his money and return a dime to me. This may not seem much to you, but it means something to me. Driver #4472 is a gentleman and a pleasure to ride with."

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Albert Dayan (Limits garage) is the driver of a 153 Wilson/Michigan bus that Ida Kozberg, of Belmont avenue, regularly rides downtown on weekday mornings. "He is one of the most polite and considerate drivers I have encountered. He is always pleasant, courteous, and accommodating. He'll wait if he sees someone running for the bus, and this is so important to many of us early in the morning. He also answers any questions in a pleasant manner."

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Joseph Zukerman (North Park garage) "is not only an excellent driver, but a kind person," according to Mrs. George Clark, of Hollywood avenue, who was a rider on his 147 Outer Drive Express bus. "There was a man slumped over in his seat. The driver kept saying, 'Huron is coming up, mister,' but the man wasn't responding. At Huron, the driver and a passenger helped the man off and pointed the way to the V.A. hospital. On the Outer Drive, a stalled car was blocking the second lane. The driver pulled up behind the car so that the bus blocked the first lane, too. Then he and the same passenger got out and pushed the car into an emergency pull-off zone."

####

William Seals (Archer garage) was thanked by Mark Warner, of Marblehead, Massachusetts, for his help late one night on a 62 Archer bus. "I came from Boston and got on the bus at about 2 in the morning. I didn't know where I was going. The bus driver was

very helpful. He made sure I was safe by letting me go to the end of the line and calling my aunt to meet me, since it was so late. I would ride the CTA again and hopefully I would run into such a nice and helpful driver."

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Albert Jacques (North Avenue garage) was commended by Mary Turner, of Melrose street, a rider on his 77 Belmont bus. "He is pleasant, friendly, and always has a cheerful 'Good morning' for each passenger. He advises passengers to watch their steps, calls out the stops, and generally provides a lovely start to the morning. CTA employes have a direct effect on the rest of your day. Driver #4692 is a real pleasure. He is the epitome of what the CTA ought to be."

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Maurice Willis (North Park garage) won the appreciation of Robert D. Carpenter, who works on South Wabash avenue, for being "courteous, cooperative and considerate above and beyond the call of his profession" on his 151 Sheridan bus. "This driver answers all inquiries intelligently and is extremely helpful to the handicapped and senior citizens. In addition, he audibly calls every stop and offers pertinent information. You should have more like him."

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Angela Floyd (52nd Street garage) was praised by Mrs. Rose Simon, of East 56th street, for her consideration one Sunday night while driving a 1 Drexel/Hyde Park bus. "A drunk was annoying my friend and me on the bus. The driver quietly radioed for police and waited for them to come. They came and took the offender off the bus. We were naturally greatly relieved by her prompt and alert action. You are fortunate to have such a wonderful employe. It is comforting to know that your buses are becoming safer to ride."

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Among other operating employes receiving commendations recently were:

Shahid Abdullah, 77th Street; Lenzie Alford, North Avenue; David Arreguin, North Park; and John Atkins, 52nd Street.

Pedro Balderas, Searcy Barnett, and Charles Brown, all of North Park; Vera Beckley, 52nd Street; Arthur Bradford and Earl Burress, both of 69th Street; and Jose Burgos, North Avenue.

Jean Cage, Earl Carson, Mary Cobleigh, and Armando Cuesta, all of North Park; Thomas Castro, Douglas/Congress; Denise Cherry, Felicia Clower, and Earl Cobb, all of Limits; Mary Coleman, North Avenue; Jerry Conner, Archer; Patrick Corcione, Forest Glen; and Darlene Crawford, 69th Street.

John Davis, 77th Street; Smith Davis, Archer; and Lachester Drain, Limits.

Benjamin Farfan, Forest Glen.

Ronald Garner, Lawndale; Grover Germany and Mary Guice, both of North Park; Edward Gonzalez and George Gray, both of

Archer; Roldan Gonzalez, North Section; Wallace Good, Forest Glen; and Gary Gray, Howard/Kimball.

Billy Hall, Archer; Eldred Hall and James Howland, both of North Park; John Harris, Lawndale; Elnora Henderson Sr., 77th Street; and Rodolfo Hernandez, Douglas/Congress.

Otha Isaac, North Park.

Willie James and Isaac Jones, both of North Park; and William Jaycox, Forest Glen.

Florence Klosowski, North Section; Francis Konopka, Forest Glen; and Robert Kremer, North Park.

Wayne Lambert Jr., 52nd Street; and Nathaniel Lee Jr., Ashland Terminal.

Ubaldo Macias, Adolph Marth, Angel Martinez, Edgar Mollinedo, and Leonard Morris, all of North Park; Bobby McCree, Rail System; David McDuffy, Lawndale; Annie McGill, West Section; Antonio Mendez and Gustavo Meza, both of Limits; John Meyers and Robert Murray, both of Forest

Glen; Kenneth Mixon, Buddy Mosley, and Frederick Moss, all of 77th Street; and Ernestine Morris and Na Im Muhammad, both of North Avenue.

Michael Powell, Howard/Kimball.

Irene Rainey, Forest Glen; Moises Rajczyk, Jesus Rivera, and William Rosenberg, all of North Park; Roy Rodgers, Archer; Robert Rowe, District C; and Rex Runnels, Douglas/Congress.

Tuesday Simpson, Limits; Kevin Sparks, 77th Street; and Wilfred Spotwell and Leo Stern, both of North Park.

Lynval Thompson, 52nd Street; and Emilio Torres, Limits.

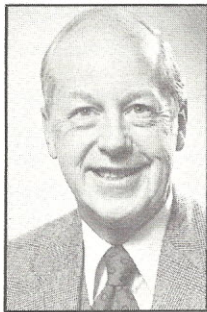
Conrado Uy, North Park.

William Walter and Theodore Whitaker, both of 69th Street; William Ward and Cleven Wardlow, both of Limits; Wayne Wardlow and Vaddie Weekly, both of North Avenue; Donald Wilson, Central District; and Leo Wimberly Jr., Howard/Kimball.

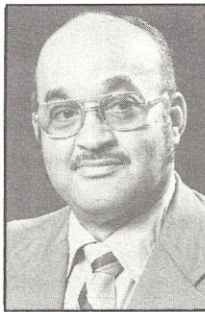
Kazimer Yaworski, Forest Glen.

John Zupko, Howard/Kimball.

## promotions



F. A. Johnson



L. Beatty

Frank A. Johnson, former director, Research/Special Projects, Materials Management, has been named director, Training/Development Programs, Human Resources. Johnson started with CTA in 1948 as a student trainman and entered the Training Department in 1953 as a training assistant. In 1966 he became superintendent, Training, Accident Studies & Employment. He served as director of Personnel in 1972 before moving to Purchasing, where he was appointed superintendent in 1973 and director a year later. Johnson and his wife, Dorothy, have two sons and a daughter and live in Glen Ellyn.

Leonard Beatty has been appointed supervisor, Rail Janitors, Plant Maintenance. Beatty joined CTA as an extra guard in 1952, later becoming a conductor and motorman. He took a leave of absence in 1970 after being elected to the first of two terms as president of Local 308, Amalgamated Transit Union. In 1976 he returned to active service as unit supervisor, Rail Janitors. Beatty and his wife, Millye, a ticket agent, South Section, make their home in Maple Park, on the Far South Side. A daughter, Cassandra, lives in New Orleans.

In other job reassignments, Kenneth

Chrabasz, former management/professional intern, Personnel-Transportation, has become assistant area superintendent, Far North. Former rail service supervisors Howard Coleman (North) and Johnny Holifield (South) have been selected m/p interns, Rail. Coleen Maurovich, former secretary to the General Attorney, is now unit supervisor, Paralegals, Law.

Thomas Goggin, former procurement engineer, Materials Management-Procurement, has been chosen mechanical engineer, Vehicle Maintenance-Skokie. Michael Wisbrod, former civil engineer, Engineering, has become procurement engineer, Materials Management-Procurement. Arnie Phillips, former conductor, West Section, has been named technical research analyst, Human Resources-Training/Development Programs.

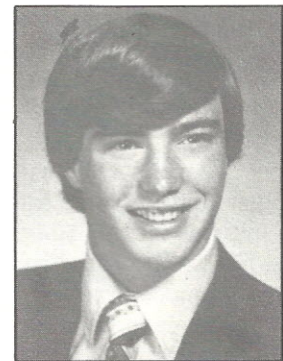
In Operations Planning, Johnny Dorsey and Russell Duszak have moved from traffic clerks to schedule clerks. Homer Harris, James Marble Jr., and Charles Myers, all former traffic checkers, have become traffic clerks. New as service truck chauffeurs, Transportation-Utility, are former bus servicers Tyron Washington (77th Street), Anthony Allegretti (North Park), and Angel Vazquez (North Park).

David Robinson, former shop inspector, South Shops, has been appointed foreman, Shop Services, at the same location. Also at South Shops, Winston Bates, former driver, 69th Street, has become an electrical worker.

Seven new "B" electricians have been selected by Plant Maintenance: Robert Lamont, Mark Fitzpatrick, Patrick O'Sullivan, Curt Schuster, and Joseph Cook, all former substation attendants in the same department; and Robert Wrobel and Palamon Gonzales, both former electrical workers at Skokie Shop. Also in Plant Maintenance, Felix LaFontaine, already a "B" electrician, has moved from the substation group to the building and wiring

group; and Dorothy Reid, former driver, 77th Street, has become a switchboard operator.

JoAnn Loreto, former driver, Archer, has been appointed security officer, Transportation-Security. Henry Billups Jr., former janitor, Plant Maintenance, has been named clerk, Transportation. Irma Pryor, former utility clerk, Materials Management-Stores, is now administrative secretary, Datacenter. Corinne Ciavarella, former call directory operator, Human Resources-Employment & Placement, has been chosen utility clerk, Claims/Real Estate/Sales. Loistine Johnson, former clerk/typist, Transportation, has become typist, Law.



The Lon Durham Teen of the Year Award for 1979 was presented to Leonard D. Davenport by the President and Board of Trustees of Tinley Park. The award presented during the Tinley Park Youth Week is given in recognition of outstanding civic and meritorious service to the Village of Tinley Park.

Leonard, a senior at Victor J. Andrew High School, is also a member of the Society for Distinguished American High School Students, Who's Who Among the American High School Students, National Honor Society and Mu Alpha Theta Math Club. He has also received a School Board Award and Sportsmanship Award.

Leonard is the son of Len Davenport, unit supervisor, Rail Vehicle Terminals.



# Monthly passes go on sale to general public

The CTA's popular monthly pass went on sale to the general public at \$30, cash only, on November 26, and more than 1,200 passes were sold on each of the first three days.

The monthly pass had previously been sold in groups of 10 or more, to companies and organizations only, starting in February, 1978.

During that time, 436,419 passes were sold.

A person making two trips with transfers every day of the month saves \$12 with the use of the pass. Persons using the monthly pass do not have to buy transfers, so there is no time or direction limit involved.

David Kruger, director, Sales, said the CTA sold 4,213 monthly passes to individuals during the first three days of the program.



CTA Chairman Eugene M. Barnes presents the first monthly pass sold to the general public to Lawrence Sucsy, former CTA board member. Sucsy was instrumental in starting the monthly pass program.

# CTA certifies first women as bus supervisors

It was another first for the women in CTA. On Thursday, November 29th, seven women bus drivers were among 69 drivers who certified as bus service supervisors, in CTA's largest class to date.

CTA hired its first women bus drivers in June, 1974, and as of October this year there were a total of 691 women drivers.

Elated over the progress they have made within a four to five year period were:

Charlene McFadden, Archer garage, who said, "I love my job. I find it very rewarding." Ms. McFadden noted that she has gained a lot of experience and finds most of the bus operators "fantastic." She said her main objective now is to become a part of the CTA Management team.

Madeleine Lyons, also of Archer, who was so excited all she could say was, "I am happy, really happy, and I am going to keep right on stepping."

Ellice Marshall and Linda Brooks, 77th Street garage, who both said their goals are to go into the Management/Professional Intern program in hopes of qualifying as superintendents.

Rosalind Jones, Beverly garage, who said, "I'm proud and honored to be here. My intention when I started with CTA, four years and three months ago, was to go as far as I possibly can go in the company; and that is still my ambition."

Jenipher Finger, 69th Street garage, who observed that, "Mr. Barnes, the chairman of CTA, started as a bus driver in the same garage (69th). When I first started I was proud to be a bus driver; now I am proud to be in supervision. One day I hope to follow in Mr. Barnes' footsteps and become the chairman of CTA."

Lydia Lewis, Limits garage, who said, "Five years ago I was excited about driving



New supervisors (left to right): Madeleine Lyons, Linda J. Brooks, Ellice Marshall, Rosalind M. Jones, Lydia Lewis, Charlene McFadden and Jenipher Finger.

a bus because that was something I always wanted to do. Now I find myself excited and overly anxious as a supervisor and moving into a higher position."

Ms. Lewis vowed to keep on working hard in order that one day she will be at the top of the CTA organization.

According to Barbara Colwell and F. Lynn Drake, coordinators of the Bus Service Supervisors Training program, this was the largest graduating class of the program.

Other drivers who certified in this class were:

Archer Garage: Sterling Martin, Pedro Soler, Jerry Stanley, and Allen Summerset.  
Beverly Garage: James Robinson.

Forest Glen Garage: Charles Agnew, Frank Buscemi, Daniel Kelly, Ismael Perez, Mostafa Pousitinchian, Artis Rigby, Anthony Smith, Walter Thomas, Earnest Usher, and Edil Vega.

Lawndale Garage: Theo Freeman, Matthew Frye Jr., Brantley Handspike, and Willie McFall.

Limits Garage: Joe Cook, and Luster

Morton.

North Avenue Garage: Matthew Brownlee, Raul Colon, James Edwards, Jose Medina, Donald Reck, Lawrence Robinson, Lee Ross, and Walter Young.

North Park Garage: David Benson, Aaron Crockett Jr., Anthony Gibson, Robert Hamilton, Joseph Jackson Jr., Alex Lacey Jr., Efrain Malave, Keesler Polk, and Marvin Zabel.

South Shops: Edward Pruitt.

52nd Street Garage: Kenneth Johnson, Leroy Moreland, and Robert Newman.

69th Street Garage: James Augusta, Tom Elerby, Robert Fields, Charles Morris, Willie Otis, and W. J. Purnell.

77th Street Garage: Lawrence Carter, Ronald Chambers, Huey Danzie, Curtis McEwen, McKinley Palmer, William Reese, Milton Rolland Jr., Gary Wallace Jr., Jackie Washington, Edward Watkins, David Weathington, James Williams Jr., and Edward Willis.

Paul Gross, Operations Planning, also completed the program and received a special recognition certificate.





## State street, that great transit mall

A Chicago Transit Authority articulated bus was temporarily converted into the world's largest ribbon cutter on Monday, October 29th, when it burst through a green and gold banner at the opening of the State Street Transit Mall.

The brand new bus, driven by Robert Thomas, CTA operator of 12 years, carried the official dedication party to the world's busiest corner...State and Madison.

Dignitaries, including CTA Chairman Eugene Barnes, Federal and State transportation officials, as well as members of the State Street Council, joined the crowd of more than 4,000 gathered for the ceremony. Mayor Jane Byrne placed the last cornerstone in the ground.

"The Transit Mall provides faster transportation and a prettier street, right in the middle of downtown," said Byrne.

Violinist Franz Benteler and his orchestra entertained the crowd amid balloons, flags, cornstalks and flowers before the ceremony. Many office workers gathered in windows high above the street to watch and listen.

The Transit Mall features wide sidewalks, 125 trees in granite planters large enough to provide seating for 10 people, newstands, information kiosks and large benches. Most of the large department stores along the street have renovated their buildings to complement the new image of the Mall.

The CTA has a new image on the Transit Mall, too. Clear acrylic bus passenger shelters have been installed at 18 locations along the Mall. Enclosed escalators and stairways connecting the street to the mezzanine level of the subway have been built, for a total of 32 protected entranceways to one of the sys-





Left: Articulated bus was the center of attention as it burst through the ribbons at the opening of the State Street Transit Mall.

Right: Record crowds shop on the transit mall the day after Thanksgiving, traditionally the first shopping day of the Christmas season.



tem's busiest rapid transit lines.

A new bus boarding system has also been introduced to the Mall. Huge boarding bays on the near side of each intersection hold three buses at a time. All buses will stop at the bays when the traffic signal is red, take passengers, and proceed when the light changes. Platoons of three buses at a time will be sent through by supervisors at Wacker drive on the north end of the Mall and Congress street at the south end.

State Street has been one of Chicago's main transit streets since 1859, when the Bobtail Horsecar carried passengers over a wooden street. Twenty-four hour service began in 1882 with the steam powered cable cars, and State Street has been continuously served ever since, even during the Mall's construction. Today, 2,300 bus trips and 2,600 subway car trips are made daily to State Street.

The new Mall and bus boarding system might have

caused some confusion among the passengers. To avoid this, the CTA assigned additional personnel to the State Street area during the week of the Mall's opening to help passengers find their way to the right bus.

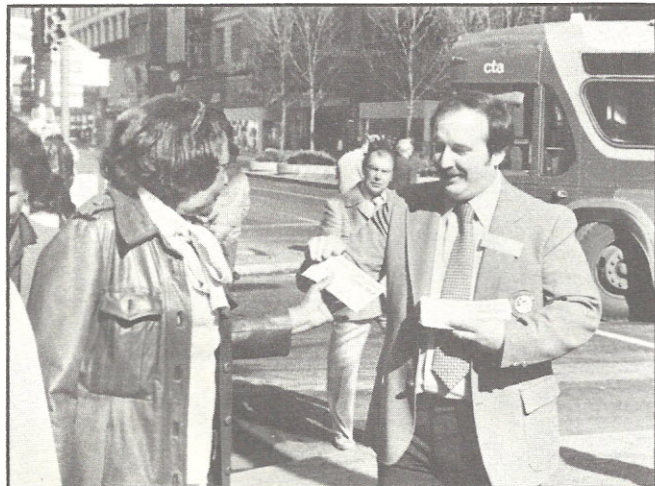
A pamphlet detailing the new loading operation was distributed on all State Street routes, and was also published in the daily newspapers.

On opening day the CTA and RTA sponsored a program encouraging shoppers to take public transportation to the Mall. Employees from the Public Affairs department stood at the new kiosks offering free tokens for valid bus transfers. More than 2,500 "free trips" were given out to the riders.

The State Street Transit Mall cost \$17.2 million to build. The Federal Government, through the Urban Mass Transportation and Highway Administrations of the Department of Transportation, paid for 75 per cent of the cost. The City of Chicago and the State Street Council of Merchants and Property Owners paid the rest.

Future plans for the Mall include sidewalk cafes, fountains, mini-parks on every block, live entertainment in mild weather, vendors selling roasted chestnuts during the holiday shopping season, installation of antique lamps at the north entrance to the Mall, and enclosed "skywalks" connecting the east and west sides of the Mall.

Even without these future additions, State Street is a greater street than ever before.



From far left: Betty Edwards, Elda Leal and Dennis Murphy, all from Public Affairs, distribute brochures describing the transit mall.



## Taming nature for the mantel

You don't have to be a lifelong bird lover, whittler, or hunter to take up decorative duck decoy carving--and do it well. Not even a city dweller's limited exposure to nature's vast duck aviary need keep you from developing an award-winning technique.

That's what Mrs. Joan Pianto proves every time she transforms a block of Jelutong wood into a duck likeness that would find a welcome roost on any collector's mantel.

Mrs. Pianto started whittling figures of animals and people and making wooden toys as a new hobby in 1976. For some time, she had also been painting wild-life on canvas.

Her interest in decoy carving was first stirred by her husband, Larry, as a result of his involvement with hunting. When Larry, CTA manager, Materials Management, suggested that she look at a hand-carved decoy at his hunt club, Mrs. Pianto, ready for another challenge, ventured out to investigate this type of art. She collected paraphernalia through meeting other carvers, and, upon their advice, bought many books and magazines and attended contests involving this art.

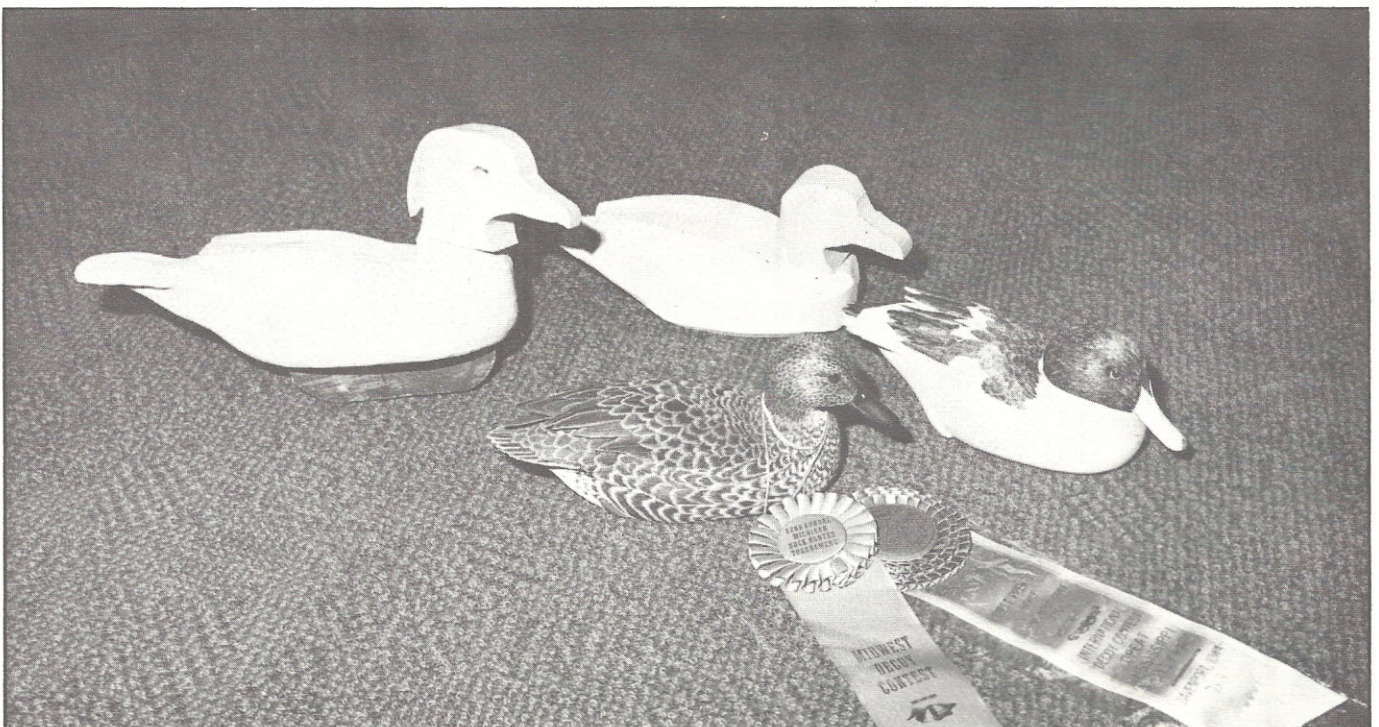
Mrs. Pianto decided to begin hunting and studying taxidermy so she could preserve study skins for reference in her decoy carving. Next, she attended her first show in California, in February of 1979, to see what it was all about. She then went home to begin in earnest to create her decoys. Her first Blue Wing Teal Hen was entered in the World's Competition in Salisbury, Maryland, and won 3rd place out of some 30 entries. Her first Green Wing Teal Hen took 1st



Mrs. Pianto's first Green Wing Teal Hen won two first place awards.

(CTA photos by Mike Hoffert)

The evolution of prize winning duck decoys.





place in Davenport, Iowa, along with 2nd and 3rd place ribbons for her first set of Blue Wing Teal Drakes. Not a bad record for a new-comer! One month later, Mrs. Pianto scored a ribbon for each new bird she created--1st for a Green Wing Teal Hen, 3rd for a Hooded Merganser Drake, 3rd for a Wood Duck Drake, and an Honorable Mention for both a Blue Wing Teal Hen and Blue Wing Drake.

How did she catch on so easily? She seemed to have prize-winning quality right from the beginning. Mrs. Pianto says she travels to the marshes and sloughs in the far southwest suburbs, visits bird sanctuaries, museums, zoos or even the quarries to get the best possible impressions in her mind of all the birds' features. She uses her camera to capture birds at their best, makes patterns from the photos on the block of wood of her choice, then hollows it out so it floats at exactly the same level as the live birds.

She prefers to do her paintings in oils and her birds in acrylics. She is turning out some very classic duck decoy carvings, making room for her name alongside many long-time carvers. Mrs. Pianto admires the many beautiful professional carved birds of her friends which give her a source of inspiration. On each of her own birds is a ribbon, which is a fantastic accomplishment!

In looking back on her quick success in a highly-specialized form of art, Mrs. Pianto simply says, "Any success I may acquire, I owe to all the help and friendship of my fellow carvers in nearby communities who have been willing to share their criticisms,



Joan Pianto putting finishing touches on a new decoy.

directing me to the right reading material and helping me to continue to better the art of decoy carving."

While decorative decoy carving has become Mrs. Pianto's major interest at this time, it is by no means her only talent. She has been an executive secretary for a large steel company and a free-lance model, and has also run various types of computer machines. She tailors her husband's suits, makes clothing for her three children, and works for the police department as a crossing guard. The Piantos live on the city's south side.

Hunting and wildlife are Mrs. Pianto's favorite oil painting subjects.





# Plant sale aids charities at Christmas

Thomas Boyle, manager, Safety, held his second annual Christmas benefit plant sale in his 7th Floor office in the Merchandise Mart on Friday, Nov. 30. Boyle earned more than \$325 for charity.

The sale began at 10 a.m., and by 3:30 p.m. all of the 65 plants were sold. Boyle was assisted by Art Hubacz, accident analysis clerk, in his office.

"We were especially pleased with this year's sale because of the widespread interest. We hope to have another, bigger and better sale next Christmas season," said Boyle.

Part of the attraction of Boyle's plant sale are the many different planters he uses. He said he buys them at garage sales, or while on business or personal trips throughout the United States.

"I always manage to find attractive planters for sale everywhere I go," Boyle said. He hand-paints some of the unfinished planters he has collected.

This year's beneficiaries are Wally Phillips' Neediest Children's Fund, the Salvation Army, Little Brothers of the Poor, and the North Chicago Medical Center (formerly Downey V.A. hospital).



Two-piece train and caboose planter set is sold by Thomas Boyle, manager, Safety Department, to Ms. Carol Musto, job classification clerk, Human Resources Department. Ms. Musto said the planter was a housewarming gift to herself for her new near-Loop apartment. The plant sale raised \$325 for charity.

## Group Travel Program awards Hawaiian vacation raffle prizes

More than 100 employees attended the Group Travel Program's Hawaiian raffle drawing held on Friday, Nov. 16, at 5 p.m. in the CTA cafeteria. Along with the drawing, the festivities included Hawaiian dancers, a Hawaiian luau buffet and many exciting door prizes.

The Hawaiian vacation trip for two was won by Edna Wimberly, West Section ticket agent. H. A. Nelson, bus operator, Archer, won the second prize, a Panasonic color television; and Marilyn Hayward, stenographer, Operations Planning, won the third prize, a CB radio.



Left to right: Laverne Downs, operator, 52nd Street garage, who sold the most tickets for the Hawaiian raffle; H. A. Nelson, color TV winner; Harriett Murphy, Group Travel Program coordinator; Edna Wimberly, Hawaiian vacation winner, and Marilyn Hayward, CB radio winner.

## Golden wedding anniversary



Celebrating their golden wedding anniversary on Oct. 26 were Frank and Tillie Kizior. Although having to get there in wheelchairs, a Mass of Thanksgiving was said at St. Gall's church, followed by a dinner for 50 relatives and friends at the Old Barn. Frank retired from Lawndale garage in 1969 after 34 years of service. Pictured also are their two daughters, Bernadette on the right, executive secretary/supervisor in the Engineering Department, and Eugenia Zawadzki on the left, former CTA employe in Management Services and a part-time ticket agent while in college. (Our thanks to Bernadette Kizior of the Engineering Department for submitting this item to Transit News)



# Public safety

The famine is over for 77th Street garage and Howard terminal. For the first time in 10 years, 77th Street won the quarterly Public Safety Award. The garage earned its prize for the third quarter of 1979 with a traffic accident frequency rate that was 16 per cent below its showing for the previous comparable period, and a passenger accident rate that reflected a 21 per cent reduction.

Similarly, in terminal competition, the third quarter Public Safety Award for 1979 went to Howard, which had not registered a first-place finish since 1970. Howard's combined traffic and passenger accident frequency rate for the third quarter was 40 per cent below its earlier comparable record.

(CTA photos by Eric Blakely)



Conductor Ronald Ricks (second from left) and motorman Edward Wilieko hold certificates of special recognition they received at ceremonies marking Howard terminal's winning of the quarterly Public Safety Award. Congratulating them were Henry Hooks (left), instructor, and Mike LaVelle, Director of Service.



Sharing their pride in 77th Street's winning of the third quarter Public Safety Award among garages are (left to right): J. C. White and Flarzell Moore Sr., both assistant superintendents; Frank Wsol, area superintendent, Far South; and McClinton Porter Jr., superintendent.



Enjoying the fruits of victory represented by the Public Safety Award, Howard crew members gather around superintendent Bill Limanowski (holding plaque). From left to right are: Gary Gray and Gary Wadman, both conductors; Sheldon Mackey, janitor; Karonnese Banks, conductor; Limanowski; Elliot Linne, assistant superintendent; Milton Roman, collector; and Daniel Cox and Ronald Ricks, both conductors.

## \$8.7 million advertising revenue guaranteed CTA

Chicago Transit Authority Chairman Eugene Barnes signed a contract with TDI-Winston Network guaranteeing a minimum return of \$8.7 million to CTA in advertising revenue over the next five years.

The contract is for professional advertising services, and covers all displays and sales of advertising on present CTA property.

"We are pleased to enter into this agreement with TDI-Winston Network," said Chairman Barnes. "This contract is expected to double the CTA advertising revenue."

Irwin Winston, Chairman of the Board of TDI-Winston, was also present for the contract signing.

The contract includes a unique capital investment clause. TDI-Winston agreed to make improvements of \$750,000 on buses, trains and stations. These improvements will include clocks, station poster frames, and interior car card frames. Any amount not spent on such improvements will be forfeited by TDI-Winston to the CTA. This agreement is the first of its kind between any transit authority and its advertising agency.

"We also will invest over \$300,000 in promotional efforts during 1980," said Winston.

Nationally the transit authorities of New York, Washington, D.C., Atlanta and Minneapolis also use TDI-Winston.



CTA Board Chairman Eugene Barnes (left), Irwin Winston (right), Chairman of TDI-Winston Advertising Network, and his son, Paul, do a three-way handshake after signing advertising contract guaranteeing \$8.7 million to the CTA. (CTA photo by Bert Cadney)



# CTA Retirees Dinner-dance

More than 425 persons attended the November 28 dinner-dance of the CTA Senior Citizens Retirement Organization in the 13 Colonies restaurant, 8301 W. Belmont av. The organization has suspended its dinner-dance program for the winter months, said Joe Nolan, the organization's general manager.



Joseph Winters (Archer '78) and his sister-in-law, Mrs. Marian Winters.



John Rusnak (Maint. '74) and wife, Emily.



Arthur Satzke (Lawndale '69) and his wife, Blanche.



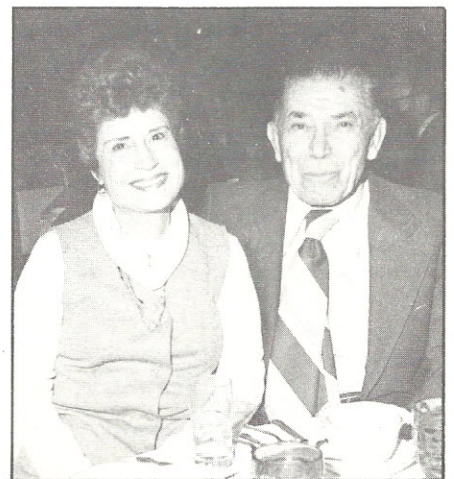
James Nesbit (right) (Maint. '77) and his wife, Marjorie, and Fred Koss (Maint. '76) and his wife, Mary Ann.



At left, Frank Rund (South Shops '69) and Stanley Bitel (Transportation '69) and wife, Marie.



Edward Dion (69th '67) and his wife, Winifred.

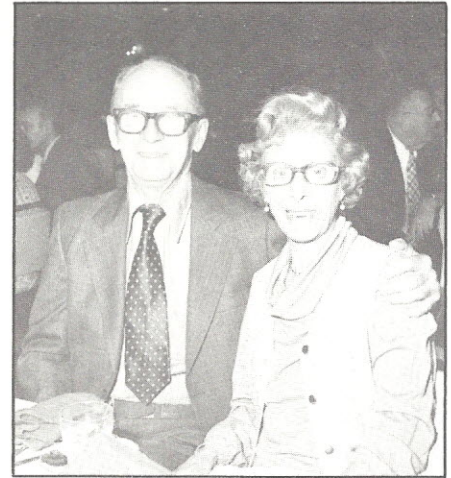


Paul Cerotzke (Skokie Shop '73) and Ms. Elaine Falest.





From left, Frank Turpin (Forest Glen '70), Mrs. Eleanor Driscoll, Lester Danders (Forest Glen '77) and his wife, Dorothy.



William Forestner (Limits '71) and his wife, Florence.



Wally Kreutzer (Skokie Shop '77) and wife, Evelyn.



Bernard Kerpen (Transportation '79) and wife, Maxine.



Sig Shonts (Accounting '74) and wife, Eleanor.



Butch Brieger (Transportation '69) and his wife, Dorothy.



# Roesing retires after 42 years service

More than 150 friends and co-workers of Robert Roesing, 61, superintendent, rail janitors, joined in a surprise party and open house honoring Roesing who retired January 1 after 42 years service.

The party was held in the Madison-Wabash rail janitor's office.

The office staff presented Roesing with a chain saw. The party, also attended by Roesing's wife, Alice, featured a large cake and refreshments.

"Roesing's hobby is carving totem poles," said Mrs. Marianne Hunt, office clerk of the rail janitor's staff. "The chain saw will help him cut down trees for his hobby," she said.

Roesing started his career with the Chicago Rapid Transit Company, a predecessor company to the CTA, in 1936 as a platform man. Later he was a train clerk, motorman, ticket agent, supervisor of ticket agents, and superintendent of agents and porters.

He was appointed superintendent of rail janitors in 1974.

Roesing was succeeded by Leonard Beatty. (CTA photo by Eric Blakely)



At a surprise party in Robert Roesing's honor, in the Madison-Wabash rail janitors' office, were (left to right): Roesing; Marianne Hunt, clerk; Leonard Beatty, appointed to succeed Roesing; Fermin Colon, janitor foreman; Fred Morgan, janitor, and David Allen, janitor foreman (kneeling).

## IN MEMORIAM

JAMES ANDERSON, 93, 77th Street,  
Emp. 8-24-22, Died 9-12-79

GEORGE BITUNJAC, 83, Way & Structs.,  
Emp. 5-18-25, Died 9-4-79

FRANK BOLAND, 89, West Section,  
Emp. 7-15-10, Died 9-12-79

THOMAS BOLAND, 88, Devon,  
Emp. 8-26-26, Died 10-31-79

BRUNO BORUCKI, 75, South Shops,  
Emp. 6-1-45, Died 9-24-79

FRANCIS BRADY, 70, South Shops,  
Emp. 4-17-42, Died 10-11-79

ROY BREAUX, 57, 69th Street,  
Emp. 6-11-73, Died 11-19-79

HARRY BROH, 93, Limits,  
Emp. 1-11-18, Died 9-23-79

LOUIS BRUNO, 71, Engineering,  
Emp. 6-26-42, Died 10-20-79

JERRY BYRD Jr., 47, Kedzie,  
Emp. 7-28-66, Died 10-23-79

JOHN CARMODY, 76, North Avenue,  
Emp. 6-10-26, Died 10-8-79

DAVID CRISHON, 31, 77th Street,  
Emp. 4-20-72, Died 10-3-79

CHARLES CLAYBROOKE, 92, West Sect.,  
Emp. 7-24-44, Died 9-15-79

MICHAEL CUNNINGHAM, 77, 69th Street,  
Emp. 4-18-42, Died 9-11-79

THOMAS DONNELLY, 83, 69th Street,  
Emp. 10-12-18, Died 10-16-79

ELROY ENGLISH, 71, Transportation,  
Emp. 11-26-43, Died 10-16-79

JAMES ELIOPOULOS, 83, Track,  
Emp. 6-24-27, Died 2-22-79

STELLA FITZSIMMONS, 64, North Sect.,  
Emp. 1-22-55, Died 9-30-79

JOHN FURST, 78, West Shops,  
Emp. 7-12-43, Died 9-5-79

JOSEPH GRASSL, 79, North Park,  
Emp. 3-24-24, Died 9-8-79

ERNEST GUILLES, 84, North Park,  
Emp. 8-13-20, Died 10-2-79

EDWARD HAGEDORN, 75, Claims,  
Emp. 10-14-29, Died 10-10-79

MICHAEL HART, 83, North Avenue,  
Emp. 9-20-23, Died 10-9-79

THOMAS HUGHES, 82, Lake Street,  
Emp. 4-9-23, Died 10-21-79

ANTON JOHANSEN, 85, West Section,  
Emp. 9-5-23, Died 9-28-79

ROLAND JOHNSON, 75, Douglas,  
Emp. 8-5-43, Died 10-18-79

COLEMAN JOYCE, 81, Loomis,  
Emp. 9-28-22, Died 9-4-79

PAUL KLUG, 65, Transportation,  
Emp. 12-30-40, Died 10-3-79

WALTER KNOPIK, 80, Douglas,  
Emp. 5-20-18, Died 10-9-79

EDWARD KORDIK, 74, District C,  
Emp. 9-15-28, Died 9-8-79

GEORGE KRINKE, 72, North Park,  
Emp. 10-8-29, Died 9-29-79

MICHAEL LANIGAN, 83, Archer,  
Emp. 7-7-37, Died 8-26-79

PAUL LANZ Jr., 63, North Section,  
Emp. 2-12-41, Died 8-17-79

CARL O. LARSON, 85, Devon,  
Emp. 9-8-25, Died 9-10-79

ARTHUR LIETZ, 84, Devon,  
Emp. 9-6-13, Died 10-22-79

JAMES LYNCH, 76, Howard,  
Emp. 5-21-36, Died 9-29-79

MARION MARKOVICH, 82, Maintenance,  
Emp. 4-10-34, Died 8-27-79

BERNARD McBREDO, 56, 69th Street,  
Emp. 8-7-50, Died 10-21-79

BERNADETTE McKENNA, 84, West Sect.,  
Emp. 9-1-42, Died 10-17-79

ELLSWORTH MEEDER, 76, South Shops,  
Emp. 5-23-29, Died 9-11-79

MARTHA NEFFAS, 61, Accounting,  
Emp. 1-12-42, Died 9-18-79

EDWARD NEUMAN, 63, North Avenue,  
Emp. 8-15-41, Died 9-8-79

VINCENT OBORSKI, 71, North Avenue,  
Emp. 12-7-53, Died 10-15-79

OLE OLSEN, 98, Burnside,  
Emp. 4-2-08, Died 10-14-79

EDWARD PACZKOWSKI, 27, North Pool,  
Emp. 2-5-71, Died 11-10-79

REGINALD PARK, 76, North Park,  
Emp. 2-22-27, Died 10-18-79

EDWARD PLIKUHN, 87, 77th Street,  
Emp. 9-25-18, Died 10-30-79

GEORGE ROTH, 82, Skokie Shop,  
Emp. 2-19-20, Died 10-16-79

HERBERT RUMSFELD, 67, Archer,  
Emp. 11-19-41, Died 9-15-79

HENRY SEEGER, 77, North Section,  
Emp. 7-22-39, Died 10-1-79

GUST SOFEDES, 92, Limits,  
Emp. 11-17-24, Died 7-11-79

WILEY STEWARD, 79, South Section,  
Emp. 5-22-45, Died 10-28-79

ERNEST TIMMERMAN, 76, Security,  
Emp. 10-24-27, Died 10-11-79

ARCHIE TINER, 46, West Section,  
Emp. 12-21-73, Died 11-10-79

JOSEPH TOTTER, 57, 77th Street,  
Emp. 11-17-45, Died 10-28-79

WILLIAM VELEZ, 24, North Section,  
Emp. 12-17-75, Died 10-25-79

THOMAS WELSH, 77, 52nd Street,  
Emp. 2-23-31, Died 10-1-79

FRED WIERIG, 84, Devon,  
Emp. 4-10-23, Died 10-13-79

OTIS YOUNG, 91, 61st Street,  
Emp. 10-14-19, Died 9-7-79



# Superintendent Pat Hallahan retires

Transportation Department members held a farewell reception in the CTA Board Room for John (Pat) Hallahan, 57, who retired January 1 after 34 years service. Hallahan was area superintendent, far north.

He began his career with the Chicago Rapid Transit Company, a predecessor of the CTA, in 1945 as an extra trainman. Later, he was appointed superintendent, agents and porters.

In 1974 Hallahan was named area superintendent, near north. In 1977 he was appointed area superintendent, far north.

Hallahan and his wife, Elizabeth, have 16 children. After he retired, the Hallahans moved to Hutchinson, Minnesota.

(CTA photo by Eric Blakely)



John (Pat) Hallahan, 57, (with beard) shows retirement cake at his farewell party given by Transportation Department personnel in the CTA Board Room. Flanking Hallahan are (from left): Harry Reddrick, director, personnel, Transportation; Frank Wsol, far south area superintendent; William Moser, near south area superintendent; James Roberts, near north area superintendent; and Alex Johnson, central area superintendent.

## NEW PENSIONERS

### Nov. 1 Retirements

- WILLIAM J. BARNES, Bus Servicer, Kedzie, Emp. 7-3-69
- EUGENE CIARDULLO, Car Servicer, 54th Street Terminal, Emp. 9-3-69
- DONALD CURTIN, Claims Representative, Claims, Emp. 5-1-40
- WILLIE B. GOLDSBY, Operator, Archer, Emp. 3-14-47
- MYRTLE OTT, Ticket Agent, North Section, Emp. 5-21-69

### DISABILITY RETIREMENTS

- JOHN FOLEY, Collector, 77th Street, Emp. 6-9-58
- ARZIE HODGES, Operator, Kedzie, Emp. 1-21-54
- JOHN HOLIMAN, Rail Janitor, Maintenance, Emp. 10-14-52
- JOHN KALTSAS, Conductor, Ashland, Emp. 12-4-45
- ARTHUR SCHOENKE Sr., Bus Servicer, Maintenance, Emp. 2-12-69

### Dec. 1 Retirements

- JAMES GIBBONS, Lineman Helper, West Shops, Emp. 5-17-46
- SAM OLIVERI, Ironworker Helper, West Shops, Emp. 6-13-46
- PEARL POWELL, Trackman II, West Shops, Emp. 7-4-52

### DISABILITY RETIREMENTS

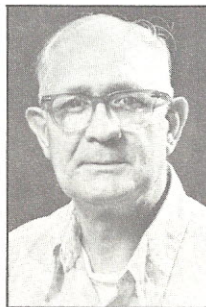
- LEONARD HEILBRONNER, Ticket Agent, South Section, Emp. 8-1-52
- JEFFREY KWIATKOWSKI, Ticket Agent, Assignment Office, Emp. 3-14-66
- BENNIE LONG, Operator, 77th Street, Emp. 1-28-54
- ONUFRY WOYAK, Janitor, West Shops, Emp. 9-3-64

## Service anniversaries in November

### 40 years



E. E. Garro  
Law



F. A. Ross Jr.  
Maintenance

### 30 years

- A. Hubbard, 52nd Street
- J. J. Nasti, Electrical
- E. L. Rusinak, Datacenter

### 25 years

- E. L. Chaney Jr., 77th Street
- R. S. Helm, Beverly
- T. S. Pyzyrna, Forest Glen

## Service anniversaries in December

### 30 years

- A. Bragg, Forest Park
- J. M. Fitzgerald, Adm. Services
- H. H. Olwig, Douglas

### 25 years

- E. L. Bell, 77th Street
- J. D. Butler, Beverly
- E. J. Lotito, Maintenance

### CTA TRANSIT NEWS

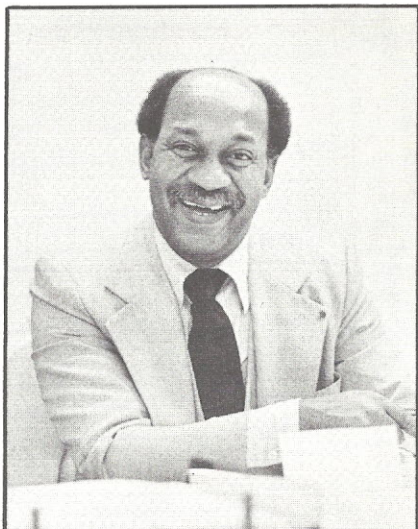
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Number 10

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# Best wishes for the New Year

My family and I express our wishes of happiness and health in 1980 and years to come to all of my fellow employes and their loved ones.

The new decade presents a challenge to all of us. In the 1980's our nation will fight a major war on energy, with our chief objective being self-sufficiency. Through conservation, exploration and development of natural resources in the United States, we will win this war on energy.

While all of us at CTA will do our part to meet the energy challenge, we must not let the technical aspects of the energy war overshadow the human element. We must remember that our ultimate responsibility is to our patrons. Because of the energy crisis, we will have more riders in the next decade than ever before.

One of my personal goals for the 1980's is to ensure that each CTA employe realizes that his or her role is an integral part of the CTA team. Only through this realization can we deliver the best possible product to our patrons.

Several of our projects, such as the modernization and capital development programs, and the individual monthly pass sales already qualify as great accomplishments in the consumer area of the Authority.

Other programs that will receive top priority in the new decade include improvements for the safety of our riders, expansion of employe security, and better communications between the CTA and our patrons. We also will be working intensely to resolve the difficult question of how to best serve handicapped patrons, so that no member of the public will be denied access to Chicago transportation.

We have made great strides forward already. As we face a new decade, let's resolve to go further and faster together.

Happy New Year,

Eugene M. Barnes, Chairman  
Chicago Transit Authority

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

Address Correction Requested

