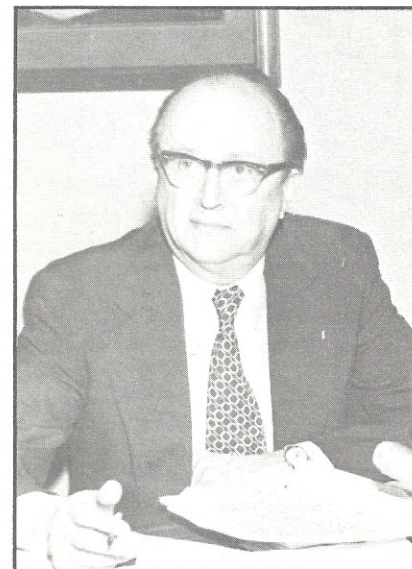


George Krambles



Chicago's renaissance man in transit



Above: Executive Director Krambles gives his monthly update at CTA Board meeting.

Left: In 1936 as an apprentice on his first job with the Indiana Railroad, he qualified as a motorman of electric interurban trains.

Below: In 1976 as CTA General Manager, he was at the controls to test Chicago's newest rapid transit cars.

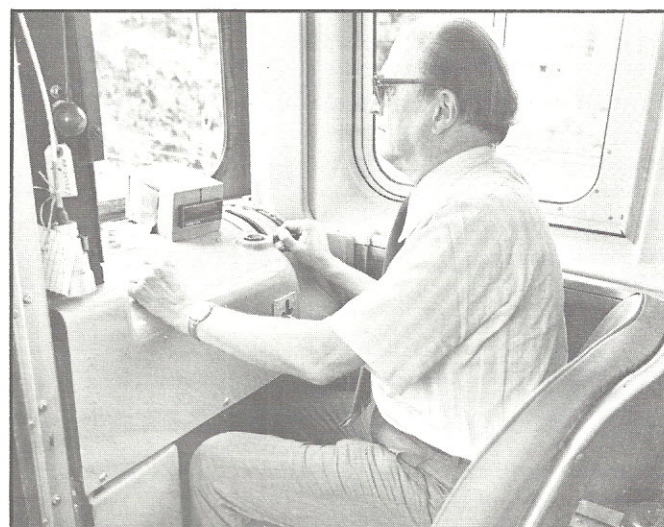
George Krambles, the CTA Executive Director who retires April 1, has become a legend in his own time as a renaissance man in transit, so proficient has he been in so many different things.

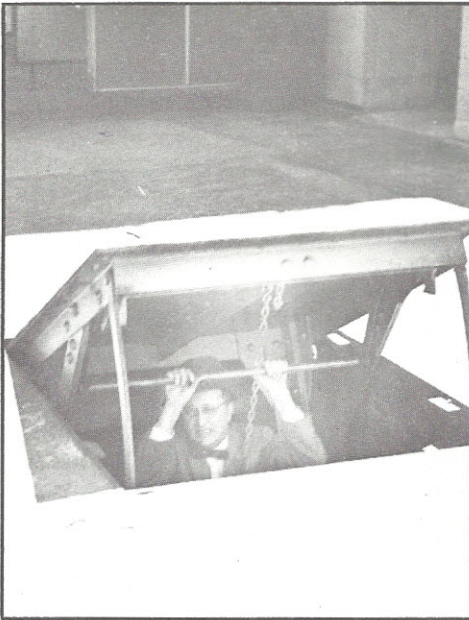
By academic training, he is a professional engineer with a degree in railway electrical engineering--a degree which, unfortunately for the transit industry, is no longer offered at the University of Illinois where he was graduated with honors in 1936.

His years of high performance have brought out many talents and have cast him in a variety of meaningful roles...as an administrator, researcher and planner, innovator, writer, lecturer, expert in graphic arts, consultant and troubleshooter, project manager, world traveler, and specialist in operations and service.

Those who have worked closely with him also know him as an unwavering perfectionist who, although very demanding, was always fair and never asked anything of others he couldn't do himself. He always sought the very best for the CTA and its riders.

(Continued Page 2)





Above: Krambles, shown here emerging from a subway emergency exit at State street and Wacker drive, "could be expected to" show up at any time and any place on the system."



Right: "What in the world is this?" he asks Mary Boski, his administrative secretary.

Krambles admits to having several idiosyncrasies, all for good reason and purpose.

As an administrator, he insisted upon processing every matter as quickly as possible and then attaching "a string to it to make sure it got done."

With equal fervor, he made a precise written record of every step taken in solving a problem and then made certain that such documentation was properly filed so that it could be retrieved at a moment's notice.

With the able assistance of his administrative secretary, Mary Boski, his office was so efficient that on more than one occasion it served as a proving ground for other CTA secretaries seeking higher training.

His office clock was really only used to make certain that appointments were kept on time. The rest of the CTA's general office in the Merchandise Mart closed at a customary 4:30 p.m. Krambles was always at his desk until 6 p.m., or later, often on Saturdays as well as weekdays.

Staff sessions in his office often went far beyond the normal quitting time, in which case Krambles usually assuaged any weariness by inviting participants to join him for Greek chicken at a nearby spa where he always picked up the check.

Shortly after Krambles was appointed, on Feb. 5, 1976, as general manager (a title later changed to executive director), one of the first to learn about his Saturday working hours was Roy Colcord, a short, wiry electrician assigned by an outside contractor to the CTA floors.

Liking to work Saturdays when he wouldn't bother

anyone, Roy was busy on a special job of wiring the CTA Board room for a public address system with speakers in the ceiling. He had wiggled into a small space between the drop-ceiling and the regular ceiling when he heard a rustling below.

Suspecting an office prowler, Roy yelled through a hole in the ceiling, "Who in the hell are you?"

"The general manager!" came back the reply. "Who and where in the hell are you?"

Like so many others at the CTA, Roy learned that Krambles could be expected to show up at any time and any place on the system.

In recent years, he was apt to make his presence known electronically--by his car radio or walkie-talkie. His apartment in Oak Park overlooks the end of the Lake street "L" line, and there have been times he helped to clear up an operating problem simply by looking out his window and using his walkie-talkie.

While he has also been expert in surface operations, his true love has been electric railways, the elevated and subway system. Because of this, he has traveled widely, in this and other countries, to inspect the systems, to serve as a consultant, and to learn about new technology. It has also been his hobby, and he holds the No. 1 membership card in the Central Electric Railfans' Association, of which he was a co-founder 41 years ago.

Why and when he became obsessed with electric railways is uncertain. Others in his family had no such interest. He has always ridden the "L," and he thinks his first rides probably were when his parents took him on the south-side line which was near their home at 29th street and Calumet avenue where he was



Krambles, who always took time out to greet visitors, shows the new Control Center to Samuel Insull, Jr., retired electric railway executive whose father was prominent in the development of the electric utility industry. With Insull in their Jan., 1978, visit to CTA were William D. Middleton (left rear), a railroad historian, and Norman Carlson (right rear) vice president and treasurer of the Central Electric Railfans' Association.

born on March 11, 1915.

After a brief move to "Greek town" in the Ravenswood community, the family moved farther north to Rogers Park, near Rogers avenue and Sheridan road, close to the Howard elevated line, which then was also used by the North Shore interurban trains. Krambles remembers distinctly seeing, at the age of seven, the city's first all-steel elevated cars, conspicuous by their green and orange paint.

Half way through high school he decided to make electric railways his career. After two years at Crane Junior College, he had a choice between the University of Illinois at Urbana and Rensselaer Polytechnic Institute at Troy, N.Y., the only schools offering an engineering specialty in electric railways.

It was an easy decision. The U. of I. was closer to home, less expensive as a state university, and was well known as a recruiting ground for engineering graduates by the Chicago Surface Lines and the Chicago Rapid Transit Company, the two private companies that later were to be acquired for the creation of the Chicago Transit Authority as a public agency.

Upon graduation from the U. of I. in June of 1936, which was still in the depths of the depression, Krambles was unable to get a job in Chicago, but he was hired as an apprentice at \$70 a month by the Indiana Railroad, operator of an electric interurban system serving county seats almost from one end of the Hoosier state to the other.

From June to December of that year, working first in Indianapolis and then in Anderson, Krambles did a little bit of everything. He toted packages in the freight house, became a union member (on Oct. 1,

1936) of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, worked as an electrical repairman on cars, and qualified to drive trains.

So keen, however, was his desire to get back to Chicago that he turned down a raise of \$30 a month, quit his job in Indiana, and sent a letter to Bernard J. Fallon, the top official of the North Shore interurban line.

Fallon's response, dated Feb. 1, 1937, seems particularly significant because it shows how much interest transit executives of that era took in recruiting promising professional employees.

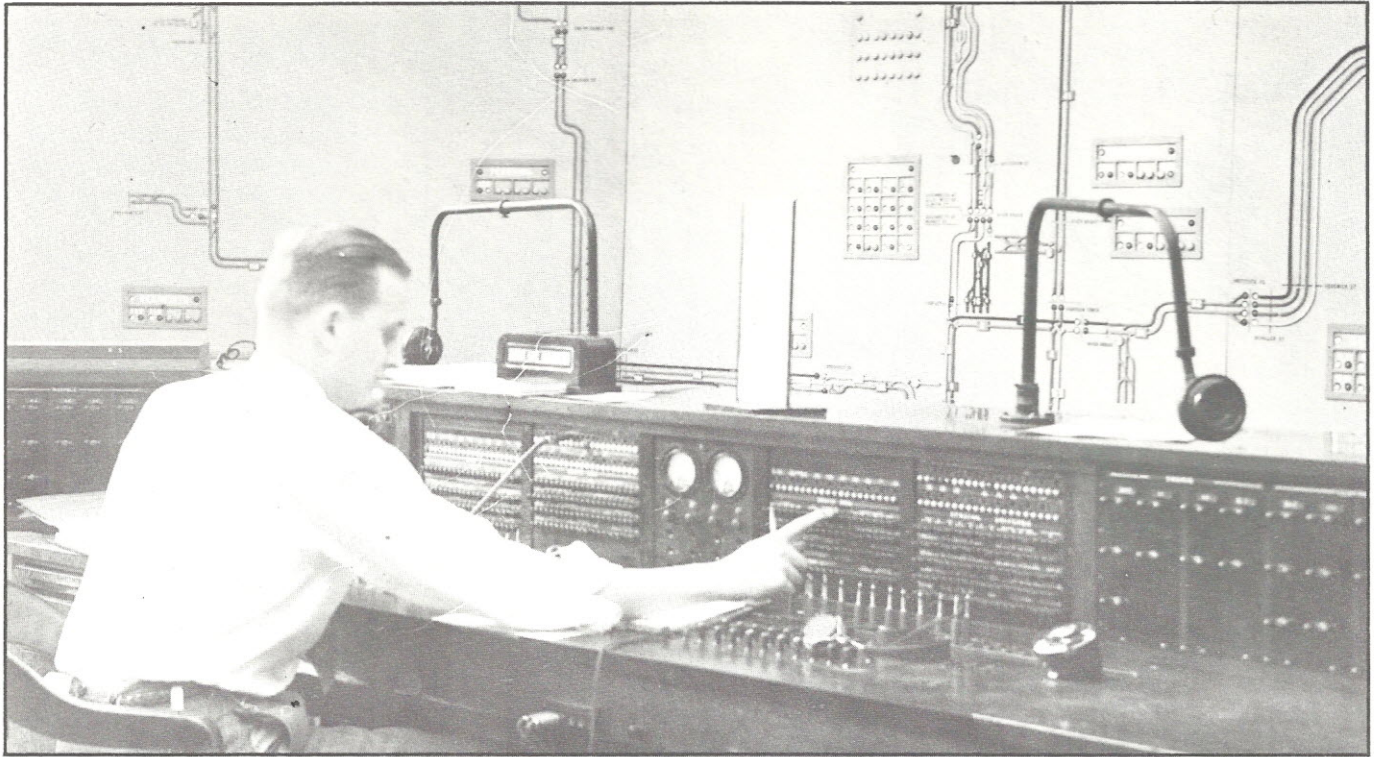
That letter from Fallon read in part:

"I am sorry to advise you that we have no opening on the interurban line at the present time, but I have talked about you with Mr. H. A. Johnson, General Manager of the Chicago Rapid Transit Company, over whose lines the interurbans operate, and I think if you will call on him he may be able to find something that would be of interest to you in connection with this line."

Krambles obviously wasted no time in following up, for two days after Fallon had sent the letter--on Feb. 3, 1937--Krambles, at age of not quite 22, began his Chicago transit career--as a "temporary employe" classified as a student engineer.

Actually, Krambles was hired by the Chicago Rapid Transit Company because of a crisis. Prophetically, it was not to be the only time Krambles was to help solve a crisis-oriented problem.

There had been a serious accident with fatalities at the Granville station on the north elevated route. A heavy North Shore interurban train had rammed a



In the power supervisor's office of the Chicago Rapid Transit Company in the Edison Building, 72 W. Adams st., in 1941.

standing elevated train of wooden cars. The rear "L" car was sheared in half, part falling off the embankment right-of-way.

The regulatory Illinois Commerce Commission issued an order for improving cars as a safety measure. Skokie Shop, which had been closed because of hard times, was reopened; and Krambles was among those assigned to design improvements.

As the years have shown, that initial assignment was to set, in large measure, the pattern of Krambles' career. While he has carried out a great variety of assignments, much of his work has been related to improvements, in equipment, operations and service.

In 1938, the city began construction of the State street subway; and engineers of the Rapid Transit Company were given important assignments for this first-of-its-kind project in Chicago. Among other things, Krambles helped with plans for the third-rail power distribution system.

You can imagine his elation on Oct. 17, 1943, when he had the honor of turning on the power for the official start of State street subway operations. Incidentally, Krambles was given the signal for the power by George DeMent, who then was with the city's Department of Subways and Superhighways and who later was to serve as CTA Chairman.

Part of Krambles' work on the subway involved the preparation of technical documents, one of which dealt with "How To Splice Lead-Covered Cable and Rubber-Insulated Cable." Besides his ability to handle highly technical subjects, this document also pointed up Krambles' artistic flair that went well beyond the engineering requisite of being a draftsman. Illustrated

with drawings, the text consisted of 2,000 words in hand lettering. Many times later, at the CTA, Krambles' talent in graphic arts was reflected in station signs, posters and other illustrated material.

During his early years with the Rapid Transit Company, one of his bosses was an especially hard taskmaster, Harrison D. Wilson, distribution engineer in the electrical department, whose exacting demands were to stand Krambles in good stead for almost everything that came afterwards.

For budget purposes, costs of electrical work had to be analyzed and accurately computed in such terms as so much money per foot. Completing his first assignment, Krambles submitted a brief memorandum that consisted of little more than the cost figure.

"No!" exclaimed his boss, Wilson, tossing the memo back at Krambles, apparently in disbelief.

"Why?" stammered Krambles.

"You find out," shot back Wilson.

The next day, Krambles returned, and again laid the short memo with the cost figure on Wilson's desk.

"No!" shouted Wilson.

"Yes!" retorted Krambles, who then laid down a second lengthy memorandum showing exactly how he had arrived at the answer.

That experience probably explains why Krambles has always been so careful to document everything. It might well be a clue also to another Krambles idiosyncrasy. An inner-office memorandum, he feels, should be short and to the point. If there is more to be explained, that can just as well be done in an attachment.

In keeping with this preference for conciseness,



Above: Driving a new CTA 9600 series bus, Jan. 5, 1977.



Right: In the staff engineer's office on Dec. 11, 1953, Krambles, operations planning engineer, and Frank Misek, engineering assistant, examine an engineering drawing.

Krambles has reduced, for biographical reference, his many years of varied experience, professional affiliations and other activities to a single page.

In reference to his degree from the University of Illinois, it is also noted that his baccalaureate thesis was entitled the "Development of the Interurban Car" and that he obtained additional credits in railway civil and railway mechanical engineering.

His 43 years of experience in transit in Chicago are summed up as follows:

- One year equipment engineering.
- One year engineering cost accounting and analysis.
- Six years power distribution, electrical control, station lighting, and drainage and ventilation system engineering.
- One year power system dispatching.
- Thirteen years operations planning, rapid transit service control, system design, construction, implementation and training, the integration of bus, streetcar and rapid transit systems, streetcar-to-bus conversion, equipment assignment planning, community relations, and commission and management hearings.
- Four years transportation operations and real-time administration of bus and rapid transit service over 150 routes.
- Two years federal demonstration project construction, operation, administration and preparation of reports (the Skokie Swift project).
- Seven years in charge of system planning and research as related to service.
- Two years in charge of transportation and vehicle maintenance departments.

--Two years General Operations Manager.

--Four years General Manager and Executive Director.

During all those years, there was hardly anything of significance--particularly in the way of improvements--that didn't have the Krambles imprint.

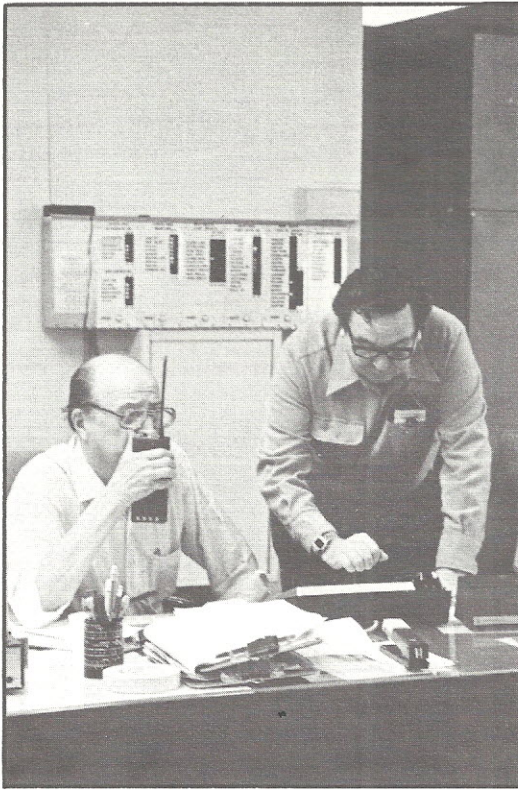
In the early 1950s, he was deeply involved in the revamping of the rapid transit system for greater efficiency and for eliminating unnecessary duplication of service with surface operations.

With no adverse effect on overall riding, the number of stations was reduced from 240 to the present 140 stations through the elimination of little-used lines such as Kenwood, Normal Park, Humboldt Park, Stockyards and Westchester and the outer end of the Douglas. The skip-stop pattern of A and B stations was instituted.

As a result, the average speed of trains was increased considerably; and the requirement of rolling stock was reduced from 1,600 cars to the present fleet of 1,100.

Another major CTA development was that of the all-electric rapid transit car with electrical braking, as an application of the former P.C.C. (Green Hornet) streetcar concept. Because of the electrical braking and no need to pump up air for brakes, the CTA has the only system for which cars can be started and pulled immediately out of the yards.

Krambles also had a hand in the CTA's big change of converting surface operations from streetcars to motor buses, which took place over a 10-year period ending in 1958. In this change, 100 off-street bus terminals were created, with the CTA paying for the



Above: "... and if I had had a broom, I would have swept up the place, too," he once told the CTA Board. Photo taken at Dempster terminal of Skokie Swift, 1964.

Left: With new walkie-talkie, Krambles gives emergency orders from Control Center during winter crisis in January of 1979. At his side is James Blaa, manager, Transportation.

land and other costs. This switch to all-bus operation also was accompanied by the construction of three new garages and other similar improvements.

Over many years, Krambles has had a significant part in the development of a modern Operations Control Center for both buses and trains. In the last several years, his zest for this project, involving mostly the creation of radio communications, was not unlike that of a boy overjoyed with a new toy.

If Krambles were to be asked to pinpoint the happiest moment of his career, the chances are he would recall the time when Walter J. McCarter, the long-time CTA General Manager, assigned him as project manager to create the Skokie Swift, the non-stop suburban shuttle service that was the nation's first federally funded demonstration (experimental) project in the rapid transit field.

On April 18, 1964, Krambles was almost beside himself when he announced, "We're off on the world's fastest rapid transit ride," as a three-car train left the Howard terminal for the inaugural run over a five-mile stretch of former North Shore interurban right-of-way which the CTA had acquired for the new service to Dempster street, Skokie.

With 26-year-old Bruce Anderson as the motorman, that inaugural train reached a speed of 70 miles an hour, completing the five miles in exactly 6 minutes, a half minute less than the running time scheduled for regular service which began two days later. (Earlier Ed Mitchell had driven the first test train.)

So successful was Skokie Swift that two years later the federal government suggested that the CTA refund some \$200,000 of a federal grant of \$349,217 that had

been contributed to the demonstration project, although the "feds" did not press the claim.

Now, in these times of inflation and deflated dollars, it is hard to believe how little the Skokie Swift project cost. The federal grant of \$349,217 represented two-thirds of a net project cost of \$523,825. The remaining \$174,608 of the net cost was split, with the CTA paying \$137,415 (26.2 per cent) and the Village of Skokie \$37,193 (7.1 per cent). Federal funds then could not be used for right-of-way acquisition, so the CTA, which had also needed half of the right-of-way for access to Skokie Shop, paid all of a \$1.7 million cost for the five miles of the abandoned North Shore route.

The main objective of Skokie Swift, as a two-year demonstration project, was to determine if good, fast rapid transit trains could induce suburbanites to abandon their automobiles in favor of mass transportation. Skokie Swift has been doing that very successfully ever since, carrying more than 7,000 riders a day.

The success of Skokie Swift brought Krambles to the attention of editors and reporters who came to know him as an excellent and ready source of information on almost every phase of transit. His answers to questions could also be very imaginative and at the same time very pragmatic.

For instance, in a Chicago Tribune article dated June 17, 1970, he gave an especially graphic answer to a question of whether Chicago's Loop could exist without the CTA and the other public transportation carriers, all of which carry nearly 85 per cent of the people in and out of this downtown area.



"We're off on the world's fastest rapid transit ride," announces Krambles at the start of the inaugural run, April 18, 1964, of Skokie Swift.



After the inaugural run of Skokie Swift. Front row, in uniform: Louis Mueller, John Bork, Patrick O'Malley, Merrill Anthony, Larry Jelinek, Edward Mitchell, Charles Banser, Bill Limanowski. Standing (left to right): James Lahey, Harold Eichaker, Thomas Stiglic, George Riley,

Elmer Milz, John Zupko, Thomas Boyle, Marty Shannon, Leonard Wiksten, Edward Heatter, Glen Anderson, John Brucker, Thomas Lyons, Bruce Anderson, Les Reichard, Heinz Doering, Terry McGovern, Robert Benny, C. J. (Bud) Buck, George Krambles, Robert Winther.

"It would be an impossible situation," said Krambles, "unless you had billions of dollars and could tear down the Loop and start building again."

Noting that automobiles on expressways carried an average of only 1.4 persons per trip, he explained that it would take 204,928 autos to carry the nearly 287,000 Loop-bound persons then using the CTA.

"To get those additional 204,928 autos downtown, you would first have to build 136 additional in-bound lanes of expressway, as compared with a present 30 in-bound lanes of expressways," he said.

"Then, to park those 204,928 autos there would have to be 61 million square feet of new parking space. That space is roughly equivalent to four times the ground area of the presently defined Loop, as bounded on the north and west by the river and on the south by Roosevelt road.

"In other words, you would have to tear down all of the buildings in this Loop area, create four levels of parking over the whole area, and then build new buildings on top of this mass of four-level parking.

"But even if you were to do all that, it still wouldn't work," he concluded. "No one probably would be able to live because of the pollution."

Krambles' knack for distinct expression has been sharpened by years of experience, both as a writer and lecturer. His biographical listing names 10 universities where he has participated in seminar lectures, but he has spoken also to many other audiences, both here and abroad.

For illustrating talks and technical papers, he can draw upon his own personal collections of thousands of slides and photographs. His Oak Park apartment

is crowded with file cabinets of reference material. At the end of every year he has his accumulation of subscription journals and periodicals bound in hard covers by a professional bookbinder.

Secretaries in his office have had little use for their shorthand skills, for, instead of dictating, he has always written everything by hand, in a style similar to that of an old-fashioned school teacher.

He has been a prolific writer since his early years in the staff engineer's office. Technical documents and reports on studies for in-house use have accounted for much of his writing. Because of this ability, he also was given an extra job of editing reports and papers written by other staff members.

For many years, he wrote with regular lead pencils. In editing, however, he formed a habit of using a red pencil for contrast.

His editing with a red pencil could be so profuse that it would virtually obliterate the original text. A staff assistant who had just gotten back some heavily edited copy from Krambles was once heard muttering to himself, "Holy cow, what a bloody mess this is!"

About 10 years ago, his secretary, Mary Boski, who liked to remember such occasions with a small gift, gave Krambles a pen with red ink for his birthday. From then on, red ink became an exclusive Krambles trademark. He used the red pen for everything, including his succinct notations and instructions on memos returned to his staff.

Other CTA executives took up the practice by using colors such as green and brown, but Mary was the only other person to use red ink. She explained that she "got to be pretty good at imitating" Krambles'



Left: The CTA's historic rapid transit train (cars 4271 and 4272) was restored under Krambles' direction in 1974. The train is often used for chartered trips.

Below: Krambles (center) and Paul Kadowaki (right) superintendent, Bus Instruction, visit Keifuku station in Kyoto, Japan, in 1975.

Bottom: Two international visitors, André Jacobs (second from left), Secretary General, Union Internationale des Transports Publics, and Roger Belin (third from left), Chairman of the Board, Regie Autonome des Transports Parisiens, are shown the Jefferson Park transit center by Krambles on Sept. 9, 1976. At left is Harold Geissenheimer, CTA General Operations Manager.

hand and that by using red on notes to other offices she "never failed to get a quick response."

It was a bit of irony that just as Krambles would get accustomed to a certain red-ink pen the manufacturer would discontinue the model. After having been frustrated by three such experiences of discontinued models, he ended up by simply using red-ink refills with felt tips as pens.

By no means will retirement from the CTA mean inactivity for Krambles. He is a member of many professional organizations, and he is certain to remain active with such organizations as the American Public Transit Association and the Union Internationale des Transports Publics.

Off and on over the years, he has carried out consulting and troubleshooting assignments for other transit and governmental agencies, in this and other countries. He is especially proud, for instance, of the help he once gave the Ministry of Transport of Israel in the planning of a rail system for Tel Aviv.

He has now planned a busy schedule for himself as a freelance consultant. On his retirement date of April 1, he will be on his way in this endeavor--by plane to Buenos Aires.

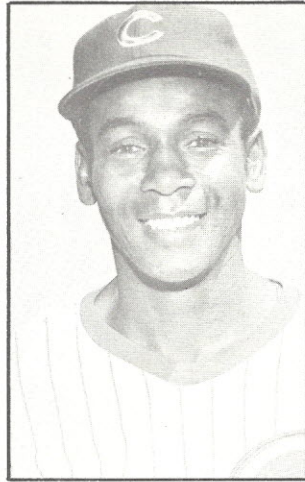
At the CTA, Krambles will leave behind many remembrances. Skokie Swift will be remembered as Krambles' project. Among many other things, he should not be forgotten for the fine example he set in dedication and loyalty to Chicago's transit system and its employes and riders.

And he certainly will be remembered for his high performance, for his demonstration of how important professionalism is to a well-managed public transportation system. The Krambles hallmark of professionalism is there for all to follow.

By Tom Buck



Ernie Banks elected to Chicago Sports Hall of Fame



CTA Board member Ernie Banks has been elected to Chicago's first sports Hall of Fame.

Banks, who was elected to major league baseball's Hall of Fame at Cooperstown, N.Y., on the very first ballot, attracted the largest number of votes cast by more than 55,000 Chicagoans who participated in the voting.

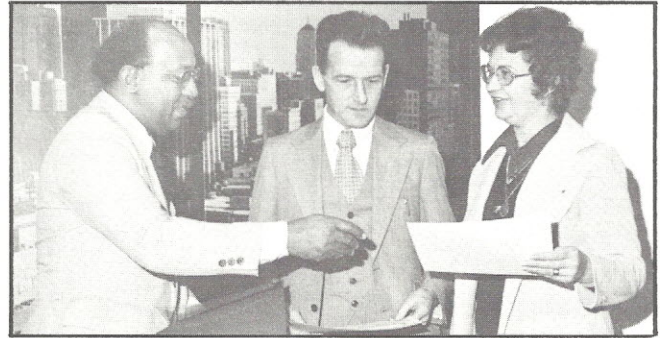
Banks received 36,503 votes to lead Dick Butkus of the Chicago Bears with 33,679 in the voting for those in pro sports.

Other individuals honored were Gale Sayers, Lou Boudreau, Phil Cavarretta, George Halas, Bobby Hull, Red Grange, Abe Saperstein and Charles A. Comiskey.

The amateurs honored were William "Iron Man" McInnis, Ralph Metcalfe, Chick Evans, John Kinsella and Willye White.



Sam Miller (2d from right) manager, financial services, was feted at a farewell party celebrating his retirement. Among the 65 persons attending the Feb. 7 party in the Holiday Inn Mart Plaza were Miller's wife, Fran, and his daughter and son in law, Marilyn and Bob Bizar. Miller's friends and co-workers gave him a Nikon camera as a farewell gift. Paul Kole, manager, General Finance, was master of ceremonies for the party.



Chairman Eugene Barnes presented Tom and Mona Healy with an award in recognition of their three years of volunteer service in employe counseling programs. Healy is a clerk at North Park. His wife, Mona, is an alcoholism counselor with the Catholic Charities Organization.

George Krambles Scholarship Fund

Executive Director George Krambles is retiring at the end of March after contributing 43 years of service to Chicago's public transportation and the entire transit industry. A scholarship fund is being established in his honor to help deserving college students

prepare for a career in public transportation. Anyone wishing to donate to the scholarship fund may complete the form below and return it to the CTA. Donations are tax deductible and receipts will be provided.

GEORGE KRAMBLES SCHOLARSHIP FUND

I would like to donate \$ _____ to the George Krambles scholarship fund.*

Mail receipt to:

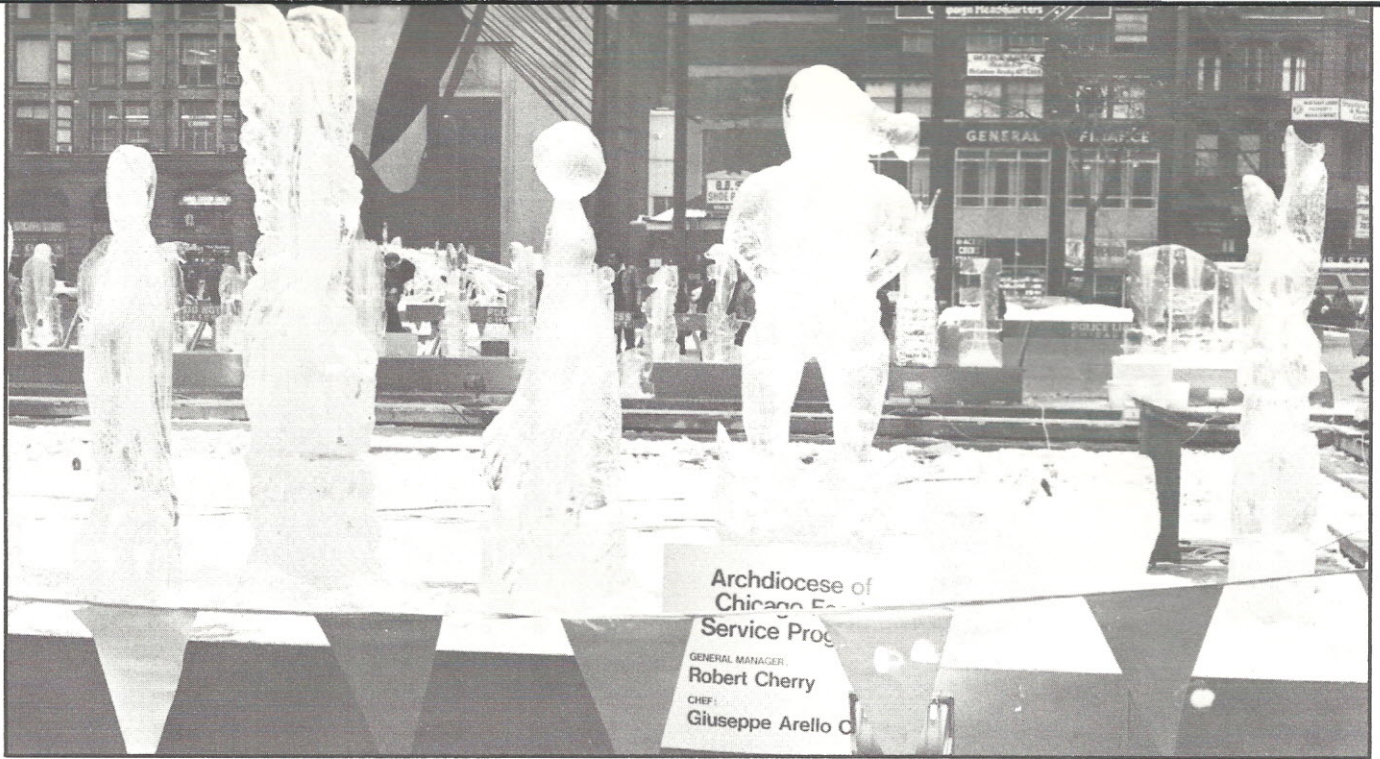
Name: _____

Address: _____

Make checks payable to:

Paul Kole, G.K. Scholarship Fund
Chicago Transit Authority
P.O. Box 3555, Chicago, IL 60654

*Donations are tax deductible.
Receipts will be provided.



(Photo courtesy Mayor's office)

Ice fantasy by Aiello

Giuseppe Aiello, the son of Salvatore Aiello, Maintenance, West Shops, recently displayed 26 hand-carved ice sculptures at the Daley Center Plaza. The display was part of Winterfest.

Aiello became interested in ice sculpture after working in a restaurant. He perfected his technique at The Culinary Institute in Hyde Park, New York.

He is an executive chef, concentrating in international cuisine and classical baking. His sculpting is not limited to ice; he also makes carved butter sculpture and banquet displays with all types of food. Aiello has entered six banquet display contests and walked away with first prize three times.

Aiello begins his sculpting with a large block of rectangular ice, and then uses a chisel and knife to create the statuary. His favorite subjects are animals. A large figure can take up to two hours to create, while a small sculpture takes 20 minutes.

Perhaps part of Aiello's talent is hereditary. His father, Salvatore (Sam), practices woodcarving as a hobby. A native of Palermo, Italy, the senior Aiello has



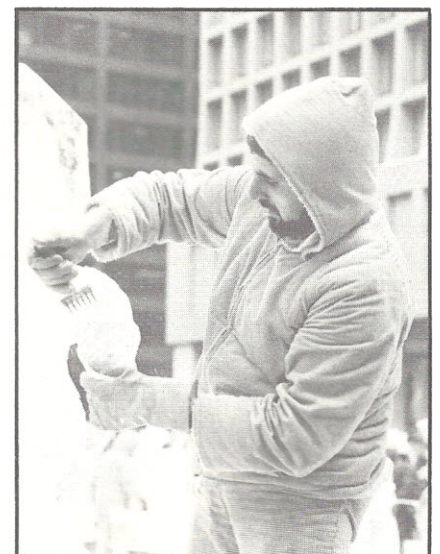
Salvatore Aiello admires his son's sculpture at the Daley Plaza display. The father and son sometimes woodcarve together.

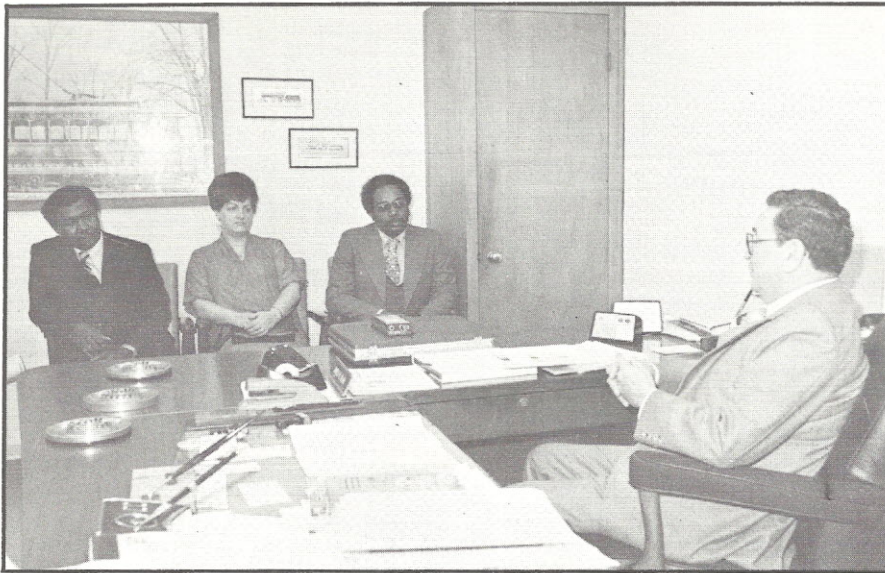
Giuseppe Aiello uses ice pick to carve detail into sculpture.

(Photo courtesy Mayor's office)

been with the CTA for 12 of the 13 years he has been in the United States.

When they get together, the Aiellos sometimes carve together. Salvatore creates dollhouses and ecology boxes. They also do auto repair work. Giuseppe is interested in all aspects of the food industry, and is currently Manager of Catering for the Chicago Archdiocese Food Service.





Left: James Blaa (right), manager, Transportation, welcomes (left to right) rail supervisor Bernard Townsend, bus operator Edith Carr, and motorman Eugene Palmer to 'A Day in CTA.'

Left below: Observing bus controller Edward Reaux, as bus controller Derrick Robinson (standing) guides them during their tour of CTA's Control Center.

Center: Observing rail controllers Thomas Hughes (left) and James Hightower.

Right: Learning about power distribution from power supervisor William Rappold.

(CTA photos by Mike Hoffert)



Spending 'A Day in CTA'

Employees and management share views to make CTA better for riders

Two hundred employees of the Transportation and Maintenance departments have had an overview of the CTA that few employees of any organization or company ever get. And they told their bosses what they thought of the CTA.

They were members of the program "A Day in CTA" and every CTA employee is eligible to participate. Some of the 200 chosen employees were selected by their superintendents because they had outstanding work records or had performed heroic deeds. Three employees are chosen each month.

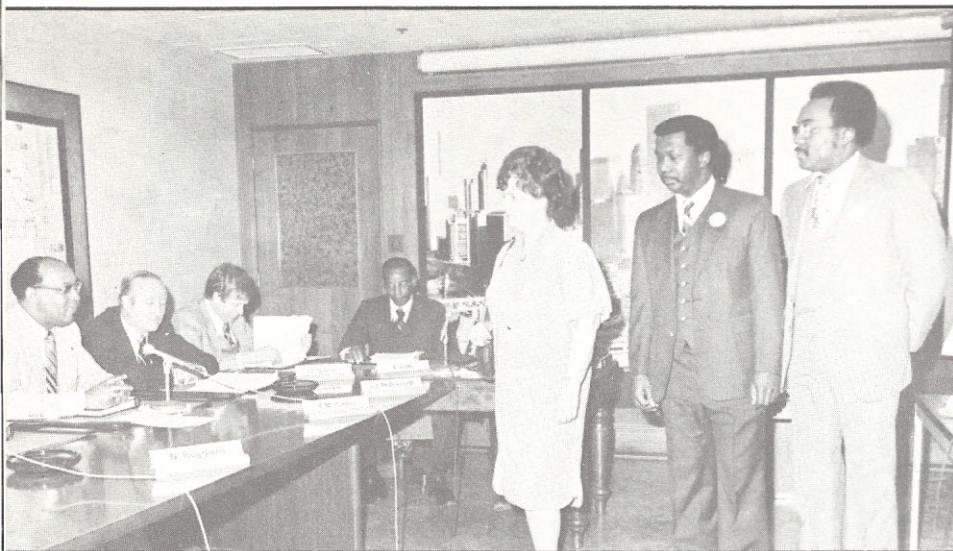
James Blaa, manager, Transportation, developed the idea of "A Day in CTA" in 1976. At first the program was open to Transportation department personnel. Later, Maintenance Department personnel were made eligible for the day-long program held in the CTA's Merchandise Mart headquarters.

Blaa explained his idea for "A Day in CTA" this

way--"The CTA is a people-oriented organization and the Transportation department, by its active role of daily contact with the public, is directly connected to the metropolitan area we serve.

"This program gives Transportation department directors and me the opportunity to talk with our supervisor-instructors, bus operators, motormen, conductors, and collectors on an individual basis. In discussing their day to day operations, we hear and can act upon their concerns and suggestions. Because of the large number of operating employees, one-to-one contact is seldom possible.

"The program provides the participants with a better understanding of the various sections of their departments and how their functions interrelate. The participants become familiar with other CTA departments and see how management responds to the policies as set by the CTA Board."



Left, above: Receiving welcome from CTA Chairman Eugene Barnes at board meeting.

Left: Sharing work experiences with Harold Geissenheimer (right), manager, General Operations.

Top: John Schwartz, acting superintendent, RTA Travel Information Center, explains the work of Linda McElgin, travel information representative.

Above: Meeting Thomas Boyle, manager, Safety.

Participants for "A Day in CTA" arrive at CTA headquarters at 0800 hours on the first Wednesday of each month--the day when the CTA Board holds its regular monthly meeting. They are met by one of Blaa's special assistants and given an orientation of their schedule for the day which will stretch up to 1500 hours before all is said and done.

After orientation, the three participants meet with Blaa in his office. Blaa chats with the three participants about their jobs and exchanges ideas on various topics of interest.

The three visitors then are given a tour of the Control Center where they are introduced to the controllers in the Center's three major areas--rail, electric power, and bus operations. They are encouraged to ask questions, make suggestions, and get a thorough understanding of this "bird's-eye view" of the CTA's largest department--Transportation--the people who are directing the people moving people.

Following their stay in the Control Center, they are

invited to attend the CTA Board meeting. Harold Geissenheimer, manager, General Operations Division, introduces the three visitors to CTA Chairman Eugene Barnes and members of the CTA Board as the outstanding employees who are spending "A Day in CTA." The three visiting employees remain for the Board meeting to learn how the CTA's staff and the Board work together for the benefit of the CTA's 1 million daily riders.

Following the Board meeting, the visitors join Blaa, Edward Mitchell, director, Support Services, who aided Blaa in creating "A Day in CTA," and the special assistant for lunch and more exchanges of ideas.

Following lunch, the group is introduced to the inner workings of the RTA Travel Information Center. There they learn about the latest electronic aids used by the Center's staff to help give travel directions for persons using public transit in the six northeast Illinois counties that make up the RTA service area.

At 1400 hours the group visits the CTA's Executive



Top: Edward Mitchell (right), director, Support Services, explains his group's role in the Transportation department.

Above: George Krambles (right), executive director, explains features of model of truck to be used on new rapid transit cars.

Offices where they exchange ideas with other "top brass" of the Authority.

After this, they return to the Transportation department to meet with directors Edward Mitchell of Support Services, Michael LaVelle of Service, Harry Reddrick of Personnel, and a representative of the Maintenance department. Each of the visitors meets with a director in the visitor's field of operation for an in-depth briefing and more exchanges of ideas, comments, and suggestions. When this give-and-take session is completed to the visitor's satisfaction, their tour is completed unless they wish to visit another section of the CTA for expanding their knowledge of the Authority's operations.

"Thanks to 'A Day in CTA,' I think we have helped broaden understanding, resolved some problems, and improved the relationship between the operating and maintenance members and the management-level members of the CTA. Everyone--especially our riders--benefits," Blaa concluded.

Three operating employees who were selected to spend 'A Day in CTA' on March 5 shared their opinions with *Transit News* at the end of the day.

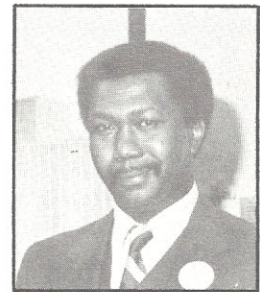
Edith Carr, bus operator, Forest Glen, was selected for her outstanding driving ability and safety record.



"I think everybody should be able to be in this program. I never realized how much work was going on here (in the Mart headquarters).

"Of everyone I saw and everyone I spoke with, I like the Control Center best. It's wonderful how the controllers have everything - well - under control. They know how to handle a critical situation when it happens, and they know how to correct it."

Bernard Townsend, rail supervisor, South section, was selected for his alert action in reporting a potentially dangerous condition on Feb. 21, after a derailed Chicago and North Western railway freight car damaged a bridge support on the Douglas route.

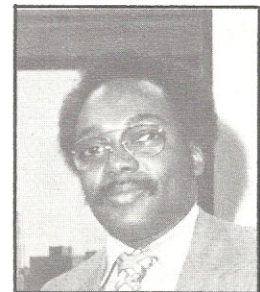


"I liked the CTA Board meeting. They are an active board - they seem to want to know about everything that's going on.

"I got the feeling that there was a lot of interest by board members in the programs and proposals made by the staff.

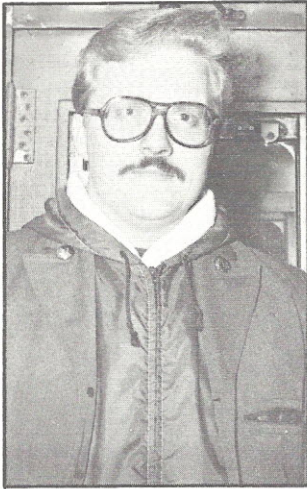
"I liked the interplay of ideas between the board and staff."

Eugene Palmer, motorman, South section, was selected because he aided police in the apprehension of a pickpocket.



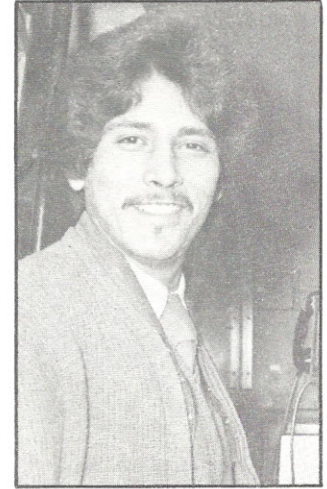
"I liked the Board meeting the best - they dealt with a lot of things I thought the board members never really got into.

"I liked the tour of the Control Center, and I like how well organized the CTA's headquarters is - it's a lot more organized than I thought."



James Dolan (North Section) was the conductor of a Howard/Jackson Park train that Mrs. K. Funamura, of Magnolia avenue, was riding one night with her children. "A man got on who was very loud and belligerent and had been drinking. He sat in back of me, put his arm around my neck, and made advances. At this point the conductor entered the car. Without hesitation he came up and asked what the problem was. I told him my predicament, and he tactfully asked the man to leave or he would be forced to call the police. The conductor made sure he got off at the next stop, then came back to ask if I was all right. Please thank him again for a job extremely well done."

Pedro Balderas (North Park garage) was commended by John Dresler, of North Damen avenue, for being "a most pleasant, courteous, and efficient driver. From the Loyola 'L' to Damen, where I got off his #155 Devon bus, he called out every street stop, and waited just an extra minute for a few older persons to get on. He greeted everyone in a polite manner and was a careful driver in traffic. I have ridden with him once before on this route, and he was the same way then, too. Riding with this driver makes the trip satisfying."



commendation corner

James Bush (69th Street garage) was appreciated by Wanda Parker, of Calumet avenue, for his courtesy on a #55 Garfield bus. "There were several elderly people getting on the bus, and he would assist them up the steps. He also made sure they heard him so they would not miss their stops. Overall and most important, he had a pleasant attitude that spread to the others on his bus. I hope to see other drivers who enjoy their jobs as much as he does because he was able to change an otherwise dull day into a much happier one for a lot of people."

####

Edgar Mollinedo (North Park garage) was praised by Ethel Deno, of Sheffield avenue, for the way he handled his #11 Lincoln bus. "As the bus started north, I noticed that the driver called out each street, and as we approached Belmont, he said very clearly and distinctly, 'Belmont, 3200 North; Ashland, 1600 West.' I got off at 4200 Lincoln and happened to get on the same bus later going south, and he was still calling the streets the same way. He was very pleasant and always stopped close to the curb so the passengers could get off or on without any trouble. It was a pleasure riding with him."

####

Charles Young (West Section) was the conductor of a Douglas train that Valerie Stelman, of Berwyn, rode one evening from the Loop to the terminal at 54th avenue. "He made the ride seem like a vacation. He called out every stop and announced transfer points. I have not been taking the Douglas train very long, and I am very grateful the CTA has a person so courteous, kind, instructive, patient, and understanding working in his position. He does an excellent job, and is a credit to the CTA. Many riders would like to see him on every train they take."

####

Wanda Navarro (North Section), conductor of a Howard train, was commended for "doing a fine job" by Louis Epstein, of Rosemont avenue. "I marveled at her ability to do the job, her promptness at reaching the various positions she had to move to, and her knowledge, not only of the stops, but of other routes and information. What really impressed me was her voice. Her voice over the intercom was clear, concise, the perfect pitch, and her pronunciation was beautiful. As an amateur radio operator, I know my intercoms and radios. So, out of curiosity, I went to other cars on the train and found her voice to be the same throughout. Good luck to her."

####

Alejandro Cepeda (Archer garage) was the driver of a #99 Stevenson Express bus that Mrs. B. J. Denham rode one afternoon rush period on her way home to suburban Justice. "I found the driver to be a professional at his job. He very efficiently and smoothly drove through rush hour traffic on the Stevenson Expressway, Cicero, and Archer avenues. Being a constant rider on that route, I must comment on how well he handled the bus under rush hour conditions."

####

James Howland (North Park garage) and William Johnson (Limits garage) were thanked by Beverly Conroy, of North State street, "for recovery of my belongings and also for restoring my sense of pride and feeling of well being with my fellow Chicagoans. Driver #5481 (Howland) was observant and noticed something amiss when the young man who boarded his (#153 Wilson/Michigan) bus ahead of me turned and got off. He insisted I check the flight bag I was carrying, and it was then that I became aware of my loss. After I began to chase the thief, the second driver (Johnson) jumped off and tackled him. Within minutes they had police there...and all ended happily for me."

Thanks - - for a job well done

Among other operating employees receiving commendations recently were:

Hasan Abdelqader, Archer; Juan Alameda and Katie Avery, both of North Avenue; and Rosa Alfaro, Forest Glen.

Vernon Barney, Limits; James Batups, 52nd Street; William Bradshaw, 69th Street; James Brooks, 77th Street; Edward Brown, North Park; and Willie Burton, Archer.

Jean Cage, North Park; John Cameron, Ashland Terminal; Philip Campanella, Forest Glen; Carlos Castillo, Douglas/Congress; and Pedro Coronado, North Avenue.

Victor Davila and Armentha Dawkins, both of North Park; Willie Davis, Rail System; Burnett Devers, 69th Street; and Joseph DiMartino, Forest Glen.

James Estes, Forest Glen.

Samuel Favre, North Park; James Ferguson and Henry Foster, both of Forest Glen; and Roland Fortier, Archer.

Josefa Garcia, Limits; David Gaston and Mary Guerrero, both of 69th Street; Edward Geddes Sr., 77th Street; Corine Glaspie, West Section; and Wallacene Good and Odell Granger, both of Forest Glen.

Clifton Hall, 77th Street; Mary Hall, 69th Street; Joseph Harris, Archer; John Harris and Charlie Hill, both of Lawndale; Lawrence Hart, North Avenue; Leon Hegwood, Howard/Kimball; and Joe Hodge, North Park.

Joseph Jackson Jr. and Willie James, both of North Park; Elvin James, 77th Street; and Ducloux Johnson, 52nd Street.

Assunta Kaya, Forest Glen; Joseph Kelso, 69th Street; Hugh King, North Avenue; and Robert Kremer, North Park.

Marco Lara, Forest Glen; James Larry, 52nd Street; Fred Lorenz, North Avenue; and Robert Lucas, Lawndale.

Verne Mahr, 77th Street; Robert Martinez and Edgar Mollinedo, both of North Park; Alfredo Mascorro, North Avenue; Jeanette Millines and Faye Murry, both of Lawndale; Hermilo Montes, Limits; and John Moutrey, Forest Glen.

Joe Nash, North Park; Brenda Neely, Lawndale; and Steve Nelson and Hector Nieves, both of Forest Glen.

Everett Odle, Forest Glen; and Frederick Owens, 52nd Street.

Thomas Parker and Leonard Peterson, both of North Park; and Jerome Perdue, Limits.

Henry Radom and Porfirio Rosales, both of Forest Glen; Oscar Repelin and Rafael Rivera, both of North Park; Anthony Reynolds, Archer; and Charles Rutledge, Limits.

Joseph Salvato and Jung Song, both of Forest Glen; Mary Schmidtke, Kenneth Simpson, Howard Sneed, Frank Star Jr., and Carl Suddeth, all of North Park; Tuesday Simpson and Clydie Stuart, both of Limits; and Robert Sosnowski, 52nd Street.

Wendell Talbert, North Park; Renee Thomas, 52nd Street; Al Towns, 77th Street; and Geraldine Tufano, West Section.

Edward Urbanski, Archer.

Luis Velasquez, Archer; Manuel Viruet, North Park; and John Vogt, Beverly.

Jimmie Walker, North Avenue; Mary Wallace, Reginald Williams, and Arlis Wilson, all of North Park; Cleveland White Jr., Lawndale; and Mae Woodard, West Section.

Jaques Yezeguelian, Forest Glen; and Thelma Young, North Avenue.

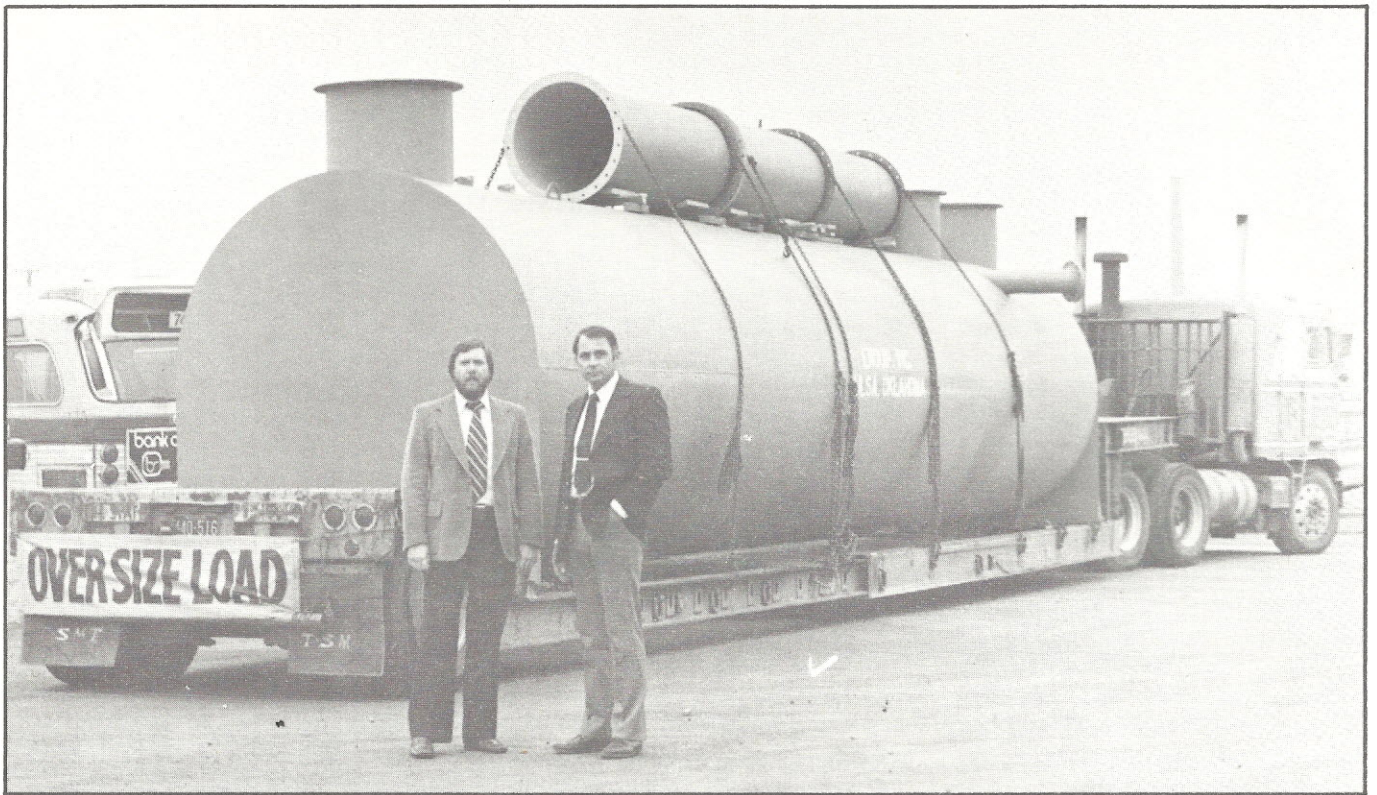
Marvin Zabel and Joseph Zukerman, both of North Park.



Left: James Michael Person just might be a future bus driver. The three year old son of Darold J. Person, bus serviceman, Forest Glen, and his wife Susan, and grandson of retired bus operator Carl W. Person and his wife Violet, loves to put on the coat and hat and pretend that he is driving a bus.

Right: Ten year old Deathra Prince recently signed a contract to do television commercials, and possibly movies. Her talent was spotted by her father, Afidale Prince, ticket agent, 51st, as they were watching television. "Deathra would imitate the kids on t.v., and one day she said 'Dad, I could do that.' Being a proud father, I believed she could." Deathra was selected from a group of 500 children auditioning for the job, which includes a three year contract. Her talents, which include singing, dancing and acting, come naturally. Both of her parents sing, and her mother, Dorothy Prince, has recorded professionally.





CTA engineers save oil clean up environment

If SAVAGALLONAGASAWEEK is a good idea, then saving four thousand gallons of oil a year is an even better idea. The CTA has implemented this 'better idea' in the form of two oil/water separators at the North Park bus garage.

In addition to saving spilling and leaking diesel and motor oil from going to waste, the new separators now make the CTA meet the most stringent anti-pollution guidelines.

The Municipal Sanitary District began complaining about oil run-off into their canal in the mid-1970's. The oil was coming from the bus service and parking areas at the North Park garage. Many solutions were attempted, such as small holding tanks and installation of oil absorbant materials in the drainage system, but nothing seemed to work. These methods could not meet the Sanitary District's maximum allowable pollutant level of 15 parts per million.

A real solution had to be found after the Sanitary District threatened to sue. Representatives from the Engineering, Maintenance and Law Departments met with the Sanitary District in 1977 to determine exactly what type of device was needed.

The Mechanical Engineering Division designed the project, which works by gravity. Involved in the design were George Millonas, manager, Engineering; Chris Kalogeras, director, Plant Engineering; Ronald Mazierka, superintendent, Mechanical Engineering; George Gustafson, mechanical draftsman, and F. H.

F. H. Petzold, CTA project manager (right), and Daniel Collins, general manager, Enquip, supervise the delivery of oil/water separators from Tulsa, Oklahoma.

Petzold, who was the project manager.

Additional work was performed by the Building-Wiring Design group and the Structural Engineering section, and field construction of the separators was directed by the Contract Construction section.

Oil and water from the bus service and parking areas are carried through underground drains into two collecting basins. The flow then enters two 40-foot long compartmentalized separators, where gravity acts to pull the heavier water to the bottom as the lighter oil rises to the top.

The oil goes into one of two 2,000 gallon storage tanks, while the water flows into the sewer system, through the Sanitary District treatment facility, and then re-enters the river as clean water.

This system requires no moving parts, and the only maintenance required is the pumping-out of the oil-storage tanks twice a year. A yearly inspection for sludge build-up and corrosion is also recommended.

There are remote level gauges in the garage foreman's office to let personnel know when the storage tanks are getting full. When the tanks are filled, the oil is sold to a scavenger, who then recycles it.

Although the design for the facility was completed by the end of 1978, work was delayed because the CTA had to seek permission of the Army to excavate 10 feet of their adjoining property.

At the same time, Engineering was searching for manufacturers able to build the separators to their



Left above: The excavation took three months. In addition to installing tanks, basins and drainage lines, the contractor re-opened old drains, installed oil level gauges and performed some electrical work.

Above: The new six foot deep city sewer is connected to the separator. The wooden forms around the pipes are in preparation for the concrete placements.

Left: The finished project is completely underground. Access covers provide easy entrance for maintenance inspectors, and concrete curbing is the only clue to the fact that the tanks and basins are there.



specification. Enquip Corporation of Tulsa, Oklahoma, was selected for the task. The Nu-Way Contracting Corporation of Chicago handled the excavation and installation.

The system, which had a final cost of \$335,000, is completely underground and cathodically protected to prevent corrosion. It will last at least until the year 2005, and probably longer.

The separators can handle rainstorm accumulation

up to three-eighths of an inch per hour. Once the Sanitary District's deep tunnel project is completed there will be no overflow to the river at all.

With energy efficiency and pollution control becoming more important than ever, a pollution control device of this type is part of a comprehensive system being installed at the new Kedzie garage. Other garages may also have oil/water separators installed at a later date.

Public safety

Once you win a Public Safety Award after a long period without one, it's hard to give it up, so for the second quarter in a row, 77th Street took top honors for public safety in garage competition.

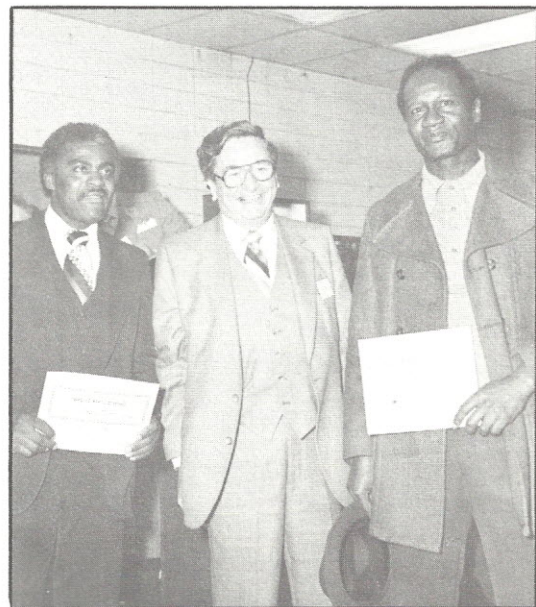
For the fourth quarter of 1979, 77th registered a 21 per cent decrease in traffic accidents compared to its average during the same period over the previous three years. Similarly, the garage's passenger ac-

cident frequency rate was 40 per cent below its average for the earlier quarters.

The last quarter of 1979 also saw Congress terminal winning its first Public Safety Award of the year, or its 18th prize since the inception of the program in 1961. In maintaining its average of at least one victory a year in competition among terminals, Congress showed a 79 per cent reduction in its combined traffic and accident frequency rate compared to the record of previous fourth quarters.



It was a repeat performance at 77th Street, where drivers were joined in celebrating their previous award by Tom Boyle, manager, Safety (wearing white shirt with tie) and Frank Wsol, area superintendent, Far South (holding plaque).



James Blaa, manager, Transportation (center), was on hand to congratulate Public Safety Award winners at 77th Street, including drivers Henry Martin (left) and Charles Walker, who were given special recognition certificates for being outstanding employees.



The warm glow of victory at Congress terminal is reflected in the smiles of (left to right): James Blaa, manager, Transportation; Harold Geissenheimer, General Operations Manager; Alex Wilson, assistant superintendent, Congress; Bennie Davis, motorman (holding plaque); Jim Morphew, legislative analyst, Illinois House of Representatives; Elliot Linne, assistant superintendent, Congress/Douglas; Mike Veltri, superintendent, Congress/Douglas; and John Bright, conductor. During the ceremony, Davis and Bright received certificates of special recognition.



Maintenance people who joined operating employees in celebrating another safety award win at Congress included (left to right): car repairers Jim Malloy and Ovidio Alaniz; John Cannella, terminal day foreman; car repairers Sheldon Rita, Joseph Martinek, Veno Cox, and Mike O'Sullivan; car servicers Maude Lambert and Neftali Torres Jr.; and car repairer Ed Jackson.

NEW PENSIONERS

WILLIAM BURNS, Box Puller, 52nd Street, Emp. 10-31-43
 JOSEPH CITRO, Operator, North Park, Emp. 2-28-52
 CASIMIR DANEK, Operator, Forest Glen, Emp. 2-3-58
 GENNARO FICO, Bus Servicer, Beverly, Emp. 1-30-52
 JAMES FULLER, Instructor, 77th Street, Emp. 4-27-46
 PETER GAZA, Car Repairman A, Kimball, Emp. 2-17-49
 CHARLES GERHOS, Operator, Forest Glen, Emp. 2-25-46
 JOHN GRIFFIN, Bus Repairer, 77th Street, Emp. 11-3-50
 ZITA GYURICZA, Bill Clerk II, Financial Services, Emp. 8-8-56
 JOSEPH KAREL, Statistician, Schedules, Emp. 5-4-42
 ROOSEVELT KELLY, Janitor, Maintenance, Emp. 10-15-51
 JOHN KEPHART, Operator, North Park, Emp. 12-22-75
 JAMES LAHEY, Assistant Superintendent, North Park, Emp. 3-4-46
 IRVING LEWIN, Operator, Limits, Emp. 4-26-48
 NELLO LORENZI, Lineman Helper, West Shops, Emp. 12-28-45
 JAMES MADDEN, Special Investigator, Blue Island, Emp. 11-21-59
 WALTER MODJESKI, Operator, North Park, Emp. 5-18-59
 JOHN PUGH, Janitor, Maintenance, Emp. 7-5-72
 MELVIN TURNER, Operator, Beverly, Emp. 3-2-45
 RICHARD WELTER, Switchman, Kimball, Emp. 1-26-50
 RICHARD WIERCIOCH, Switchman, Howard, Emp. 2-17-50

DISABILITY RETIREMENTS

WALTER ANDERSON, Carpenter, West Shops, Emp. 10-18-62
 ISHAM HANDLEY, Operator, Archer, Emp. 6-11-59
 NESBIT MURDEN, Operator, 77th Street, Emp. 2-24-48
 HYBERT RICHARDSON, Operator, 77th Street, Emp. 2-6-67
 WALTER YOUNG, Collector, Limits, Emp. 7-24-67

CTA TRANSIT NEWS

Volume 33

Number 3

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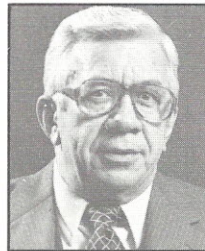
IN MEMORIAM

FRANK ALDONIS, 86, Archer, Emp. 2-13-17, Died 1-19-80
 JOHN ANDERSON, 85, Limits, Emp. 4-28-21, Died 1-10-80
 RUDOLPH ANDERSON, 86, Forest Glen, Emp. 1-21-21, Died 1-25-80
 ESTHER BAUER, 74, Schedule, Emp. 6-18-23, Died 12-21-79
 SCOTT BROWNLOW, 73, Archer, Emp. 11-11-26, Died 1-13-80
 ANN DUNLEAVY, 70, West Section, Emp. 7-30-46, Died 1-2-80
 AMOS FAIRFIELD, 82, Desplaines, Emp. 5-21-17, Died 12-2-79
 THOMAS FAY, 80, Congress, Emp. 8-4-43, Died 1-21-80
 ANDREW FITZSIMONS, 75, Accounting, Emp. 2-2-42, Died 12-31-79
 THOMAS GALVIN, 90, Kedzie, Emp. 2-11-13, Died 1-2-80
 GEORGE GARWOOD, 87, 77th Street, Emp. 8-29-16, Died 1-21-80
 ARTHUR HALFORD, 80, Lawndale, Emp. 6-17-26, Died 1-17-80
 ROBERT HALLEY, 52, Archer, Emp. 9-16-57, Died 2-5-80
 HARRY J. HANSEN, 84, North Avenue, Emp. 3-2-23, Died 1-12-80
 JOHN HARTMAN, 65, North Avenue, Emp. 2-2-53, Died 1-10-80
 WALTER HAUTOP, 82, Keeler, Emp. 6-6-25, Died 1-2-80
 AGNES HOGAN, 82, North Section, Emp. 2-27-23, Died 1-17-80

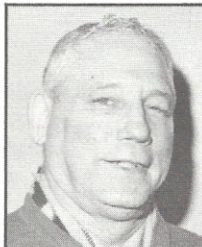
LOUIS HOY, 76, North Section, Emp. 11-1-33, Died 1-1-80
 RITA HURLEY, 49, West Shops, Emp. 9-23-69, Died 2-9-80
 SAMUEL JONES, 57, Lawndale, Emp. 8-22-47, Died 1-28-80
 JOSEPH KOUDELKA, 85, Lawndale, Emp. 8-18-36, Died 1-6-80
 FRANK KRAWITZ, 88, Building, Emp. 3-19-18, Died 1-17-80
 ELIZABETH McELENNEY, 95, West Sect., Emp. 6-18-18, Died 1-18-80
 ISABEL McGINNIS, 80, General Office, Emp. 6-24-18, Died 1-17-80
 ERNEST PASCHKE, 79, Limits, Emp. 2-1-26, Died 1-27-80
 JAMES PAVONE, 86, Maintenance, Emp. 10-3-18, Died 1-4-80
 FRANK PIASECKI, 58, Forest Glen, Emp. 2-19-47, Died 1-29-80
 MARTIN PIERSON, 78, 77th Street, Emp. 8-4-58, Died 1-3-80
 HARRY RICHARDS, 56, Skokie Shop, Emp. 3-10-69, Died 1-26-80
 LEO ROSE, 64, 77th Street, Emp. 3-2-59, Died 1-5-80
 MICHAEL RUSS, 84, Wilson, Emp. 2-11-24, Died ---
 LEE SCHULTZ, 82, Douglas, Emp. 3-13-14, Died 1-17-80
 FRANK SOMMER, 71, 77th Street, Emp. 5-28-48, Died 1-13-80
 LORENZO SPARACINO, 79, Wilson, Emp. 8-27-29, Died 1-7-80
 CHARLES TECHTMAN, 90, West Sect., Emp. 2-18-42, Died 1-5-80

March service anniversaries

40
years



R. M. Hartney
61st Street



C. Dewine
Howard



J. F. Sanhamel
North Park

We're sorry...

In the December, 1979, issue of Transit News, we inadvertently misspelled the following Death Notice:

BERNARD McBRIDE, 56, 69th St., Emp. 5-7-50, Died 10-21-79

35 years

E. Banks, Beverly

30 years

A. T. Anthony, Skokie Shop
 J. H. Austin, TABEC
 J. R. Barber, District D
 M. L. Coari, Payroll
 A. R. Deering, South Shops
 G. E. Drey, South Shops
 A. K. Haas, South Shops
 J. Hennelly, Kimball
 A. Hodowanic, Skokie Shop
 A. J. Joe, 69th Street
 H. J. Kohler, Instruction
 J. W. Matthews, Ashland-61st
 C. A. Myers, Campaign Rail
 A. N. Rakestraw, Ashland-61st
 L. B. Ross, Instruction
 P. J. Sabadosa, 54th Shop
 P. J. Shackley, Howard/Kimball
 M. Walker, Materials Payable
 J. J. Wirth, Maintenance
 H. L. Woods, Utility
 G. Wright, Accts. Receivable

25 years

C. Gray Jr., 69th Street
 H. A. Means, 69th Street
 C. A. Ortman, Forest Glen
 C. E. Pollard, Engineering
 B. E. Small, North Park

YMCA offers pre-retirement planning workshops

"A successful and happy retirement doesn't just happen. It requires planning," said Craig Heatter, superintendent of Pensions. "Good planning takes time. Give some thought to it now--whatever your age."

To help CTA employees, and others, plan for their retirement, the Central YMCA Community College is offering Pre-Retirement Planning Workshops at three locations starting in April. The college holds the workshops six times a year.

The workshops meet one day a week for six weeks and cover vital questions about home, financial planning, aging, legal affairs, keeping healthy and whether to stay or move from Chicago.

Dr. Ruth Gallinot, director, Adult/Continuing Education for the college, said the cost for the entire program is only \$20. For persons over 60, the fee is \$10. This includes registration and a kit of materials.

The workshops will be held in the following loca-

tions--Central YMCA Community College, 211 W. Wacker dr., 5:30 to 7:30 p.m. on Mondays starting April 7; West Suburban YMCA, LaGrange, to be held from 7 to 9 p.m. on Wednesdays starting April 9; and at 202 S. State st., 6th floor, from noon to 2 p.m. on Thursdays starting April 10.

"The Pre-Retirement Workshops sponsored by the Central YMCA Community College can help our employees plan an important part of their lives--their futures," Heatter said. "Retirement from the job doesn't mean retirement from life.

"We think that attending the Pre-Retirement Planning Workshops can be an important first step to a happy retirement."

For more information about the workshops and when they are scheduled to be held later this year, telephone the Central YMCA Community College at 984-8393.

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

Address Correction Requested

