

Through Sight and Sound--

Pupils in Primary Grades Learn Meaning of CTA



A picture flashes on the screen showing a "bobtail" streetcar being pulled by a team of horses.

"Is this CTA?" the teacher asks.

"No, no," reply the children.

"You're right," says the teacher. "This is the first streetcar that ran in Chicago back in 1859. That was more than 100 years ago.

"There were no buses or 'L' trains, no cars or taxis. Look at the horses pulling the streetcar. They wore bells around their necks, and here is the sound of one of the bells."

From a tape recorder speaker comes the tinkling of an original bell worn by the horses to alert persons crossing in front that a "bobtail" was approaching.

Then come pictures and sounds of other transit vehicles of yesteryear...the cable car, electric streetcar, first 'L' train pulled by steam engine, early electric 'L' train, motor bus of 1917 vintage, double-deck buses, red streetcar, and the Green Hornet streetcar.

A picture of a modern CTA bus flashes on the screen.

"Is this CTA?" the teacher asks.

"Yes! Yes!" reply the children.

"Yes, it is," says the teacher. "It's the CTA bus you ride on.

"Now, listen very carefully to these sounds and see if you can tell me what they are."

Five different sounds are heard--of coins dropping in the fare box, of the turn signal, the chime of the stop-requested cord being pulled, and the back door opening.

That is the introduction to a new 45-minute program being presented this year to Chicago pupils in

the first, second, and third grades by representatives of the CTA Public Affairs Department.

Two CTA teams of two persons each are appearing before the primary classes as guest teachers. From late November through February, the program had been presented to more than 7,000 children in more than 30 schools. This year's presentations will continue into May.

Camilla Render, advertising and promotion coordinator, developed the program. In writing the script, she drew upon her previous experience with a major textbook publishing firm and as a substitute teacher and a member of the curriculum department of the Chicago Board of Education.

Steve Hastalis, a young blind member of the Community Relations section, produced the sound track. He taped the sounds of CTA buses and trains and recorded sounds of older equipment at transit museums.

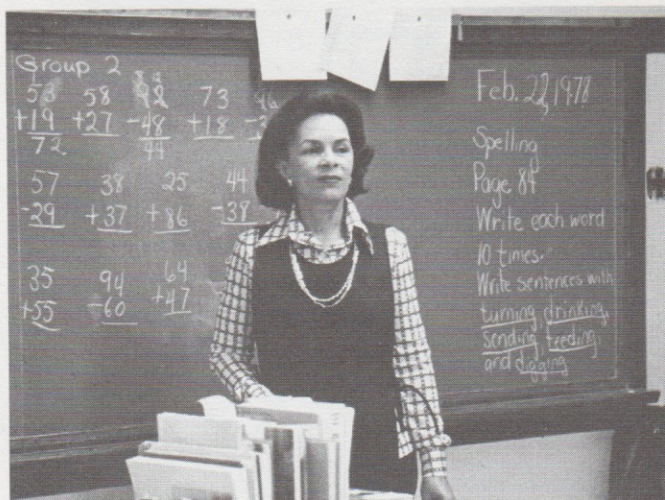
Each school day, Harriett Murphy and James East, both of Community Relations, join Ms. Render and Hastalis to make up the regularly assigned teams of guest teachers.

Jack Sowchin, graphics specialist, and Robert Ryan, graphics assistant, produced the slides, most of which are in color. Ryan also fills in as a team member for the presentations.

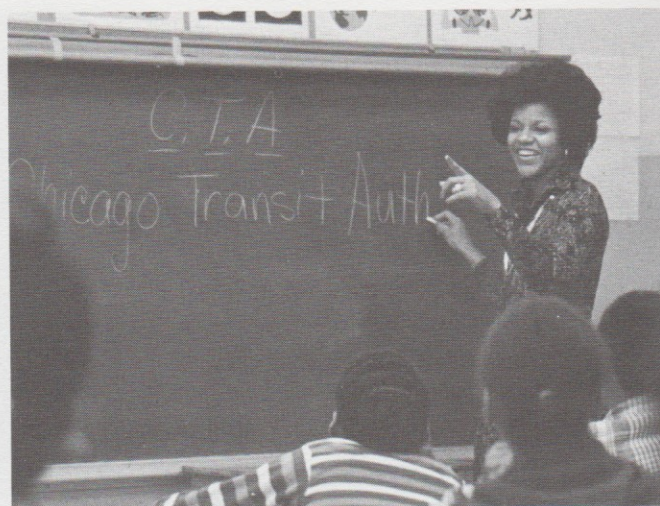
Elda Leal, Spanish community news representative, also serves as a guest teacher when the program is

(Continued Page 2)

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



Camilla Render



Harriett Murphy



Steve Hastalis



James East

presented in schools with large numbers of children from Spanish-speaking families.

Early last fall, the script for the CTA presentation was endorsed by the Board of Education's curriculum department. The availability of the program then was announced in the general bulletin of the Chicago school system. There was an immediate response of requests for the presentation from schools throughout the city.

"Our intent is to show that the CTA is a living, humanized part of the community," explains Ms. Render.

"We want young children to understand that CTA not only represents buses and trains, but also people--people who are there to help them.

"We show pictures of women and men bus drivers, and ask the children, 'What do these people do?'

"And they will say, 'That's a bus driver. ..That's a lady driver and that's a man.'

"After telling what the bus driver's regular work is, we then say, 'And there is something else that a bus driver does, something you don't know about.'

"Everybody is listening closely at this point because they want to know, and we tell them, 'As the bus driver drives along, he looks for things that happen to people. Sometimes when you are asleep at night, there might be a fire in a building, and the bus driver sees that and he calls on a radio into our Control Center to have the firemen sent.'

"We also tell the children, 'Someone may be hit by an automobile, and the bus driver sees it and calls to get the police to come.'

"And we say, 'Now, don't you think that's a friend?'

"And the children say, 'Oh, yes.'

"We add, 'Yes, the bus driver is a friend of yours and your neighborhood.'

Ms. Render explains that the children are especially attentive and responsive to the sounds, particularly to the five sounds about the operation of a bus.

"Most of the children recognize the sound of money dropping in the fare box," she says. "We have found that the first graders seem to recognize all of the sounds

easier than the third graders. And most of the mentally handicapped children recognize all of the sounds."

Another major objective of the presentation, Ms. Render explains, is to "encourage children to respect buses and trains as something that belongs to them and their community.

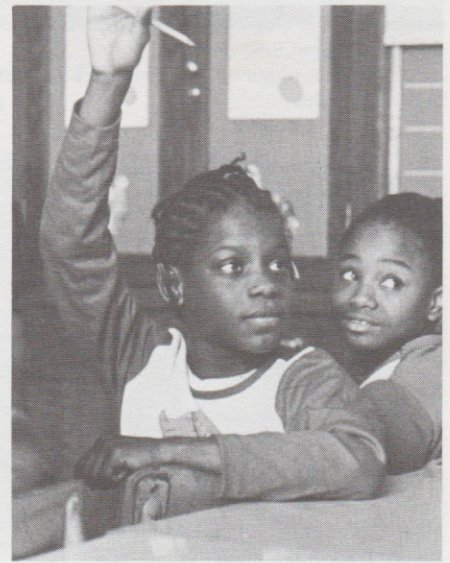
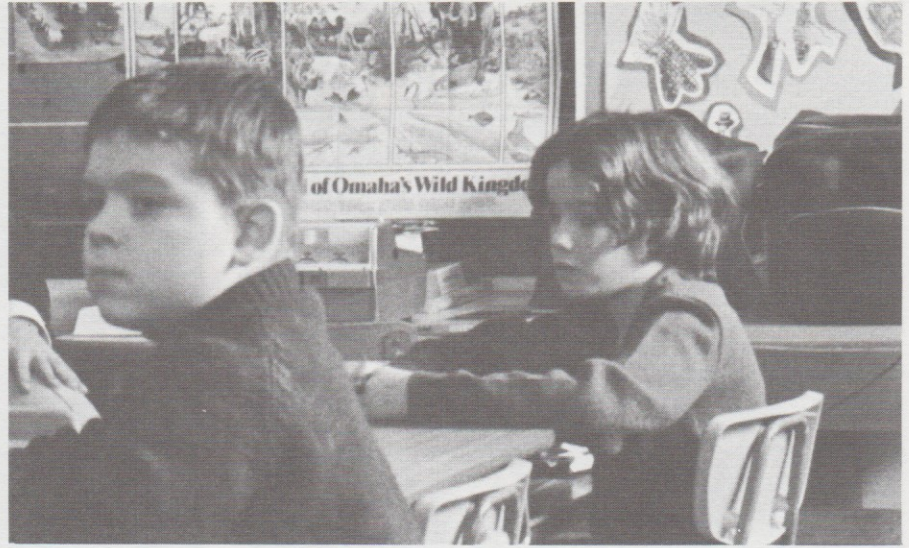
"We show how the buses are cleaned, and we tell them how to keep them clean," she says. "They are fascinated with the term, 'bus shampoo,' which we use for the cleaning of buses.

"We say, 'Please don't drop anything on the bus or train. Now, if you have some old papers or gum wrappers or candy wrappers, what do you do with them?'

"They say immediately, 'We hold them until we get off, and put them in a waste basket on the corner.' They like that part, because they already know what to do and want to tell about it."

How to ride the CTA safely--and with courtesy--also is emphasized.

"We show slides of a teacher with four children taking a trip," explains Ms. Ren-



der. "We show them on an escalator, holding on to the hand rail properly.

"We show the teacher and the children waiting for a train, standing well back from the edge of the platform.

"We show them on the train, with the teacher and two girls sitting on one seat; and we ask if they understand why there are three on one seat.

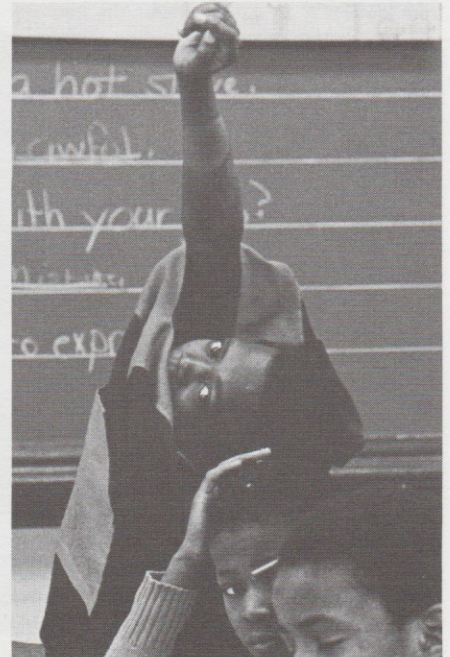
"They say, 'It's because the girls don't want to get lost.' And we reply, 'It's also because they don't want to take up too much room and cause someone to have to stand.' "

Also shown are slides of the many places to go on the CTA--to the zoo, the museums, shopping, to visit friends, to basketball games, the movies, and the circus, as examples.

The last slide shows one of the CTA's new rapid transit trains with the slogan, "People Moving People."

At the end of a question-answer session, the children are asked what they have learned about the CTA.

"The CTA is buses and trains and people," they respond.



Worst Winter of Damage To Rapid Transit Motors

January and February represented the worst period in the CTA's history in terms of weather damage to electrical motors of rapid transit trains.

During the two months, 430 motors were knocked out and had to be repaired or rebuilt. This was more than twice as many motors needing repairs in this period of other years.

The damage was caused by swirling snow being ingested into the motors. Inside the motors, the snow melted and then froze, breaking the insulation and other parts.

Electrical workers at the Skokie Shops worked longer shifts repairing and rebuilding motors. Because of the severe damage, the average time spent for this work was 44 manhours per motor.

In some instances, badly damaged motors had to be sent elsewhere for repairs, which resulted in greater delays in getting the motors back in service.

However, despite the adverse effects of damaged motors on operations, CTA trains still carried many more riders than usual because of the weather. For the 28 bad weather days of Jan. 26 through Feb. 22, riding on the rapid transit system showed an increase of 17.4 per cent. The overall increase for CTA riding in this period was 9.4 per cent.

The photographs show electrical workers at work on motors in Skokie Shops.

(CTA photos by Julius Brazil)



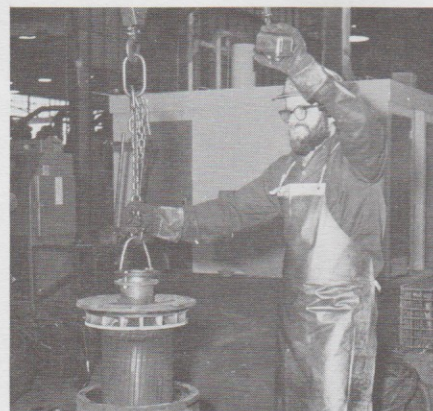
Badly damaged motor



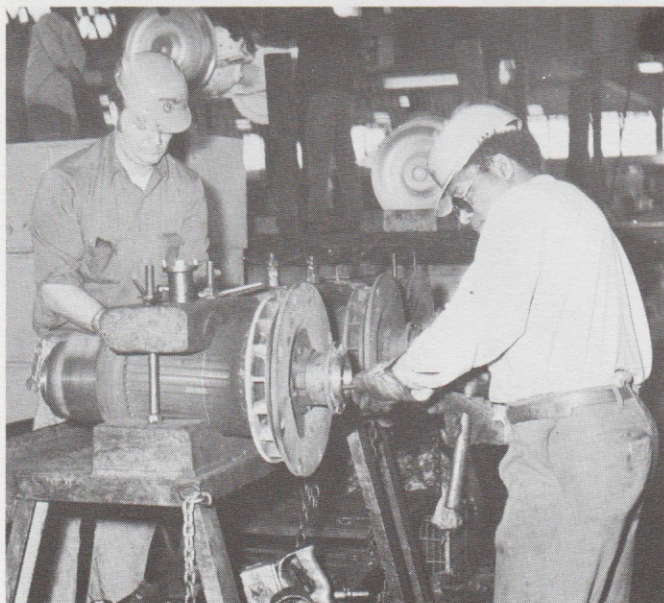
Michael Murphy removing brake drum assembly from motor



Ray Hagerty removing brush holders in disassembly



Ray Hagerty removing armature from case



Chester Seymour and Paul Pryor removing fan and end housing



Chester Seymour and Paul Pryor stacking armatures for initial cleaning



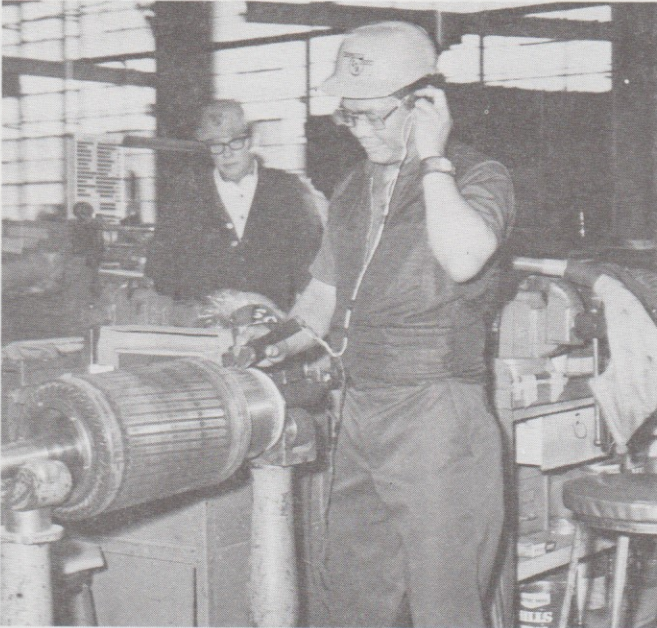
Robert Kramer steam cleaning motor case



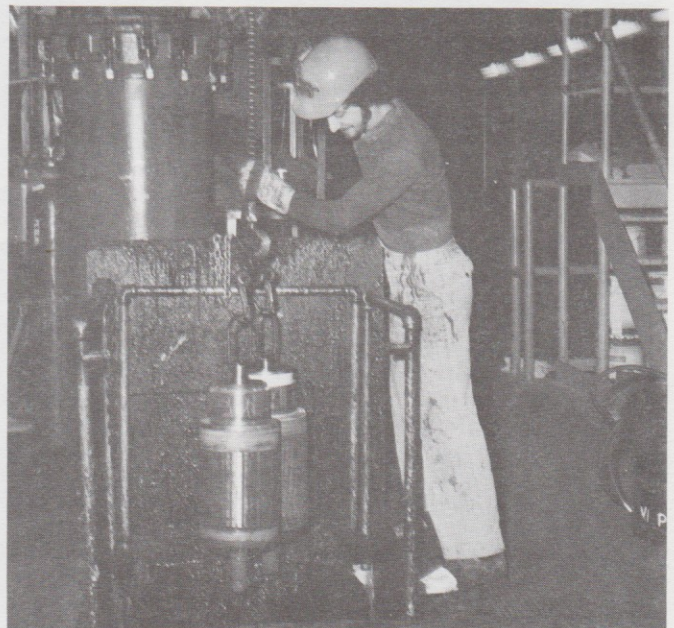
Ray Gunderson installing new field coil



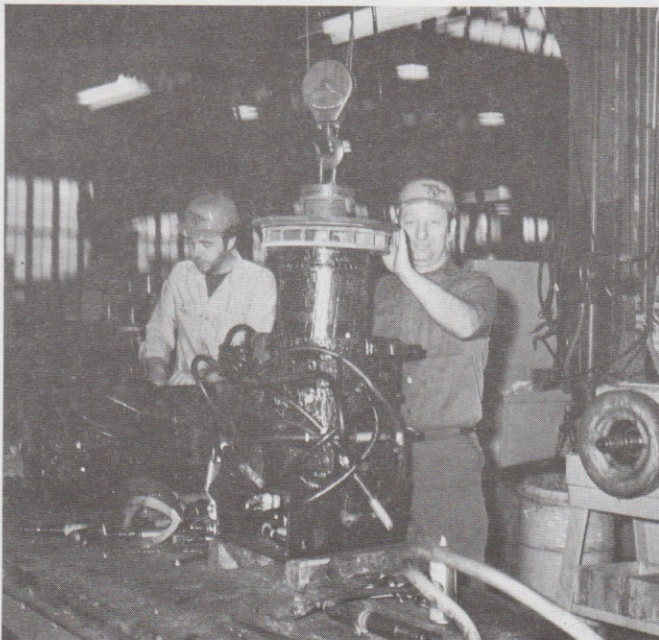
Gary Wilson rewinding armature



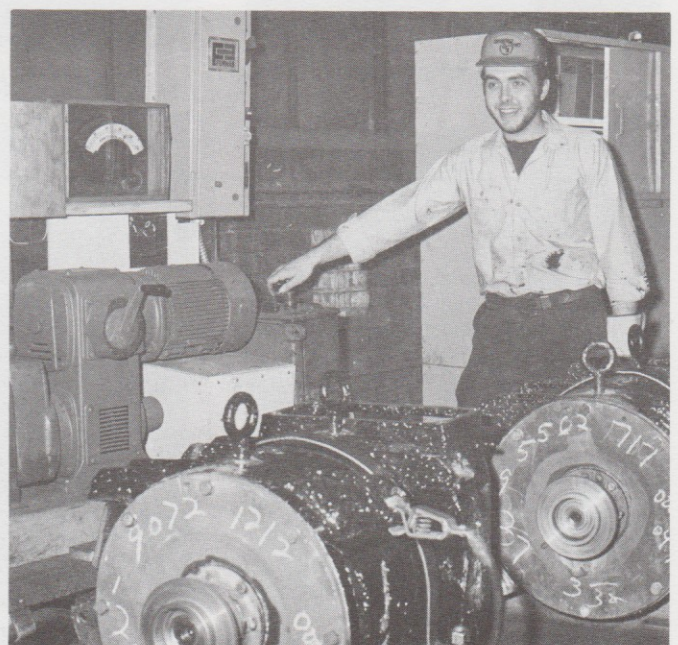
Justo Alamar testing armature as Thomas Hoey, armature room foreman, looks on



Jerry Porcaro dipping armatures into varnish for insulation



Brian LeVault and Mort Owrutsky reassembling motors



Brian LeVault giving final tests to rebuilt motors



Walter Bradford: Poet of March Car Cards

(Please see the back cover for the March car card with "This Poem" by Bradford.)

Walter Bradford, a native Chicagoan, is the CTA's poet-of-the-month for March.

"This Poem" is the title of his poem featured on 1,000 illustrated car cards that have gone up on buses and rapid transit trains.

Bradford's poem is the second in a series of sets of 1,000 poetry car cards each to be posted during six months under a new program sponsored by the Illinois Arts Council.

"I am especially happy to be a part of this program," said Bradford, "because I like the CTA."

"Not only am I a rider, but my uncle, Arthur Bradford, who is on the 63rd street route, has been a bus driver for more than 25 years."

Bradford explained that his poem on the March CTA car card is "more memory than anything else."

"In poetry, there is a little bit of everything," he said. "There is some history; there is some future, and there are all of the other things in between."

Bradford said there are two main reasons why he became a poet: first, he finally learned to read; and, secondly, he admired Gwendolyn Brooks, the poet laureate of Illinois, both as a person and for her writing.

"It was 11 years ago, when I was 29, that I finally learned to read," he said. "I had gone through high school, and then was dismissed from junior college because of poor grades."

"I tried junior college again (Wilson Junior College, now Kennedy-King College), and fortunately I had a teacher, Elizabeth Postell, who was so insistent and made me so angry that I learned to read."

"That opened a whole new world," said Bradford. "There wasn't enough time to read as much as I wanted to."

"Reading made me want to write. I found that when I put my thoughts on paper I could see what I was thinking."

"After meeting Gwendolyn Brooks, I began reading more poetry. I learned to write poetry by reading it."

All of this led Bradford into an active life of writing and teaching. Until then, he had bounced around from one job to another, doing odd jobs, scrubbing floors, working in the steel mills, and washing dishes.

He began teaching writing and poetry in prisons, at the Cook County Jail, Stateville, and the downtown Metropolitan Correctional Center. He edited a 100-page book of poetry written by women inmates he had taught at the County Jail.

As a staff member of Northeastern Illinois University, he now is director of culture at the university's Center for Inner-City Studies at 700 E. Oakwood blvd. He also is studying toward a degree at Northeastern.

As another new major activity, Bradford is founder and director of "Changes"—the Full Arts Production Company. Housed in a coach house at 932 E. 50th st., this is a new training center in writing, drama and dance.

Three collections of his poetry will be published this year. He has written short stories, and at present is writing two plays.

As a writer-in-residence of the Illinois Arts Council, Bradford also is a guest lecturer on the writing of poetry at schools throughout the metropolitan area and the state.

"When talking to children in the schools, I always emphasize the importance of learning to read," said Bradford. "In many instances, teachers don't have enough time, but some way or another children must be taught to read well."

(CTA photo by Bert Cadney)

Design Contract Approved For Platform Speakers

A major step toward improving communications with riders of the CTA's rapid transit trains was taken March 1, when the Chicago Transit Board authorized a contract for the design of a public address system for station platforms.

George Krambles, CTA executive director, said the engineering contract amounting to \$74,068 is to be awarded to the Illinois Institute of Technology Research Institute for the design of the new system to be installed next year at 28 stations on the Lake-Dan Ryan route.

However, Krambles said the design also would be used in the next several years for installing public address facilities at all of

the CTA's 140 rapid transit stations.

James J. McDonough, CTA chairman, emphasized that such improvements in communication "are extremely important projects for serving our riders."

"We should push forward as quickly as possible with this program of providing our stations with modern public address facilities," said McDonough.

Krambles also reported at the CTA Board meeting that progress is being made on these other major communications projects:

* By early this summer, the CTA expects to have all of its 2,400 buses equipped with two-way radio, emergency alarm

and automatic bus-locator facilities. At present, there are 2,170 buses with this modern equipment.

* This year also, all motormen and conductors will be equipped with two-way radios which will be effective throughout the rapid transit system with the exception of the subways.

* For the subways, the CTA will engineer a new means of broadcasting not only its radio messages but also those of the police and fire departments. The CTA plans to begin in 1979 installing this innovative system which will include underground transmitters, receivers and antenna cable.

Brabec Named to Board of Federal Reserve Bank



Edward F. Brabec, CTA vice-chairman, who is business manager of the Chicago Journeymen Plumbers Union, Local 130, has gained the distinction of being the first labor leader to be named to the board of a Federal Reserve Bank.

Brabec's appointment as a director of the Federal Reserve Bank of Chicago was announced in Washing-

ton, D. C., by the Federal Reserve System's Board of Governors.

"I think I'll find this job interesting," said Brabec, who will serve on the Chicago Federal Reserve Bank board as an addition to other duties.

"Economists used to be willing to do anything to stop inflation, even putting people out of work," he said. "But I'm not in favor of easy money if it means rampant inflation. I have no hangup about big business. I'd rather see the private sector provide jobs. They do it quicker, and we don't have to fill out so many forms."

Robert P. Mayo, president of the Federal Reserve Bank of Chicago, explained that the Federal Reserve Reform Act passed last year redefined positions of "public representatives" on Federal Reserve boards to include members of groups such as education, agriculture, labor, commerce, and industry.

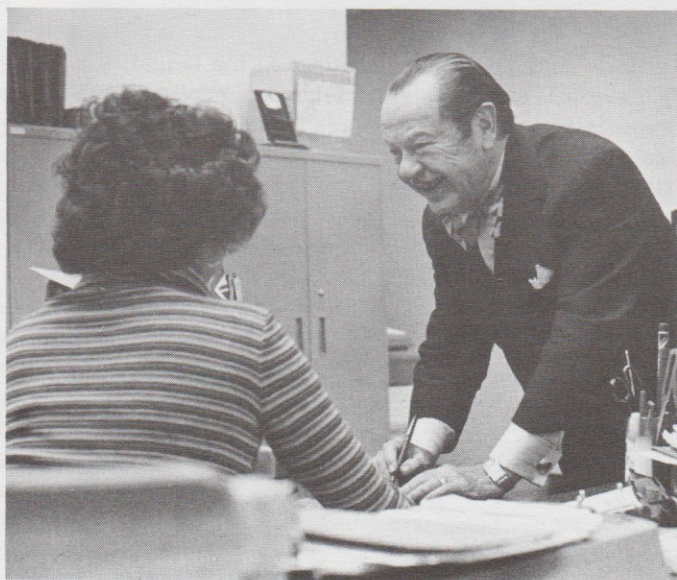
According to Mayo, the directors' functions include approving the bank's discount rate (the interest rate charged on loans to member banks), appointment of bank officers, arriving at a budget for the bank, and analyzing various bank projects.

The role of the Federal Reserve Bank of Chicago in the banking system is enormous. In 1977, for example, it handled \$7.1 trillion worth of wire transfers of funds; lent \$6.1 billion to member banks; processed \$873 million worth of food stamps, and serviced \$734.5 billion worth of U.S. government securities.

Brabec will serve one year of an unexpired term of a director who resigned, and is eligible for two three-year terms. His name for the appointment was presented by A. Robert Abboud, chairman of the First National Bank of Chicago and a member of the Chicago Federal Reserve Bank board.

Combined Sells 509 CTA Passes

W. Clement Stone, chairman of the Combined Insurance Company of America, joined 508 employees at Combined's headquarters at 5050 Broadway in buying the new monthly CTA pass. Effective March 1, Combined Insurance became the first Chicago company to take advantage of the CTA's new monthly pass plan. The CTA has made the new monthly passes, priced at \$25 each, available to employers for their employees. At Combined, the company resold the \$25 passes to employees for \$14, giving them a discount of \$11.





(CTA photo by Mike Hoffert)

Charles B. Young (West Section), conductor on a Jefferson Park train, "extremely impressed" Edward J. King, of Norridge. "There was a somewhat roudy and confused drunk on the train. The conductor was patient but firm, making sure that the man sat right next to him so he could direct him properly and keep him from bothering the other passengers. More than once he had to cajole the man back to his seat after he began to wander. This conductor brought a sense of enthusiasm and spirit to the job. He seemed genuinely interested in providing a real public service for the passengers."

Vera J. Beckley (52nd Street garage) was commended by Mrs. Daniel Fox, of Chicago Beach drive, for her handling of a Jeffery Express bus. "She drove carefully and skillfully. However, the way she handled passengers was outstanding. In a courteous but firm manner she put a stop to smoking. Then, as the bus approached the high school on Lake Park, she asked passengers not to leave by the center door so it could be kept closed. As the students entered at the front, she acted in a firm and friendly fashion, and they appeared to respect rather than resent her for interfering with their heretofore free entry."



(CTA photo by Bert Cadney)

commendation corner

Rickey L. White (West Section) was complimented by Dr. James L. Frank, of the Englewood Health Center, for his performance as motorman of a Lake-Dan Ryan train. "His stops were carefully measured and he didn't pass up an '8" at any station. His perfect control of the gadgets in the cab made his stops smooth as silk. His starts were also well-measured, and it made the difference in the ride 100 per cent. This gentleman possesses qualities that make him outstanding among your motormen."

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Sergio Candelaria (Limits garage) was commended for his "courtesy, good humor, patience, caution and genuine concern for his passengers" by Edith Lawrence, of North Lake Shore drive. "I boarded his (153 Wilson-Michigan) bus downtown at the height of a heavy snowfall on already treacherous streets. He was especially careful with people boarding or alighting from the bus. His cheerful, relaxed manner under trying conditions inspired confidence in his passengers. I was grateful to be on his bus."

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Michael J. Powell (North Section), conductor on a Howard-Englewood train, was praised by Mrs. Norine Gerson, of North Shore avenue, as "one of the nicest, well-mannered and friendly CTA employees I have encountered. He not only called out the stops in a pleasant manner, adding major streets nearby, connecting routes, libraries and other special places, but also wished everyone, 'Have a good day,' 'Enjoy your trip,' etc. There were some delays, and he was most efficient about informing the passengers and reassuring us that we would be on our way shortly. He did help me enjoy my day."

Billy R. Ragsdale (52nd Street garage) was complimented by Mrs. Ruth Metrakos, of East 75th place, for his handling of a Drexel-Hyde Park bus one wintry morning when road conditions were poor. "This driver never lost his cool, was polite, gave passengers plenty of time to get on and off the bus, warned us when the street was exceptionally bad, and advised the standees to hold on tight. He drove carefully so that he never had to slam on the brakes."

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Riding with William M. Blair (77th Street garage), driver of a State street bus, was "a pleasure, and I hope I have the opportunity again," said Mrs. A. Pryor, of East 68th street. "I sat right across from him, and I became aware of his unusual politeness, his concern for passengers getting on and off, the elderly and women with children. He let all of them get their balance before starting up the bus, and answered questions in a polite, businesslike manner. He called the stops, which helped a lot, as the windows were steamed up and visibility out the front was poor."

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Willie L. Nash (69th Street garage) was commended by Jane Beckett, who works on North Michigan avenue, for "vigorous enforcement of the 'no smoking' rule" on his Ashland avenue bus. "When he noticed a teenager smoking in the back seat, he first pointed out the rule verbally twice. Then he stopped the bus and asked the boy to get off. When this didn't work, he pointed out the boy to a police officer on the street. The offender got off the bus. Many passengers were really pleased that the driver did this, and one of them later stopped another teenager from lighting up by telling him what had happened before."

CTA: snarls and snow

(Reprinted from Chicago Sun-Times, Feb. 20)

People who depend on the CTA have gotten used to better and better service in recent years.

So it has come as a shock in recent weeks to wait 40 minutes or more for a bus or a delayed L. Or to ride on one that's littered with trash.

Schedules have been nonexistent on some cold evenings and tempers have flared on both sides of the fare box.

Who is to blame?

For much of the problem, it's simply bad weather. But even at the height of the big storm last month Chicago Transit Authority buses and trains operated. In fact, at times they were just about the only things moving.

Rudeness is another matter, though. It's understandable that tensions rise after long hours fighting slick streets. But when a bus driver zooms past a gaggle of waiting passengers or tells passengers to get off the bus if they don't like the service, or when a CTA supervisor sends a bus on its way as commuters race toward the bus, that's inexcusable.

No doubt Regional Transportation Authority board member Daniel Baldino is right that some workers on the CTA and other lines haven't snapped back to normal fast enough once the worst weather was over.

And perhaps some of this crankiness can be attributed to the fact that the CTA bus drivers' union hasn't reached settlement on a new contract. There should be prompt agreement on a new one.

But it shouldn't be forgotten that most CTA workers haven't been surly. Most riders have gotten to their destinations safely, comfortably and with a minimum of disruption.

It takes co-operation from all sides to make a complex transportation network work well. Thus a Rock Island Line employee was right when he pointed out that while cleanup crews may be a little slower than usual, it's the riders, not the trainmen, who leave banana peels and candy wrappers in trains.

This winter has been rough on everybody. So smile at the next bus driver you see. It'll probably be contagious.

Because of weather related problems, the CTA received complaints; but there also were commendations.

Gene T. McCarthy, who has offices downtown, wrote recently:

"As a frequent rider of the elevated, I wish to express my complete satisfaction with the service which your employees render, and especially so in times of operating difficulties. The quick and able handling of patrons during the Dan Ryan service interruption demonstrates a competence level which too few people recognize. I commend you (the CTA and its employees) as highly as I can. Please continue your faithful work for many years to come."

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Jeff Sherman, of Wilmette, wrote about new turnstiles:

"On behalf of the many CTA commuters who start out at the Linden Avenue terminal, thank you for your extremely quick response to our fare collection problem. I have heard many positive comments about the new facility and its improved service coming from fellow riders. Additionally, the CTA personnel who were on hand to acquaint us with the new equipment were very courteous and informative. Thank you for your attention to this matter."

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Ms. Joyce H. Jones, of south Hoyne avenue, wrote:

"I think CTA has done a remarkable job this winter. I live 7600 south and work at the bulk mail center in Forest Park. I take the El to work daily. I rely on you and you have not disappointed me. I have not been late one day this year, including the winter months. I am grateful also for your bus service. The drivers are all very courteous and speak to you most of the time. On the El lines some even add humor by the way they call the stops. I think you deserve some praise."

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Mrs. Bernard Pilchen, of Skokie, wrote:

"On Feb. 22, I was on the Skokie 97 bus going to Chicago, and I wish to commend the driver, No. 8520 (Stewart Strickland, North Park garage).

"At one of the stops, a senior citizen wanted to board carrying a large package. The driver came down from the bus, carried up the package and then helped the lady on.

"When she later disembarked, he helped her down, carried the package and escorted her across a huge snowbank over to the sidewalk where she could walk safely.

"We are indeed fortunate to have drivers like No. 8520 on our Skokie line. There probably are others who are equally courteous. However, because of the bad weather, unfortunately, we mostly hear complaints."

Please Send Us Photos

To build up its library of historical transit photographs, the CTA Public Affairs Department would be happy to re-

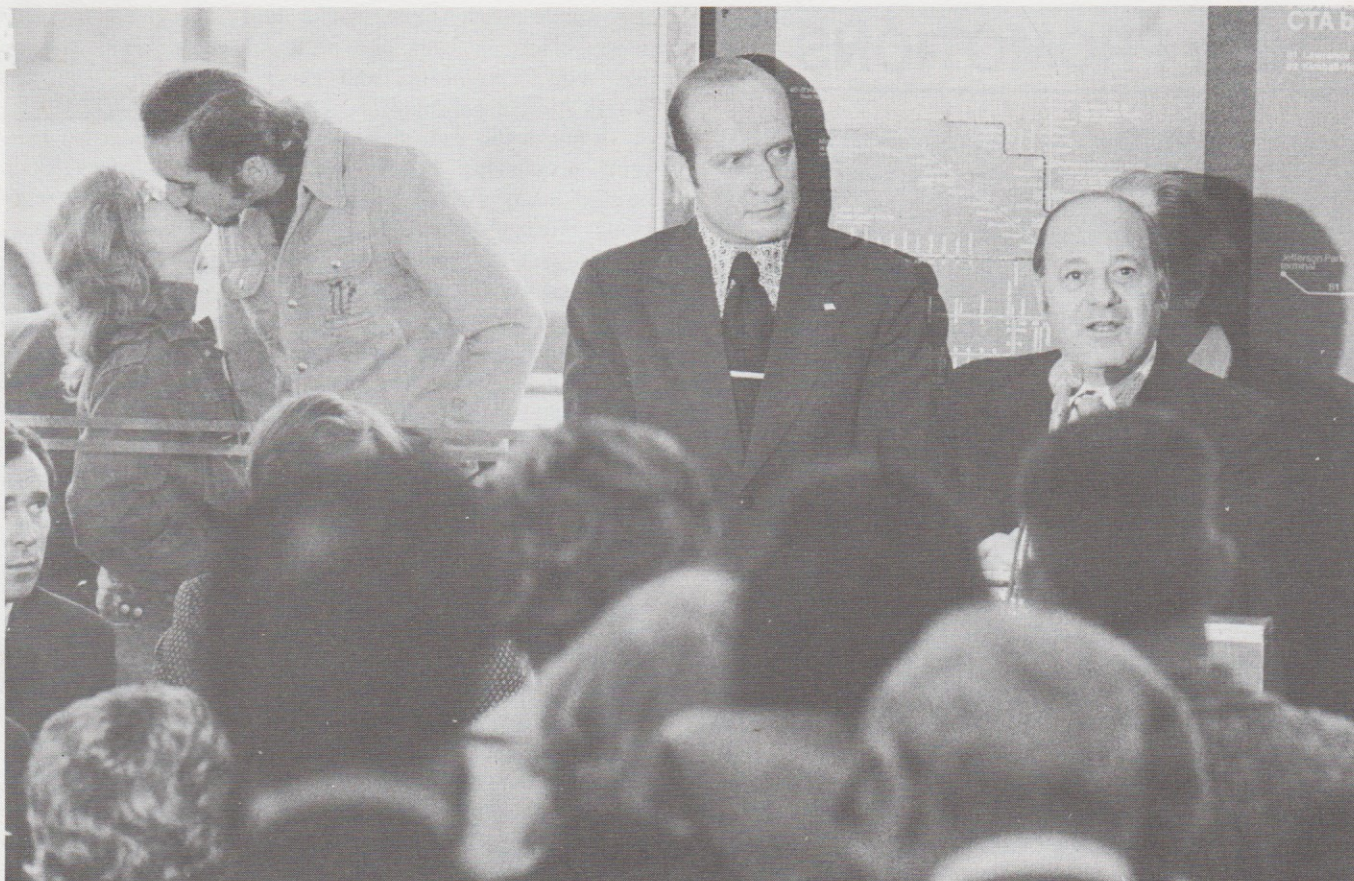
ceive any photographs you might want to provide. All photographs will be returned after being copied. The photographs on this page were contributed by Arthur Green, former CTA advertising director.



Cable Car train, Cottage Grove near Pershing Road, Turn of the Century



Downtown on Madison Street, Armistice Day, Nov. 11, 1918



Death of a Newspaper

The death of a newspaper is a major loss to any community, for it takes away printed words and pictures as one of the most important means of public communication.

The demise of the Chicago Daily News, which ceased publication March 4 after 102 years, was especially sad. Perhaps more than anything else it was a great newspaper because of its many years of excellence in creativity. Students of journalism looked to its pages as models of original reporting, fine writing, and imaginative photography.

TRANSIT NEWS is printing two examples of Daily News photography which were about the CTA.

One picture was shot in a snow storm on Jan. 12 of this year when CTA employees at the 63rd street yards were loading rail on a flat car for test train runs after repairs for the cracks in the Dan Ryan elevated connector. The photograph, which was more like a fine painting, was given a four-column display on the front page.

The other picture was shot on Oct. 23, 1974. To the CTA and its riders of the Ravenswood rapid transit route, the completion of a new million dollar station at Kimball and Lawrence avenues was a big event. However, because of the heavy flow of news in general, major newspapers usually do not pay much attention to ribbon-cutting ceremonies.

Thus, it was a pleasant surprise when a picture of the CTA ceremony at the new station appeared at the top of the front page of the late edition that afternoon of the Daily News.

At first glance, the heading over the picture was baffling. It read: "Love - - Chicago style."

In the foreground, Congressman Frank Annunzio was shown addressing the gathering, as Kenneth Sain, then deputy mayor (now an RTA Board member), stood by as the next speaker.



Only the alert Daily News photographer had realized who was in the background: a couple who had paused outside just beyond the glass wall.

That was the creative touch that put the picture, along with a story about the new CTA station, at the top of the front page.

There is one CTA Board member, Donald J. Walsh, for whom the Daily News had a special meaning. Walsh, who became a newspaper executive, began his career in 1920 as secretary

to the late Victor F. Lawson, the famous publisher of the Daily News.

As regularly assigned "beatmen," four Daily News reporters had covered the CTA since its creation more than 30 years ago. In order of their assignment, they were James Mundis, now with AT&T in Washington, D.C.; Roy Fisher, now dean of the School of Journalism at the University of Missouri; the late Horton Trautman, and Dennis Byrne, who has moved over to the staff of the Chicago Sun-Times.

NEW PROMOTIONS



Joseph J. Cecala

Joseph J. Cecala, inventory control clerk in Internal Auditing since 1972, has been appointed supervisor, Field Auditing, in the same section. Cecala joined CTA in 1947 as a laborer, and became assist-

(CTA photo by Eric Blakely)

ant stock clerk three weeks later. He was selected stock clerk in 1951 and audit clerk in 1958. He and his wife, Carmella, and their two sons live in the North Austin community.

In other job reassignments, Sergio Rodriguez, former accounting specialist, Comptroller, has been named labor relations representative, Labor Relations. Harry Sykora has moved from personnel analyst, Job Classification, to pensions administration coordinator, Insurance & Pensions. In Claims/Real Estate/Sales, former charter sales clerk Catherine Killeen has been selected sales coordinator.

New as electrical worker apprentices, Skokie Shop, are David Kendzerski, former bus serviceman, Forest Glen, and James Hurley, former relief clerk, Transportation. Levi Vetaw, former carpenter, Skokie Shop, has become carpenter "A," South Shops, while at South Shops, James Jankus has moved from methods & standards technician to carpenter, and Kenneth Lackner has been reassigned from production record clerk to production clerk.

William Anderson, former relief clerk, Transportation, has been appointed suggestion analyst, Job Classification. Olga Rodriguez, former labor relations clerk, Labor Relations, has become stenographer, Engineering. In the Datacenter, Mary E. Rettig, former principal keypunch operator, has moved to senior keypunch operator, and in Materials Management-Stores, Jesse L. Jumper, former stock clerk, has been reassigned senior storekeeper.

Service anniversaries in March

40 years



H. G. Geier
Electrical

25 years

W. Chapman, Building Wiring
F. G. Coleman, South Shops
R. B. Fenrick, Kedzie
T. Hall, M/P Intern
S. Hart, Archer
T. E. Jackson, Kedzie
C. L. Johnson, 52nd Street
J. Johnson, Beverly
H. J. Kolar, South Shops
P. P. Michaels, Archer
W. D. Oakley, Building Wiring

35 years

L. S. Hara, North Park
W. R. Peters, North Park
T. J. Roan, Forest Glen
P. J. Sciortino, North Park
J. A. Sorecki, Archer
J. J. Violtt, Kedzie

30 years

V. Burgess, Rail Service
R. D. Green, 69th Street
M. Imbraguglio, Power/Wiring
W. F. Knabe, 77th Street
O. A. Landor, South Shops
J. Moore, 52nd Street
F. D. Riggins, District C
J. A. Siebert, Stores-South
E. L. Smiley, Douglas/Congress
N. F. Suero, Maintenance
M. B. Vazquez, Skokie Shop
F. A. Wilson, Utility

L. N. Porter, 52nd Street
W. L. Rowin, North Avenue
B. Susman, Office Procedure
W. Taylor, 69th Street
W. Thomas, Archer
M. G. Watson, North Avenue

CTA TRANSIT NEWS

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Old CTA Station Moved to Museum

The former station at 50th avenue in Cicero on the Douglas rapid transit route was moved 60 miles on a flat-bed truck to the Illinois Railway Museum in Union, McHenry county. The actual move took only four hours, on Feb. 16.

The station, built 67 years ago, became surplus when a new block-long Cicero avenue station was opened Jan. 18.

The move of the old station was directed by Nick Kallas, general manager of the museum. Among those assisting him were three CTA employees, Pete Vesic, of Signal Maintenance; Dennis Storzek, carpenter; and James Nicholas, communications technician, all of whom are museum members.

The station is 38 feet long, 13 feet wide, and 12 feet high. It weighs 10 tons. The station platform also was moved.

The station was donated to the museum by the MayFair Construction company, of Chicago, which acquired the station from the CTA as part of the construction contract for the new Cicero avenue station.

At the museum, the old station will be refurbished and used by visitors riding old rapid transit and interurban trains over a two-mile track.

(Photos courtesy Illinois Railway Museum.)



Station being raised



Squad car provides convoy.



Crane is used to remove portions of the station canopy.



Columns being removed



Loading the truck



Station on jacks at the Illinois Railway Museum

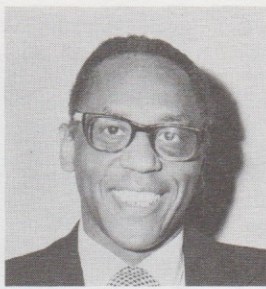


Passarella

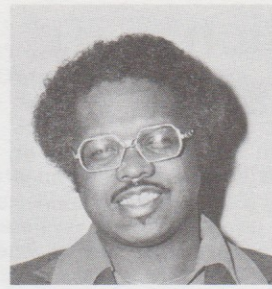
'ZAP' Is New Name For Safety Contest

ZAP, which means Zero Accidents Program, is the new name for the Employees Safety Contest of the Vehicle Maintenance Section. The new name was the first-place winning suggestion submitted by David Passarella, painter, Bus Shops, in a competition among employees for re-naming the safety contest.

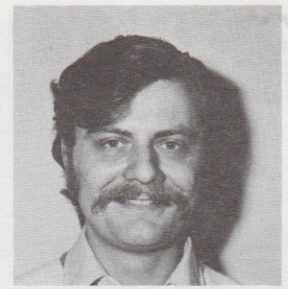
Seven runners-up also were named. In



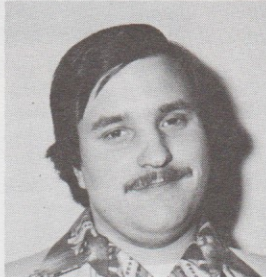
Lewis



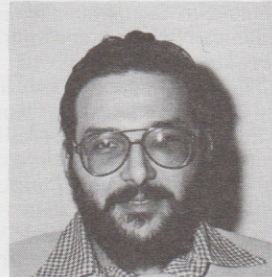
Troupe



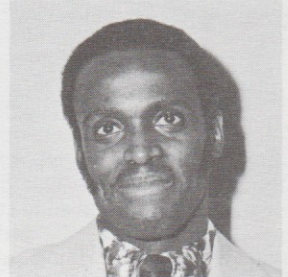
Kochopolus



Paski



Mendez



Garner

(CTA photos by Mike Hoffert)

second-to-eighth-place order, these winners, with their suggestions, were: Winmon Lewis, painter, Bus Shops--SAV ME (Stop Accidents to Vehicle Maintenance Employees); Larry G. Troupe, bus repairer, 69th garage--SINBAD (Safety Is Necessary Because Accidents Disable); John W. Kochopolus, bus repairer, Forest Glen--ESP (Employee Safety Program);

Eriks Graudins, carpenter apprentice, Rail Vehicle Shops--SOS Contest (Switch On Safety); James Paski, bus repairer, Beverly--BUS (Best Unified Safety Contest); Ruben A. Mendez, bus serviceman, North Park--STOP Injuries (Safety Transit Operation Program), and Raymond A. Garner, bus repairer, 69th garage--Operation "Safeguard."

Tommie Artis Speaks at Malcom X



(CTA photo by Julius Brazil)

Tommie Artis, mail clerk in the Administrative Services Department and a former bus driver, was one of the speakers at the unveiling of a bust of Malcolm X at Malcolm X College during Black History Month.

Artis is 2nd vice president of the Student Government Association at the college and has recently been elected to Who's Who in American Junior Colleges. He will be graduated in May and then continue his education at Chicago State University.

Artis has been a CTA employee since 1971.

Michelle Walker: Artist in Her Spare Time



(CTA photo by Eric Blakely)

Mrs. Michelle Walker, an electronic keyboard operator in Stenographic Services, is an artist at heart.

When she isn't taking care of her three children, Kimberly, 8; Kasey, 6; and Larry Jr., 3, she takes out her paints, a piece of paper, smooth cardboard or canvas, and becomes her other self.

"I was taught by a wonderful woman at St. Joachim School in the 7th and 8th grades. Sister Tarsusia recognized my urge to draw and helped me develop my love for art," Michelle explained.

"I did my latest work (shown here) in



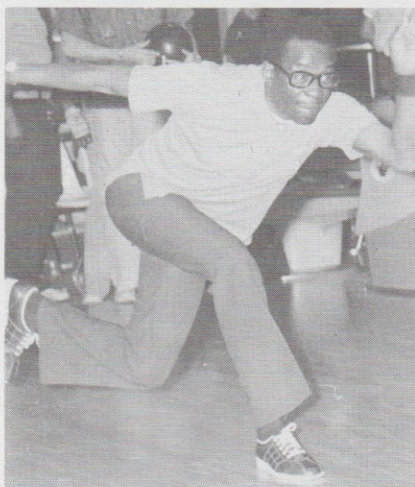
(CTA photo by Bert Cadney)

acrylic resin, using burgundy red, yellow, brown, shades of blue, flesh tones, and black and white. It is an imaginative work showing the joy people express as they dance to the music from a radio," Michelle said.

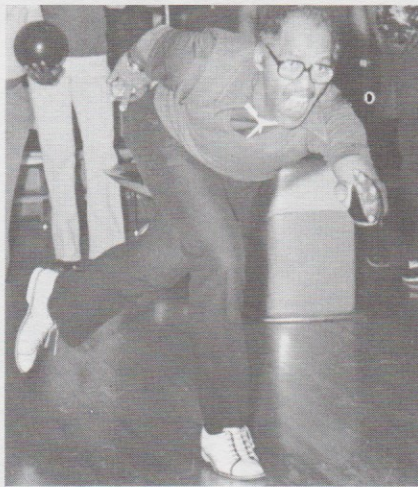
Michelle has done 20 works, including a clay bust of a male figure, charcoal sketches, and paintings in oils. After graduating from Our Lady of Mercy High School, Michelle studied art at Roosevelt University.

CTA Bowlers Show Their Best Form

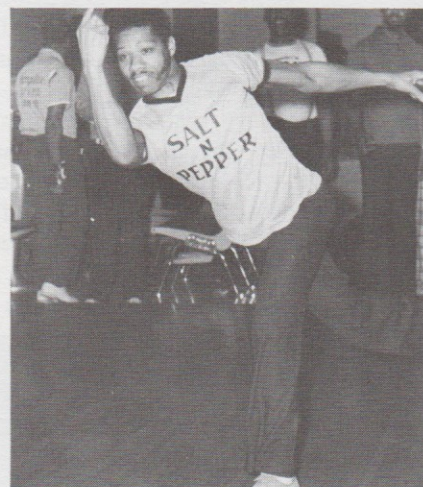
Bowlers of the 77th Street Operators Bowling League displayed their best form when the teams competed on Friday, Feb.24.
(CTA photos by Eric Blakely)



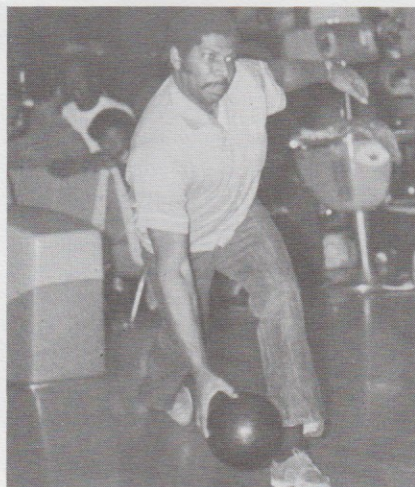
Earl Cooke



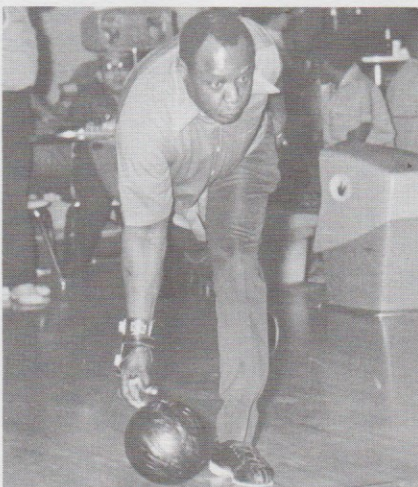
Howard McMillan



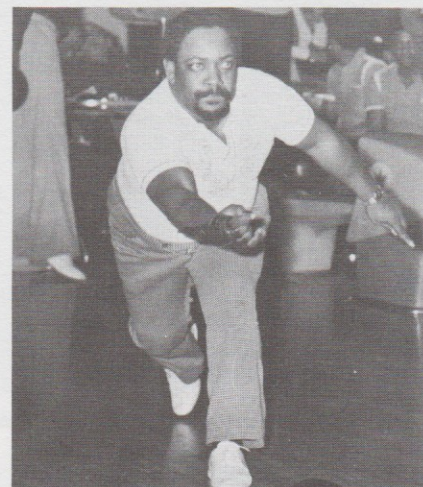
Lorenzo Ballard



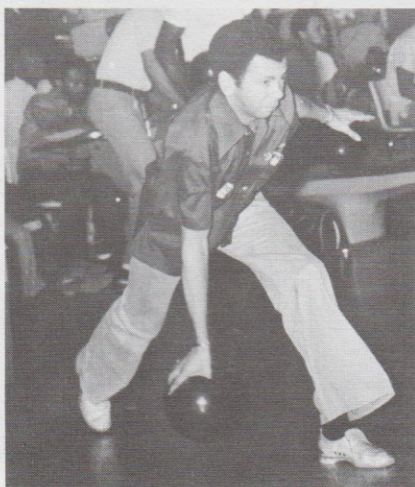
Levi Wardell



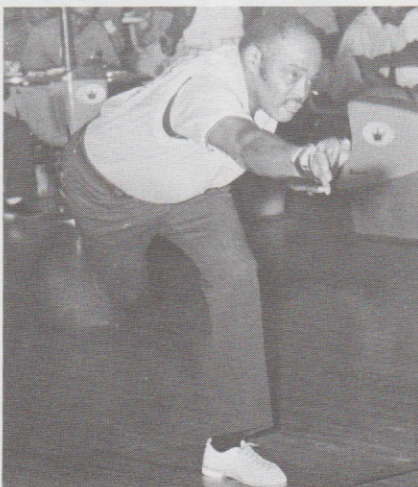
Arthur Lee



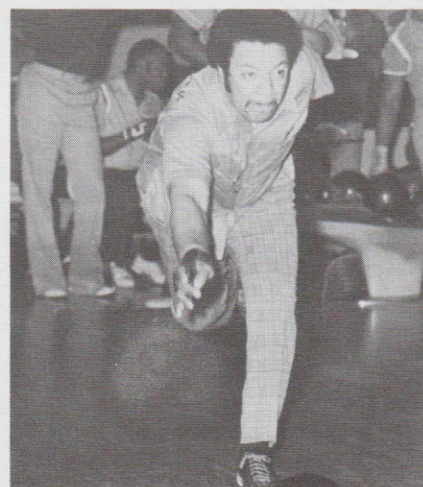
Alvin Jenkins



William Thompson



Calvin McCants



James Williams

CTA Pioneers Celebrate Valentine's Day

More than 150 CTA Pioneers and their wives and friends celebrated Valentine's Day at a luncheon dance at the Golden Flame restaurant on Chicago's far northwest side.

The Pioneers are a very active group of CTA retirees who meet regularly for lunch on the second Tuesday of each month. Four times a year they have special luncheons for wives and friends. In addition to Valentine's Day, this year's special luncheons will be Mother's Day meeting on May 9, an early fall meeting on Sept. 12, and a Christmas party on Dec. 12.

(CTA photos by Mike Hoffert)



Mrs. Mary Stommer, Mrs. E. J. Marek, and Mr. and Mrs. Dave Flynn.



Mrs. and Mr. Roger Reed and Mrs. and Mr. Sidney Duke.



Frank Laske, a Pioneers director, makes a point to Willard Lyons, Pioneers treasurer.



Mr. and Mrs. John Gritis.



Mr. and Mrs. Bill Vlasak observed their 56th wedding anniversary at the Pioneers' luncheon dance.



Mr. and Mrs. Maynard (Pinky) Moran. Pinky is first vice-president.



Mr. and Mrs. George May. He is the new second vice-president.



Mr. and Mrs. Ed Newton attended as newlyweds who were married Jan. 15.



Left to right are, Mrs. and Mr. John Hoffert, Mrs. and Mr. Clyde Yount, and Dorothy Bruen.



Mrs. Marie Blades (left), a lucky winner, receives a prize from Mrs. Moran.



Mr. and Mrs. John Clark.



Tony Gloppe (standing) with Mrs. and Mr. Nicholas Cleson and Arthur Joost.

Moving to Retirement



(CTA photo by Bert Cadney)

Walter Pavoni (center), a superintendent, Control Center, and his daughter, Mrs. Louise Nelson, admire the valedictory presented to him by James Blaa, manager, Transportation. Pavoni, who entered rail service 41 years ago as a station watchman for the former Chicago Rapid Transit Company, served in every rail position.



(CTA photo by Eric Blakely)

William Unwin (right), supervisor, Industrial Safety and Fire Prevention, receives a retirement gift from Tom Boyle, manager, Safety. Unwin joined the former Chicago Surface Lines as a stock clerk in 1938, and moved from Materials Management to Safety in 1966. An active Shriner, he recently served as commander of the Medinah marching unit.



(CTA photo by Bert Cadney)

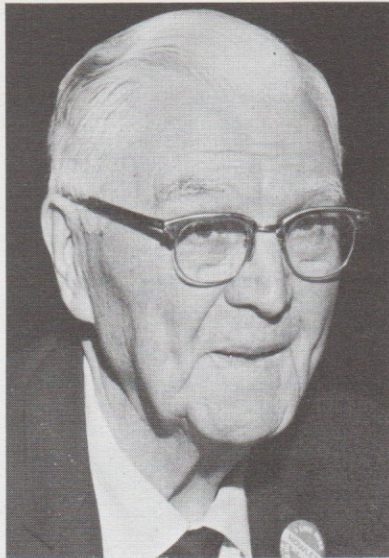
Ed Juric (third from right), schedule maker, who spent his 35-year transit career in the schedule section, accepts his retirement papers from Walter J. Thomas, superintendent, Schedule Preparation. Sharing in the send-off festivities were (left to right): Harold Hirsch, manager, Operations Planning; Juric's daughter, Mrs. Mary Ann Kloc; his wife, Esther; and another daughter, Mrs. Margaret Gee.



(CTA photo by Julius Brazil)

Gerard (Roy) Wilson (left), instructor at Archer, enjoys a remark by Ed Mitchell, director, Support Services, at a farewell reception given by his friends at the garage. Wilson began operating streetcars from Archer 35 years ago, and then continued as bus driver, supervisor, and instructor. He intends to stay close to the garage in retirement. He lives less than a block away.

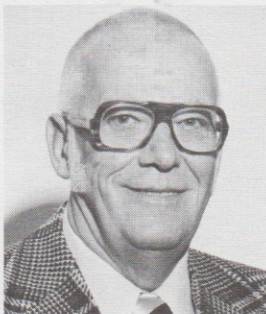
Daniel J. McNamara Sr. Dies



Daniel J. McNamara Sr., retired president of Division 241 of the Amalgamated Transit Union, died Feb. 28 at the age of 91. Mr. McNamara, who started in 1911 as a Chicago streetcar motorman, was president and business agent of Division 241 from

1950 to 1966. He became a member of the executive board in 1917, and served as recording secretary from 1942 to 1950. He is survived by a son, Judge Daniel J. McNamara Jr. of the Illinois Appellate Court, and three grandchildren.

NEW PENSIONERS



JOINING THE ranks of the retired on March 1 was RAYMOND W. GUNDERSON who had 40 years of service with CTA and its predecessor companies.

PAUL P. BAGATO, Conductor, West Section, Emp. 5-14-46
MICHAEL T. BARRIS, Collector, 77th Street, Emp. 6-23-43
PAUL A. BOETTIN, Operator, Forest Glen, Emp. 9-03-41
MATT BOREK, Operator, Forest Glen, Emp. 8-14-45
WILLIAM E. CERKAN, Clerk, Limits, Emp. 1-20-44
DOMINICK A. D'ANDREA, Operator, Kedzie, Emp. 2-21-51
RAYMOND W. GUNDERSON, Electrical Wkr., Skokie Shop, Emp. 9-21-37
EDWARD J. JURIC, Schedule Maker, Schedule, Emp. 4-07-43
GEORGE T. KARRAS, Operator, Forest Glen, Emp. 8-27-45
JOSEPH KRZAK, Operator, North Avenue, Emp. 8-16-43

HENRY J. KUCHARSKI, Unassigned, Personnel, Emp. 1-28-46
OSCAR A. LANDOR, Mechanic, South Shops, Emp. 3-01-48
THEODORE J. LECHOWICZ, Operator, Forest Glen, Emp. 8-22-47
GEORGE W. LINDEN, Supervisor, Stores-North, Emp. 8-21-46
JAMES E. MAJKA, Operator, Kedzie, Emp. 1-12-48
JOHN J. MARTORANO, Operator, Forest Glen, Emp. 12-10-47
EDWARD McELDOWNNEY, Mat. Coordinator II, South Shops, Emp. 2-05-46
LEONARD P. MILASH, Operator, Archer, Emp. 4-14-55
ROY W. MINOGUE, Carpenter, South Shops, Emp. 10-29-53
NORBERT V. PAPKE, Operator, North Avenue, Emp. 10-01-41
CHARLES W. PARRISH, Operator, 77th Street, Emp. 8-05-47
WALTER J. PAVONI, Superintendent, Control Center, Emp. 12-11-36
CLIFFORD M. PETTIS, Mobile Equip. Opr., Material Management, Emp. 4-18-57
THOMAS M. PHILPOTT, Operator, North Avenue, Emp. 1-27-50
EDWARD J. PUNTIL, Operator, Limits, Emp. 8-08-41
AUGUST P. RICHTER, Carpenter A, Skokie Shop, Emp. 10-09-41
WALTER M. SIERON, Operator, Kedzie, Emp. 1-09-43
GEORGE W. SIMMONS, Yard Foreman, North Section, Emp. 1-13-47
STEVE STRAZA, Repairer, North Avenue, Emp. 3-26-47
GORDON P. TAYLOR, Operator, North Avenue, Emp. 2-09-56
WILLIAM T. UNWIN, Supervisor, Safety, Emp. 8-08-38
GERARD L. WILSON, Instructor, South Section, Emp. 9-08-42

DISABILITY RETIREMENT
ARTHUR HARRISON, Operator, 77th Street, Emp. 7-12-65

IN MEMORIAM

JOHN AARDEMA, 72, South Shops, Emp. 11-29-33, Died 1-16-78
STEPHEN C. ALLEN, 60, North Park, Emp. 1-24-55, Died 1-09-78
WILLIAM E. BEYER, 89, North Avenue, Emp. 11-17-25, Died 1-01-78
THOMAS BOWMAN, 64, South Shops, Emp. 10-26-42, Died 1-21-78
MARY J. BROWN, 74, West Section, Emp. 10-20-43, Died 1-25-78
ROBERT E. BUCKLEY, 80, 77th Street, Emp. 11-19-18, Died 1-30-78
GEORGE B. CANNON, 83, Kedzie, Emp. 7-09-18, Died 12-24-77
MALACHY CLEARY, 92, 77th Street, Emp. 10-13-15, Died 12-25-77
FRANCIS J. DETMAN, 69, North Section, Emp. 6-02-28, Died 12-31-77
ENAR G. ELLISON, 77, Lake Street, Emp. 11-11-27, Died 1-24-78
CHARLES ESTELLE, 62, 77th Street, Emp. 1-10-49, Died 1-16-78
MICHAEL J. FREDERICK, 62, North Park, Emp. 5-22-43, Died 1-24-78
JOSEPH F. GASKEY, 72, Limits, Emp. 3-26-29, Died 1-16-78
HAROLD HAWKINS, 73, North Avenue, Emp. 1-23-34, Died 1-11-78
THOMAS R. HAY, 77, Keeler, Emp. 12-12-22, Died 1-24-78
CLIFFORD HICKS, 42, Training Center, Emp. 3-1-59, Died 1-01-78
ANNA HURWITZ, 90, North Section, Emp. 10-14-41, Died 1-09-78
ARTHUR W. JOHNSON, 75, Skokie Shop, Emp. 4-19-21, Died 1-18-78
GEORGE C. KOEHLER, 77, Kimball, Emp. 9-09-18, Died 12-20-77
JOHN G. KOTRBA, 84, Metropolitan, Emp. 12-13-17, Died 1-03-78
HENRY J. KUPCZYK, 72, North Avenue, Emp. 3-31-26, Died 1-16-78
MILDRED L. LEPPA, 79, West Section, Emp. 7-19-20, Died 1-07-78
GEORGE T. MARTIN, 63, Beverly, Emp. 6-27-44, Died 1-08-78
PATRICK McNICHOLAS, 77, Maintenance, Emp. 7-09-41, Died 12-27-77
FRANK W. MUELLER, 79, North Park, Emp. 1-24-17, Died 1-18-78
WALTER NORDIN, 84, Kedzie, Emp. 10-17-27, Died 11-30-77
JULIA O'BRIEN, 94, North Section, Emp. 10-25-43, Died 1-15-78
EUGENE B. PETERSON, 70, North Avenue, Emp. 9-11-26, Died 1-20-78
ALFRED W. PFEIFFER, 72, District D, Emp. 9-15-36, Died 12-30-77
PAUL J. PILK, 58, North Park, Emp. 8-29-63, Died 1-25-78
ERNEST POLINO, 84, Way & Structures, Emp. 4-10-34, Died 1-13-78
VOLDEMARS PUDZIS, 55, Harlem, Emp. 8-01-55, Died 1-14-78
ANDREW RIZZUTO, 51, Archer, Emp. 12-30-47, Died 1-21-78
CLARENCE L. SHUMAKER, 75, Kedzie, Emp. 10-26-28, Died 1-06-78
SIMON SIMICH, 87, Way & Structures, Emp. 6-21-20, Died 1-04-78
STEVE STAMATOPOULOS, 78, 61st Street, Emp. 7-01-48, Died 1-20-78
NELLIE R. TURNER, 85, West Section, Emp. 3-28-44, Died 1-13-78
JOHN H. VALK, 66, Forest Glen, Emp. 8-25-37, Died 1-22-78
WILLIAM WHALEN, 90, Cottage Grove, Emp. 4-15-24, Died 1-12-78

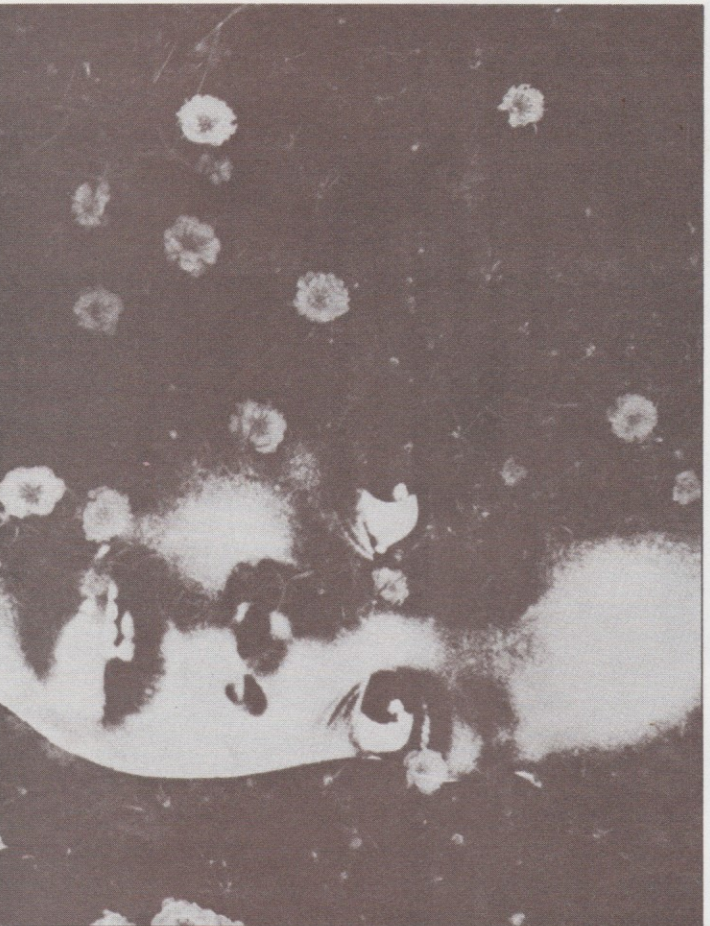
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CTA Poetry Car Card For March



This Poem

Is coconut lemon cake
Mama frying chicken on the stove;
You smokin' in the bathroom
Thought the door was locked — poppa walked in —
We prayed for you and nighttime love
Mississippi longhead watermelons
Turbulent in my soul
We all black and love each other
Sometimes, from Robert Taylor Homes to Pill Hill
And Zimbabwe...
This poem is you, this poem is me, this poem is love.

Walter Bradford

Illustration by Robert Amft
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