

My hearty thanks to Driver #9308, for when traffic was moving at a snail's pace and everyone else was turning back, he drove me downtown so I could get my money in the bank.

And I'm sure I'm not the only one who thanks you, kind sir. I hope you are rewarded many times over for your efforts above and beyond the call of duty.

And thanks, CTA,

you're about the only

thing going in this

weather!

Avena Ward
North Park Avenue

(More Commendations Pages 2-3)

Tina Avila Demonstrates --

How To Create Your Own Early Spring

For one CTA employee, spring arrived especially early this year. In fact, the first sign appeared Feb. 20.

That was when Tina Avila, administrative training coordinator, saw the first bloom of a planting of 75 tulips in her north side apartment.

"I planted tulip bulbs because I knew I would enjoy an early spring," Ms. Avila explains. "Their bright colors and delicate fragrance provide a real touch of springtime."

Her tulip selection consists of eight hybrid varieties in 12 colors, and while that would be more than most persons could manage in a home, the 75 tulips represent only a relatively small seasonal addition to the plantings in the six rooms of her apartment.

Altogether, Ms. Avila has a collection of 300 house plants, of which 200 are cacti.

As she puts it, she is "fanatic" about plants.

"I'll do anything for a plant," Ms. Avila says.

She proved it by how she grew the tulips.

For her first experience with growing tulips indoors, Ms. Avila late last summer obtained a catalogue from a major mail order nursery. She ordered bulbs of only the most unusual varieties. The bulbs arrived in late September for planting in October.

For potting and starting the tulips, she used the basement, where the temperature was never higher than 55 degrees.

As potting soil, she mixed dirt, sand and peat moss. For planting the 75 tulip bulbs, she used 15 large clay pots. She watered the pots each week,

(Continued Page 8)



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TRANSIT NEWS

FOR EMPLOYEES AND RETIREES

APRIL, 1978



John P. Marshall (52nd Street garage) was cited for his "excellent service" by Louise Taylor, of East 32nd street, a rider on his Indiana bus. "Shortly after I got on the bus and was greeted pleasantly by the driver, a group of teenagers boarded. They were rude and disorderly and attempted to avoid paying their fares. The driver, remaining intractable and courteous, insisted that they pay, and, within a few minutes, everyone complied. Later, a young man boarded drinking pop from a can, and the driver quietly reminded him to take the can with him when he left. The man grumbled an annoyance, but he did not forget the warning when he alighted."

One of seven commendations Ramon Rodriguez (North Park garage) has received this year for courtesy, helpfulness and attention to duty came from Mrs. Eleanore Kernell, of Virginia avenue. After riding his North California bus, she said, "I have never found a more courteous and considerate driver. I was in a precarious predicament one snowy morning, due to an arthritic condition, and was virtually frozen in one spot. He approached the stop with extreme care and assisted me aboard. This highlighted my day and assured a fair number of passengers, who witnessed my plight and rescue, that there are people in this world, and particularly bus drivers, who truly care."



commendation corner

Robert L. Brown of North Park is the bus driver with badge No. 9308 who received the commendation shown on the front cover.

David M. Keske (Forest Glen garage) was praised by Liz Jones, who works on East Chicago avenue, for "remaining cheerful and courteous even though many of the passengers gave him quite an earful as they got on" his delayed Foster bus at the Berwyn station. "He urged people to step back in the bus by saying, 'There's hot coffee being served in the rear' and 'Just step to the rear to our scenic upper deck,' etc. By the time the bus pulled out, this potentially hostile crowd was laughing and making room for each other. Along the way he announced the stops loudly and clearly, and performed many other services which seem out of the ordinary to many of us who ride the CTA daily."

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Leslie Griffin (77th Street garage) is "a very good and careful driver," according to Mrs. Thelma Chandler, of King drive, a rider on his Cottage Grove bus. "It was a pleasure to ride with him. He was courteous, patient and drove very defensively. In the bad weather, nerves are on edge, but this young man knew how to handle himself. He was not crabby or sullen, and reminded every passenger leaving the bus to be very careful. I have ridden buses in Chicago for many years, and in all kinds of weather, but this driver is about the best I have seen."

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Walter White (North Park garage), driver of a Sheridan bus, impressed Frances C. Teeling, of Astor street, with "his unfailing courtesy, helpfulness and genuine goodwill. He calls all stops, mentions rapid transit connections, and makes every effort to land passengers where they can get off safely. The atmosphere on the bus is one of great congeniality, and I'm sure he's solely responsible. On his bus people are willing to move back to make more room

for other passengers. I notice everyone say goodbye or thank you as they leave. It's a nice way to start the day."

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John W. Crayton (West Section), conductor on a Lake/Dan Ryan train, was appreciated by Inez T. Hargrove, of Langley avenue, for "doing a superb job informing the riders. He calls the stop and tells what's in the immediate vicinity. His voice is clear and distinct, and if you were a stranger, you certainly would know when you were arriving at your destination. I have ridden this train several times, and he is always his effervescent self. It would be very nice if others would follow this example."

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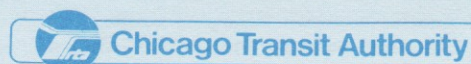
Edna L. Lomax (69th Street garage) was complimented by Mrs. L. Mikkelsen, of West Marquette road, for "having the interests of the CTA at heart" on her Garfield bus. "She did not allow boarding at the back door without payment of fare or smoking on the bus. The bus remained standing until the youngsters paid their fares, and another time until the smoker put out the cigarette. She maintained order, too -- a real no-nonsense driver."

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Leon Washington (77th Street garage) was commended by Carmen Mitchell, of Langley avenue, for the way he drove a Cottage Grove bus. "He greeted everyone with a pleasant smile and a 'Hello' or 'How are you doing?' He also called out every street very clearly, and gave precise directions to people who did not know their way. As passengers left the bus he said, 'Watch your step' and 'Have a nice day.' I seldom write letters, but this man deserves some recognition."



**Thank goodness!
Winter is over—we hope!
It has been stress and strain
for everyone.
And we thank you—our riders
and our employees—
For your goodness.**



Chicago Transit Authority

The CTA placed the above poster on windows of buses and rapid transit cars and at ticket agent booths as a thank-you note to riders for their patience and to employees for their good work during the bad winter

weather. The poster was produced by the Operations Planning and Public Affairs Departments and the Administrative Services Unit. Robert F. Aldworth, supervisor, Graphics Design, did the art work.

Among other operating employees receiving commendations recently were:

Jose L. Alarcon, Limits; Anthony A. Ambut, North Avenue; and Hayward Ashford, Archer.

Guillermo Barrientos, West Section; Ivory E. Beattie, Archer; Jesse E. Bolian, North Park; Cleven B. Brogdon, Central District; James E. Brown, North Avenue; and Arnie L. Brown, Otis L. Brown and Chester F. Buchanan, all of Kedzie.

Rafael A. Castro, Val T. Church, Mary B. Cobleigh and Robert P. Cohee, all of North Park; Victor E. Collins, 77th; and John Cole and Vidal Cruz, both of Forest Glen.

Edmund J. Daddezio and Jerry P. Dubin, both of North Avenue; Michael Doss and Monroe J. Dunlap, both of Forest Glen; and Burnett D. Devers, Kedzie.

Benjamin Farfan, Limits; Chester E. Filipek, Forest Glen; August F. Flohr, Archer; and Willie H. Flowers, Kedzie.

Charles E. Gordon, North Avenue; Eddie B. Griffin, Limits; Lorenzo Gunn Jr., August R. Hallmann, William L. Head and Cecelia B. Hendrickson, all of Forest Glen; William Henderson Jr., and Miguel A. Hernandez, both of North Park; and Peyton Hightower, 77th.

John W. James, 77th.

Robert S. Kain, Nicholas Kallans and John R. Kephart, all of North Park; Walter B. Kenerson, 77th; and Richard C. Kroll, Forest Glen.

Bennie B. Long, 77th; and William J. Long, North Park.

William R. Markowski and Joseph E. Mitria, both of Forest Glen; Michael J. Marren, Harley J. Morris and Frank E. Milton, all of North Park; Paul L. McCoy, Kedzie; and Clay Moses Jr., 52nd.

Ziyad R. Nather and Myroslaw Nimy-lowycz, both of North Park; and John L.

Neely, Kedzie.

Robert J. Oesterreich and Pedro R. Orozco, North Park.

Bernardo Pacheco, North Park; and William J. Powell and Marshall J. Price, both of 77th.

Joseph D. Roque, Forest Glen.

Joseph R. Santucci, Stanton G. Slaughter and Joe L. Spears, all of Forest Glen; Leevon Skinner, 69th; Thomas F. Spencer, 77th; and Stewart W. Strickland, North Park.

Hans Tarcikowski, Forest Glen; Joseph H. Taylor and Carlos A. Tamayo, both of North Park; William M. Thompson, Archer; and Wilson Torres, Limits.

Thomas L. Walker, William Ward and Isaac Williams, all of Limits; Willie V. Webb, Kedzie; and Felix E. Williams, Archer.

43 Are Graduated at Board Room Ceremony

Four new agent supervisors, eight rail instructors and 31 bus instructors were graduated March 15 at a ceremony in the CTA Board room.

The agent supervisors were assigned immediately to supervisory positions. For the rail and bus instructors, the graduation meant that they were placed on qualification lists to fill instruction vacancies.

All of those at the graduation ceremony are shown in the accompanying photographs. One bus instructor graduate, John Pitsoulakis, was not present because of being on vacation. (CTA photos by Mike Hoffert)



New agent supervisors are (left to right): Tessa Gaines, Corrine Palmas, Jurldine McLoud, and James D. McPhee.



New rail instructors (left to right): Calvin McGruder, Carl F. Davis, Cleveland Jackson, and James C. Collier.



Rail instructors (left to right): Ulysee Coley, James Zepp, Wilson Hart, and Bernard Williams.

Bus instructors (left to right): Louis C. Sanford, Jesse Byrd, Richard Lane, Lloyd St. James, and Harvey Kirkpatrick.



Bus instructors (left to right): Willie White, Kelsey King, Thomas Artison, Alvin Carey, and Elijah Coleman.



Bus instructors, (left to right): Sam Johnson, Henry Laws, Frank Jones, Robert Chambers and William Claiborne.



Bus instruction team (left to right): Charles Glasby, Charles Clark, Charles O'Connor, James Thaxton, and Salvatore Carbonelli.



Bus instructors are (left to right): Hugo J. Vargas, David Garrison, Wilbert Tinsey, James Young and John Wallace.



Bus instructors (left to right): Billy McKnight, Joseph Bennett, Michael A. Sanchez, Rosalio Garcia Jr., Prestal F. Carnes, and Samuel Smith Jr.

Maxine Chernoff: Poet of April Car Cards

(Please see the back cover for the April car card with "Blueprint" by Ms. Chernoff.)

"I thought of it as a house being built, or imagining in a more human way the building of a house," said Maxine Chernoff, the CTA's poet for April, in explaining her poem, "Blueprint."

"A poet friend of mine sees it as a child looking at a house being built. That is one of the nice things about poems. Readers can use their imaginations and own interpretations."

One thousand illustrated car cards featuring the poem, "Blueprint," have been posted on CTA buses and trains as the third monthly set of poetry car cards produced under the sponsorship of the Illinois Arts Council.

Three more sets of poetry car cards are yet to be posted under this first-year program for making the transit riding public more aware of poetry and of outstanding work by Illinois poets.

For Ms. Chernoff, poetry is the main subject of conversation both at work and at home.

At work, at the Chicago Circle campus of the University of Illinois, she introduces freshmen to poetry and teaches classes in composition.

Her husband, Paul Hoover, is also a poet and a teacher, at Columbia College.

Together, they edit a literary magazine, "Oink!"; and they also serve on the board of the Poetry Center of the Museum of Contemporary Art.

In fact, poetry was the reason they met.

"We first met when we appeared five years ago on a program reading poetry at a Halloween costume

party at the Body Politic," said Ms. Chernoff.

In addition to teaching at Chicago Circle, Ms. Chernoff is a writer in residence for the Illinois Arts Council, making guest appearances in schools. Two books of her poetry have been published, and other poems have appeared in literary magazines.

As a native Chicagoan, Ms. Chernoff first rode the CTA--the No. 5 Jeffery route--as a child in the South Shore community. She and her husband and their two-year-old daughter, Koren, now ride the Sheridan route in Rogers Park.



Ernie Banks, CTA Board Member and Hall of Fame star of the Chicago Cubs, is making the rounds these days of garages and terminals visiting with our operating personnel.

(CTA photo by Bert Cadney)



What Is Your Hobby?



Jaime Morales, an instructor at TABEC, has a hobby of restoring old cars.

Three years ago, while vacationing in Texas, he bought a 1957 Chevrolet and towed it to Chicago. After many hours of work, he ended up with a true show piece.

Morales entered the car in the World of Wheels competition held at McCormick Place last Novem-

ber, and won first place in his respective category.

He is very proud of his car and has turned down several offers for it, including as much as \$5,800 during the competition. He has no intention of selling it.

The latest Morales project is even more complicated. He recently purchased another 1957 Chevrolet—a four-door model.

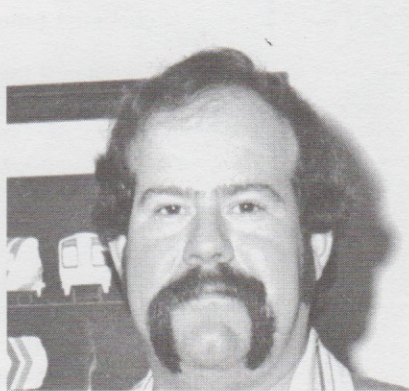
He is converting it into a two-door.

There is a postscript to this story. "If you happen to meet my wife, Martha, please do not mention anything about cars or garages," advised Morales. (Martha is a clerk in the Purchasing Department.)

New Journeymen Machinists



Pat Langosch



James Williams



Larry Tomko

Three CTA employees at Skokie Shop have become journeymen machinists after having completed four years of training as apprentices on the job and in the classroom.

They are Patrick Langosch, 24, who joined the CTA in 1972; James Williams, 26, who joined the CTA in 1969, and Larry Tomko, 28, who came to the CTA in 1971. Their classroom work was done at Washburne

Trade School one day a week during their apprenticeship.

Certificates of completion of apprenticeship were presented to them by Ernest Langosch, business representative, District 8, International Association of Machinists and Aerospace Workers. He is the father of Patrick Langosch.

(CTA photos by Mike Hoffert)



Ms. Avila slices off the top of a cactus to spur bottom growth and propagate another plant.



After 14 weeks in the basement, the pots of tulips were placed on shelving in the apartment under artificial plant light.

(Continued from Front Cover)

and checked constantly for mold and other problems.

In February, Ms. Avila brought the pots upstairs, and placed them under plant lights in a specially constructed area in her study.

When she saw the first bloom Feb. 20, she took four pots with buds to another room for direct sunlight. Since she did not want the tulips to bloom all at once, she chilled the other 11 pots by opening the windows and turning off the lights for three days. By controlling the temperature and the lighting, she expects to have tulips blooming until June.

After the tulips bloom for two to three weeks, she cuts back the plants and lets them dry out in the pots. Later, she will treat the bulbs with a light oil to prevent rot, and then dry them in a dark area for use another year.

"The trick in growing tulips indoors is to fool the bulbs by the conditions you provide," explains Ms. Avila. "You want to make them believe they are under a blanket of snow--that when it warms up, it will be spring and time to bloom. Plants know the seasons."



In her front room, plants get light from the east, south, and north.

She tucks plants in nooks and corners near windows.

Ms. Avila had her first experience with tulip bulbs in 1972 when she was a student at Northeastern Illinois University on Chicago's north side.

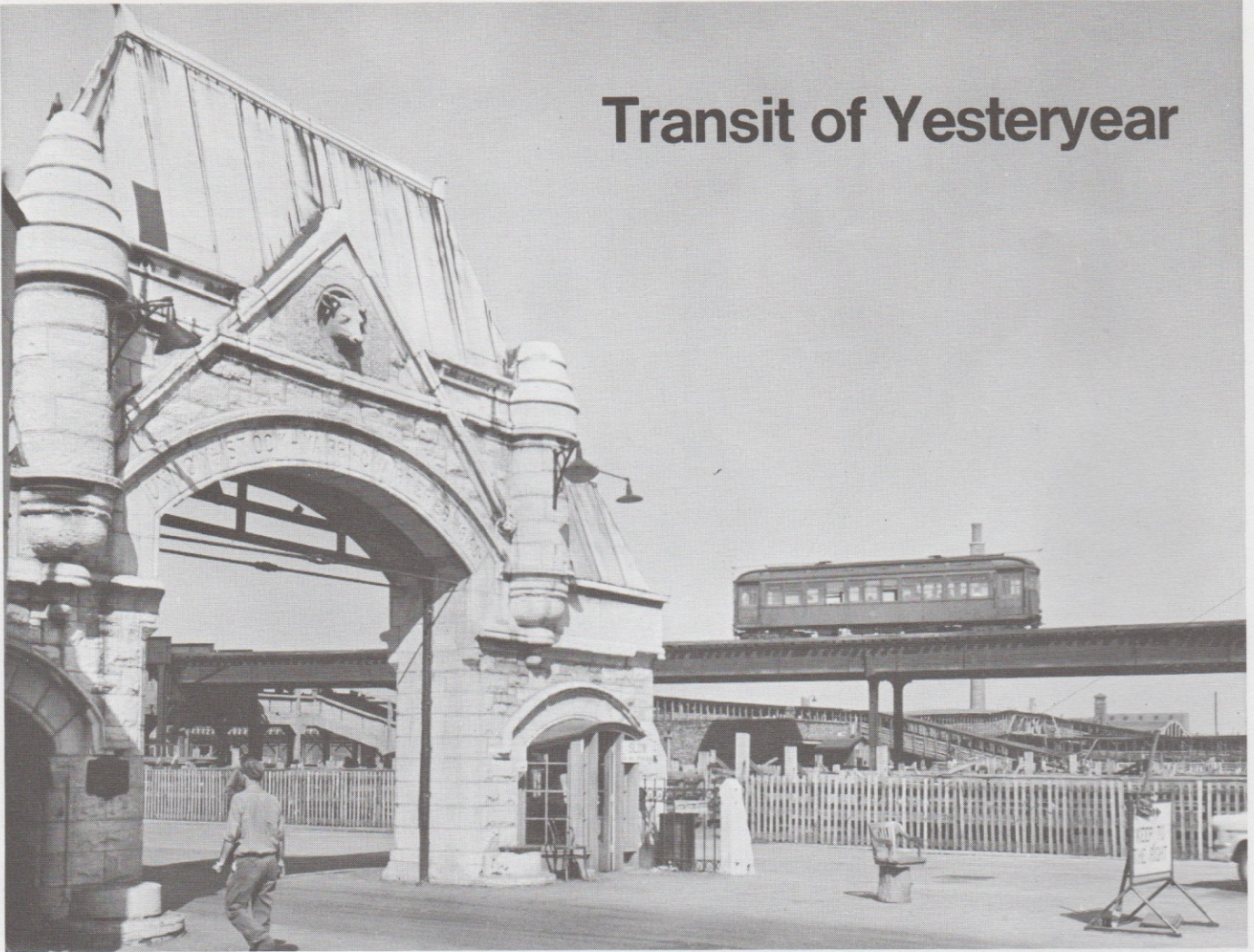
As a college job, she managed the university's greenhouse. With four assistants, she also was in charge of landscaping the campus; and, among other things, she supervised the planting of 4,000 tulip bulbs.

Now, besides tending to her many plants in her apartment, she also helps friends with their plants and gardens. She also is planning to build her own greenhouse in the next several years.

"There is nothing as rewarding as having a 'green thumb'," says Ms. Avila, "but you must be prepared to work if you want to make your plants thrive and bloom."



Transit of Yesteryear



For nearly half a century, a short but important elevated route on the south side served one of the city's heaviest concentrations of employment and activity.

The Stock Yards 'L' has now been gone for 20 years--a victim, in effect, of a technological development that brought about a vast change in the meatpacking industry.

For many years, meat animals--steers, hogs and lambs--had been shipped to Chicago, which Carl Sandburg, in his famous poem, termed "hog butcher for the world."

But the perfection of refrigerated rail cars and trucks changed all that, with the effects becoming pronounced in the early 1950's. Instead of shipping the meat animals to Chicago, meatpackers found it to be more economical to slaughter at plants nearer the feederlots and cattle-raising areas, and then ship dressed meat and meat products.

The Stock Yards 'L' branch extended 10 blocks from a junction with the South elevated route at the Indiana station (near 40th street) west to the main entrance of the Chicago Stock Yards on Halsted street at 41st street. From that point, the 'L' made a loop within the yards, stopping at stations with meatpacking names of Swift, Packers, Morris, and Armour.

The roundtrip--from the Indiana station and back again--was only 4.7 miles. But over the years the

line served many people. The peak year was in 1918, when there were more than four million rides.

The Chicago Junction Railroad, a subsidiary of a company that owned the Stock Yards, built the elevated structure, along with a route serving the Kenwood community, as a means of bringing employes to the meatpacking plants. Under a lease, the South Side Elevated Railroad began operating trains on April 9, 1908.

For many years, the Stock Yards 'L' also was used by spectators going to and from the International Amphitheatre, where the biggest event of the year was always the International Livestock Show, in late November and early December.

Twice, the 'L' structure within the Yards was damaged by fire. The biggest fire that swept the Stock Yards occurred on May 19, 1934. The second major fire, along Packers avenue, took place Aug. 22, 1956.

With the decentralization of the meat packing industry, activity and employment in the Stock Yards declined--and so did the need for the 'L' branch. The last trains ran on Oct. 7, 1957.

Before the Stock Yards 'L' was torn down, an editor of a major newspaper had an idea that the structure might be adaptable to an elevated highway; but an inspection by city engineers showed that such a project would not be feasible.



The surprised mother-to-be, Rose Benedicto, as she discovers the baby shower organized in her honor last February 8. From left to right: Mary Jane Johnson, Marion Sutherland, Carmella Petrella, Maria Martinez and Lourdes Covarrubias. (CTA photo by Mike Hoffert)



Days later, the news arrived.

And . . . ! It was a girl! Erica is her name. She was born on February 21, at the Illinois Masonic hospital.

Rose Benedicto, who was working as a posting clerk for the Maintenance Department and her husband, Matias, have another daughter, Rosio, 13. They live on the northwest side.

(CTA photo by Bert Cadney)



George Arendt, electrician "A" at Skokie Shop, and the former Krystyna Kandula were married last Nov. 5 in Immaculate Heart of Mary church in Chicago. A reception was held at Pitsaferros restaurant with 200 people attending. The couple now reside on Chicago's northwest side.

Awarded Fellowship Grant

Michael Smith, superintendent, management and career development, Training/Development programs, has been awarded a \$3,500 fellowship grant by the Federal Highway Administration for study towards a master's degree in business administration. Smith, who will be graduated in June from DePaul university, plans to enroll this fall at the Keller Graduate School of Management, at 10 S. Riverside plaza.

WANTED



for the June issue of **TRANSIT NEWS**:

Pictures of high school or college students graduating in 1978 who are sons or daughters of CTA employees.

All pictures must be taken by a professional photographer and MUST be wallet size. On the back of the picture, please provide the student's full name and school as well as the employee's name and work location. Pictures will be returned.

Please submit pictures to: **CTA TRANSIT NEWS**, Merchandise Mart, Room 742, Chicago, IL 60654.

Deadline for Pictures — May 15, 1978

Scene of a five-alarm fire in a warehouse on Wrightwood avenue on March 18 that interrupted service on the North-South, Ravenswood and Evanston Express routes during late afternoon rush period. Damage was done to CTA cable for communications and power control.

A Distinctive Achievement By CTA Plant Engineering

The new Cicero station on the Douglas rapid transit route represents a distinctive architectural achievement for which the CTA's Plant Engineering Section has every right to be proud.

For one thing, it is the first station to be designed entirely in-house by CTA architects and engineers.

But more significant to the public eye is the overall architectural effect.

A large flat canopy (or roof), which is 428 feet long and 40 feet wide, has the appearance of floating above the station.

This effect is achieved by having the columns supporting the canopy on the outside of the tracks so that the tracks on each side are covered as well as the station platform.

From a functional standpoint, this open design makes for unobstructed views throughout the block-long station. There are no columns on the platform.

In accordance with good architectural practice, Chris Kalogeras, director, Plant Engineering, and his staff consulted with various CTA departments to determine the needs and the functions which the design of the new station should fulfill.

Among the departments consulted were Transportation, Operations Planning and Maintenance, as well as other CTA staff personnel interested in the station.

Another important feature of the new station is the use of ramps instead of steps at all entrances and exits, at Cicero and 49th avenues. This is a convenience especially for handicapped and elderly persons. At the Cicero entrance, a special gate also is provided for persons in wheelchairs.

There are glass walls at the entrances and also for windbreak areas on the platform.

Ticket agent booths and passenger controls are of stainless steel, which, besides a modern touch, also makes for easy maintenance.

There is bright fluorescent lighting, and much of the station graphics are black-lighted for maximum visibility. In wind-break areas, waiting passengers may activate overhead infra-red electric heaters.

The canopy support columns are steel and are of a wish-bone design to provide greater stability. The canopy beams have six-sided cutouts, which, besides providing a light and open impression, also represent a part of a structural design that adds to the strength.

Maximum use was made of prefabricated and pre-assembled components, which, among other benefits, shortened the construction time considerably. The total construction cost was \$868,000, as compared with a budgeted \$910,000.

Kalogeras said a commendation is due the Mayfair Construction Company, the



The Cicero avenue entrance of new station.



Entrance area at Cicero avenue.

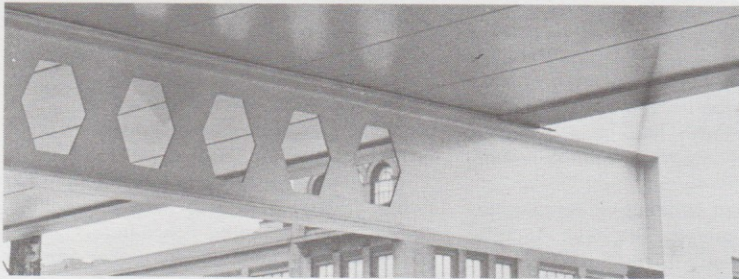


Stop by westbound train.

(CTA photo by Mike Hoffert)



Special design makes for unobstructed view.



Six-sided cutouts give an aesthetic touch and add to the strength of beams.



Special provisions are made for persons in wheelchairs entering at Cicero avenue.
(CTA photo by Mike Hoffert)



Wishbone design of the canopy support columns on the outside of the tracks.

contractor, for a job well done. There was no interruption to rapid transit service during a 10-month construction period.

The new Cicero station, which opened Jan. 18, replaced two old stations, at Cicero and 50th avenue.

Sixteen staff members of Plant Engineering were involved, under Kalogeras' direction, in the planning and design of the Cicero station.

John Holcomb, architectural supervisor,

served as project manager.

Others involved included Harold Strom, architectural superintendent; Roy T. Smith, superintendent, civil engineering; Ronald Rolsing, superintendent, structural engineering; Wesley Pinchot, architect; Rudolph Zepeda, architect; Walter La Bedz, architectural designer; Charles Strom, architectural designer; Steven Martin, engineer; Dennis Penepacker, engineer; Kenneth Holst, mechanical designer; Calvin Pol-

lard, survey party chief; Tom Popek, instrumentman; George Gustafsen, draftsman; Eugene Sherrod, rodman; and Edward Dixon, chainman.

The plans for the electrical work were prepared by Patrick Murphy, supervisor, building wiring design; Jack Arora and Ray Swiec, electrical design engineers; and Herman Smith, engineering assistant. They are in the building wiring group of the Engineering Department.

Promotions

Gordon J. Balazs, whose 30 years at the CTA have been in bus operations, has been appointed area superintendent, Bus Service. He succeeds Thomas J. Shanahan who retired April 1. Balazs drove trolley and motor buses for 12 years before becoming a supervisor in 1959. In 1964 he was appointed district supervisor, and in 1966, assistant district superintendent. He had been district superintendent, Central District, since 1976.

David L. Phillips has been appointed superintendent, Service Planning, Operations Planning. Phillips spent two summers as an FTT operator at North Avenue garage before joining CTA full-time as a graduate trainee in 1970. He was named unit supervisor, Service Planning, in 1976. Phillips was graduated from Syracuse University with a degree in sociology. He and his wife, Beata Welsh, program analyst in Grant Programming, live in the Rogers Park area.

Edward A. Schalk has been selected superintendent, Office Procedures and Budget, Engineering. Schalk became a senior methods analyst in Finance Accounting in 1974. In 1977 he was named computer liaison coordinator, Financial Services. Schalk received a bachelor of science degree in mathematics from Western Illinois University. He and his wife, Marcia, their son and daughter live in Elgin.

In other job reassignments, James L. Zazula, former stock clerk, Materials Management-Stores, was chosen supervisor, Storerooms, in the same department. Charles R. Cummins, former critical path methods analyst, Engineering, has become supervisor, Project Control, Office Procedures and Budget.

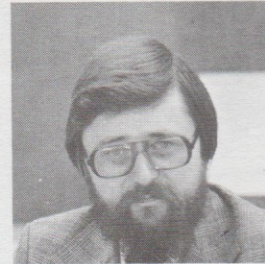
James W. Lemond, former unit supervisor, Supply Control, Plant Maintenance, has been named supervisor, Escalator/Sheetmetal Maintenance, in the same de-



Gordon J. Balazs



David L. Phillips



Edward A. Schalk

partment. Dennis Took, former assistant garage foreman, Beverly, has been selected unit supervisor, Bus Garages, Vehicle Maintenance.

Thomas L. Anderson, former yard foreman, South Section, has become methods/standards analyst, Transportation. Thomas Harcastle, former planner, Operations Planning, is now program development analyst, Grant Programming/Administration.

In the Datacenter, Wesley L. Lucas has moved from hardware operations specialist to applications analyst, and in Insurance & Pensions, Lester S. Smith has been reassigned from workers' compensation adjuster to workers' compensation coordinator. In Human Resources-Job Classification, Darrell Placko has been promoted from personnel analyst I to personnel analyst.

Five new travel information representatives in Management Services include: Reimer Pielstrom, former bus driver, North Park; Ronnie Rudolph, former motorman, North Section; Daniel Reel, former accounts payable clerk, Financial Services; and former ticket agents Willie Glaspie (South Section) and Angelique Jones (North Section). Darryl A. Gipson, former driver, 77th Street, is now a clerk in Management Services, while Frank E. Hubbard, former principal mail clerk, has been named finishing clerk in the same department.

New as electrical worker apprentices at South Shops are Thomas Kilcommons, former bus servicer, Kedzie, and former bus

repairers William Unwin (77th Street) and John Kissane (Kedzie). Former bus servicers Stephen G. Favre (77th Street) and David Valauskas (North Avenue) are now carpenter apprentices at South Shops, and Robert M. Janasek has moved from electrical worker apprentice to bus and truck mechanic apprentice at the same location.

In Plant Maintenance, Nicholas Vargas, former trackman, has been selected "B" helper; John Jackson, former shopman, Skokie Shop, has become a machinist; and Edward Lubomski, former electrical worker, Skokie Shop, has been chosen steam-fitter helper. In Materials Management, Herbert L. Boyd has moved from laborer to mobile equipment operator, Stores, while Margaret Pokatiloff, former clerk III, Transportation-Security, has become utility clerk I.

George W. West has been reassigned from traffic clerk to schedule clerk, Operations Planning-Schedules; David Alexander has moved from money handler to vacation relief money handler, Treasury; and Rosaline Jeffrey, former personnel record clerk, Human Resources-Job Classification, has become workers' compensation clerk, Insurance & Pensions.

In Human Resources-Job Classification, Dorothy Rose, former clerk, has been selected personnel record clerk, and Jean L. Smith, former clerk-stenographer, has become suggestion records clerk. Virginia Wolfe, former clerk-typist, Employment & Placement, has been named employment/placement clerk in the same section.

Bonus Awards for Suggestions

CTA employees making the first 25 eligible suggestions to be received in the month of June will win CTA T-shirts as a bonus award, it was announced by the Executive Decision Committee.

The committee, which determines the value of recommended awards in excess of \$50, also authorized a bonus award of a color television set to the employee whose suggestion results in the greatest savings to the CTA in 1978.

Roger Wood, manager of Management Services and chairman of the committee, said: "We want to encourage maximum participation in the program, with special emphasis on reaching those employees who have not participated."



Roger Wood, manager, Management Services, and Sharon Bosan, finishing clerk, Administrative Services, inspect a new Suggestion Plan display being put up at CTA work locations. The brown metal cabinets hold Suggestion Plan forms and envelopes as well as a place to post the latest bulletins listing the names of award winners.

(CTA photos by Bert Cadney)



Bill Anderson has become the new suggestion analyst, filling a vacancy caused by the retirement April 1 of Leon Berry. Anderson started with CTA in 1970 as a part-time ticket agent. From 1972 to 1976 he served as conductor, motorman and switchman. He has been a rail clerk since 1976.

Moving to Retirement



Thomas J. Shanahan (left), who retired April 1 as area superintendent, Bus service, confers with Gordon J. Balazs, his successor, at a surprise reception in the Control Center. Shanahan started his career in transit in 1936 as a streetcar conductor. He became a junior supervisor in 1942, district superintendent in 1959, and area superintendent, Bus Service in 1974.

(CTA photo by Bert Cadney)



George W. Simmons (left), yard foreman at Linden terminal for the last 15 years, chats with Walter Garbo, rail service supervisor, at a retirement party in the terminal. Simmons, who became a trainman in 1947, has been active in the American Legion, having served as commander and grand marshal of the GAR Memorial Association of Cook County.

(CTA photo by Julius Brazil)



Leon Berry, retiring suggestion coordinator, Job Classification, shows valedictory signed by his associates to his daughter, Janis, and son, Leon Jr., at a reception in the Mart. Berry joined the Chicago Surface Lines in 1946 as a streetcar conductor. He also served as a bus driver and as a locator and statementman in the Claims Department. He plans to travel and to play more golf.

(CTA photo by Julius Brazil)

Coming Senior Events

The CTA Senior Citizens Retirement Organization has arranged for a five-day motor coach tour around Lake Michigan starting June 19. The cost of the tour will be \$280 single occupancy; \$230 double occupancy, and \$199 triple occupancy. For more information, call 484-4181.

Also, the organization is making plans for a dinner dance Aug. 23 in the Sabre room, 8900 W. 95th st., Hickory Hills, featuring the music of the Guy Lombardo orchestra. Tickets will be \$10 each. For more information on this event, contact Joe Nolan, the organization's general manager, at 287-9058.

As Others See Us --

CTA movers- They make L, buses go

(Reprinted from Lerner Newspapers, Feb. 28)

These are the people who make the CTA work: the drivers, the ticket takers, the maintenance men, the conductors, the motormen.

Sometimes they are highly visible, as when a bus driver takes the time to assist an elderly lady onto the bus, or when the conductor stops a train rolling out of a station to pick up one last, tardy passenger.

Sometimes they are behind the scenes, where their dedication and skill help move thousands of Chicagoans every day.

At the Howard street station and bus terminal, where these photos were taken, CTA employees work to keep the buses and trains on time at one of the busiest transit complexes in the system.

(Photos by David Senner)



Motorman Dewey Hill



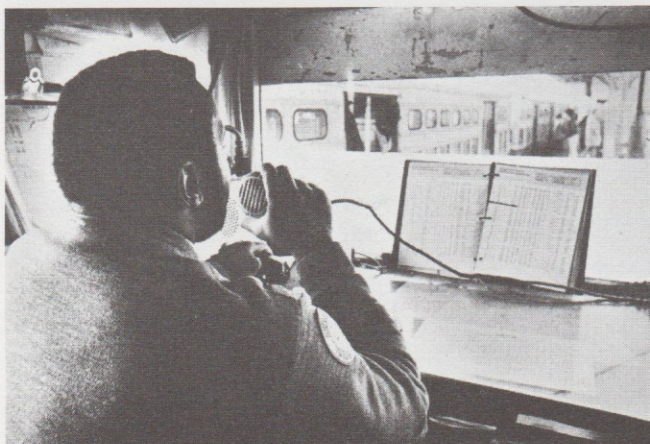
Bulls take notice: Bus Driver Robert Jenkins, 6 feet 9 inches.



Allen Grasser repairing escalator



Conductor Carl Faust



Robert Black, rail service supervisor



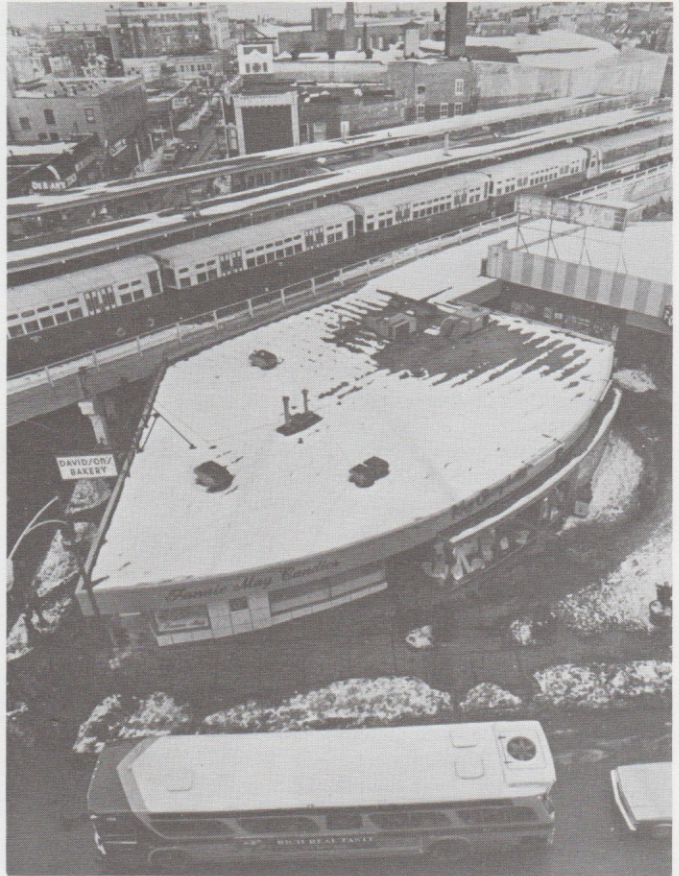
Motorman Ira Phillips



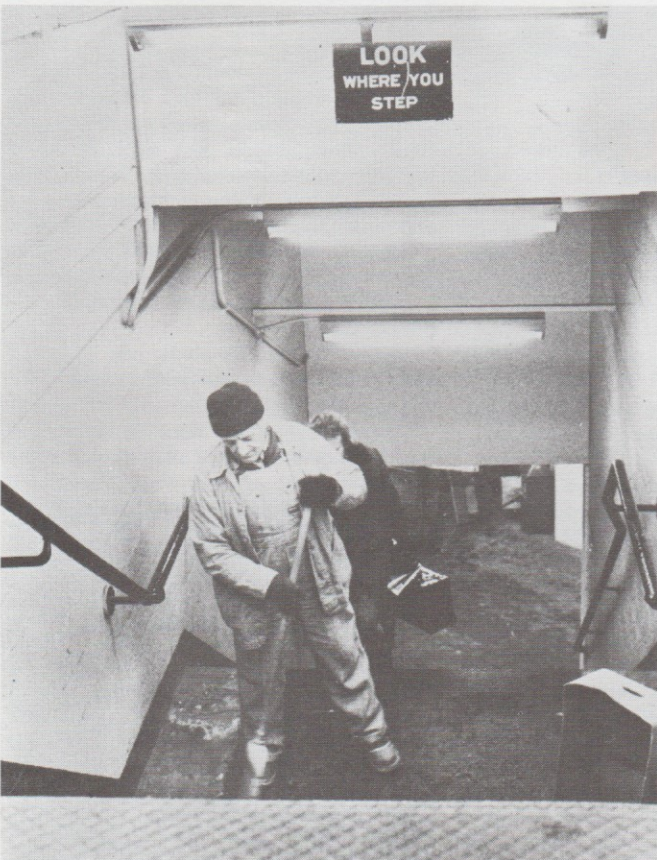
Rickey Foster, ticket agent



Supervisor Nathan Roudez



Howard Terminal



Janitor Nick Karlos



Janitor Ramon Nuno



Bus Driver Leo Stern

cta press box. . .

eta press box...

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Meanwhile Herman, running like a buffalo on the great plains, thundered around second and headed for third. The traffic ahead of him didn't seem to bother him or maybe he didn't even look as he slid into third with two other Dodgers already on the base.



In the first inning a startled crowd looked on in amazement as a 3-foot, 6-inch batter strode to the plate after being

And the game was colorful because of the Babe Hermans and the Boots Poffenbergers.

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

NEW PENSIONERS



JOINING THE ranks of the retired on April 1 was THOMAS P. HOEY who had 42 years of service with CTA and its predecessor companies.

LEON D. BERRY, Suggestion Coordinator, Personnel, Emp. 7-08-46
 JAMES E. CONNOR, Operator, North Park, Emp. 11-24-41
 WALTER D. CONWAY, Operator, Archer, Emp. 7-31-69
 BERNARD E. FITZPATRICK, Sr. Storekpr., Materials Management, Emp. 1-08-47
 EDWARD Z. GALEK, Machinist Foreman, Maintenance, Emp. 8-25-47
 THOMAS P. HOEY, Elect. Worker Ldr., Skokie Shop, Emp. 2-03-36
 EDWARD HUFFMON, Box Puller, 77th Street, Emp. 2-24-48
 JOSEPH IACONO, Instructor, District C, Emp. 7-08-48
 JOHN S. KALINOWSKI, Painter Foreman, Skokie Shop, Emp. 8-25-41
 STANLEY S. KIELDYK, Conductor, South Section, Emp. 1-13-48
 DAVID W. MAGEE, Pressman Assistant, South Shops, Emp. 8-19-41
 THOMAS J. McLARNEY, Box Puller, Archer, Emp. 9-11-42
 FRANK M. MENDYK, Truck Chauffeur, Utility, Emp. 7-12-43
 GEORGE SADLICKI, Operator, North Park, Emp. 2-13-47
 PETER C. SCHUMACHER, Operator, Forest Glen, Emp. 4-27-42
 THOMAS J. SHANAHAN, Supt. Bus Service, Transportation, Emp. 12-14-36
 EDWARD TOMLIN, Carpenter, South Shops, Emp. 10-01-41
 JOSEPH J. VIOLA, Schedule Control Clerk, Schedules, Emp. 4-01-47
 JOSEPH G. WINTERS, Operator, Archer, Emp. 9-26-40

DISABILITY PENSION

JAMES E. SMITH, Trackman II, Maintenance, Emp. 1-23-51

IN MEMORIAM

MATTHEW S. BALLE, 80, North Avenue, Emp. 2-25-27, Died 2-16-78
 CLIFFORD L. BECKER, 77, South Section, Emp. 7-01-65, Died 2-20-78
 JESSE BYRD, 62, 52nd Street, Emp. 6-27-44, Died 2-04-78
 MARTIN F. CAREY, 71, 77th Street, Emp. 8-17-36, Died 2-03-78
 PATRICK J. CAREY, 85, Devon, Emp. 5-24-21, Died 12-28-77
 VITO CONSTANTINO, 71, Engineering, Emp. 5-23-29, Died 2-26-78
 MICHAEL CRESHAM, 80, Building, Emp. 12-08-41, Died 2-24-78
 EUGENE L. DIEDEN, 61, North Avenue, Emp. 3-04-42, Died 2-10-78
 SZYMON DURAK, 81, Rosemont, Emp. 3-01-55, Died 2-03-78
 NATHANIAL ENGELSTAD, 79, North Ave., Emp. 9-02-27, Died 2-10-78
 GUNNAR L. ERIKSON, 76, Building, Emp. 6-10-35, Died 2-12-78
 OTTO GOERS, 69, West Section, Emp. 2-15-43, Died 2-09-78
 JULIUS S. GOLNIK, 69, Forest Glen, Emp. 1-28-36, Died 2-17-78
 STANLEY A. GORSKI, 71, Security, Emp. 10-12-36, Died 2-12-78
 PETER P. GURETZ, 68, West Section, Emp. 11-29-40, Died 1-28-78
 RUTH C. HANSON, 79, West Section, Emp. 3-20-23, Died 1-28-78
 ERNEST F. HASS, 79, Contract Maint., Emp. 5-06-37, Died 2-21-78
 CHARLES J. HOBBS, 77, 52nd Street, Emp. 7-07-33, Died 2-05-78
 JOSEPH J. KEES, 76, 77th Street, Emp. 6-02-26, Died 11-19-77
 FRANK KINDERMAN, 95, North Section, Emp. 5-08-43, Died 2-03-78
 LEONARD MALLACK, 78, 77th Street, Emp. 6-07-27, Died 2-21-78
 DANIEL J. MC NAMARA, 91, Division 241, Emp. 8-02-11, Died 2-28-78
 JAMES MC NICHOLS, 81, Maintenance, Emp. 10-20-30, Died 2-12-78
 EMBRY B. NELSON, 80, Archer, Emp. 2-16-45, Died 2-20-78
 EDWARD PAUL, 68, Forest Glen, Emp. 12-11-40, Died 2-23-78
 EARL R. PETERSEN, 66, Administrative Services, Emp. 1-12-42, Died 1-31-78
 ARTHUR P. PORTER, 62, Archer, Emp. 5-14-48, Died 3-04-78
 JOSEPH V. REINHART, 82, North Section, Emp. 7-23-23, Died 2-20-78
 CLAUD H. RICE, 83, West Section, Emp. 12-12-41, Died 2-24-78
 STANLEY RYBARCZYK, 86, Logan Square, Emp. 9-26-12, Died 2-08-78
 REMIE J. SAUVE, 74, West Section, Emp. 10-26-43, Died 2-21-78
 LOUIS SAVAGLIO, 81, Building, Emp. 7-11-41, Died 2-15-78
 THEODORE SCHNEIDER, 87, West Section, Emp. 9-02-29, Died 1-27-78
 SAMUEL SEYMOUR, 87, Security, Emp. 9-10-21, Died 1-24-78

Service anniversaries in April

35 years

A. W. Szymell, North Avenue
 R. J. Valerious, 52nd Street Maint.
 H. W. Zych, North Avenue

30 years

J. D. Brown, Archer
 J. S. Chambers, Control Center
 M. W. Chatman, Beverly
 M. J. Fitzgerald, Electrical
 J. Gilliam, 77th Street
 P. M. Haralamos, Electro-Bay
 W. S. Harvey, 77th Street
 A. J. Jackson, 77th Street
 I. Lewin, Limits
 J. H. McCarty, Forest Park
 F. W. Nichols, 52nd Street

25 years

N. Anderson, Ashland/95th
 J. B. Chapman, Rail Janitor
 J. Collins, Kimball Maintenance
 N. Fieramosca, Harlem Maint.
 T. L. Fortune, Signal Phone
 F. H. Gregory, Ashland/95th
 S. C. Guinn, 77th Street
 J. R. Hunter, 52nd Street
 P. Lakich, Linden Maint.
 L. M. Minor, 77th Street
 I. Rivers, 52nd Street Maint.
 J. Thrower, District A

WILLARD J. SIMMS, 72, Archer, Emp. 3-13-28, Died 1-29-78
 JAMES L. SINCLAIR, 69, Engineering, Emp. 11-07-50, Died 2-03-78
 WILLIAM STEINBERGER, 91, West Shops, Emp. 8-19-18, Died 2-02-78
 JOSEPH J. STEPANEK, 83, Lawndale, Emp. 6-25-23, Died 1-19-78
 JEREMIAH F. SULLIVAN, 88, North Section, Emp. 1-02-17, Died 2-13-78
 HENRY TAYLOR, 67, 52nd Street, Emp. 1-25-46, Died 2-22-78
 WILLIAM THOMAS, 62, 77th Street, Emp. 2-08-49, Died 2-11-78
 COLMAN WELBY, 82, Devon, Emp. 9-28-23, Died 1-01-78

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CTA Poetry Card For April



BLUEPRINT

The house
grows a window
and stairs
to the top
where colors walk
when the sun tilts its bucket.
At each landing
there is darkness:
Darkness is the absence
of stairs.

Maxine Chernoff

Illustration by Linda Carpentier
Sponsored by:
The Illinois Arts Council
& The Chicago Transit Authority
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