



## CTA board appoints Alfred Savage executive director

*CTA chairman Clark Burrus (left), presents Alfred H. Savage (right), newly appointed CTA executive director, at a press conference following the official appointment at a special meeting of the CTA board.*

**Alfred H. Savage**, CTA's newly appointed executive director, told members of the Chicago Transit Authority's board that he will attempt to make CTA the best transit property in the country. He noted that the safety of the system already appears to be the nation's highest.

The 60-year-old former executive director of the Niagara Frontier Transportation Authority in Buffalo, N.Y., began his \$149,000 a year job as CTA's new top executive officer on May 1.

"I can't think of anyone better to lead us through the uncharted waters of the '90s than Alf Savage," said CTA Chairman **Clark Burrus** as Savage's appointment was announced at a special March 30 board meeting. The new executive director, who is a native of Sarnia, Ontario, Canada, was extended a three-year contract.

As head of the NFTA where he also served for three years, Savage was responsible for administering all subway, bus and rail services, two international airports, the Port of Buffalo, and a large land portfolio.

Prior to joining NFTA, he was chief general manager of the Toronto Transit Commission for six years, managing all aspects of operation, planning and construction. The TTC is the largest transit system in Canada, with a staff of 10,000 and over 400 million riders annually.

The new CTA chief executive officer said he anticipates no major personnel changes. "I do not play favorites, nor do I plan to play favorites," he said.

Each member of the CTA board expressed confidence in the selection of Savage and pledged support for the new executive director.

CTA Chairman Clark Burrus said of Savage, "He has all the qualities an executive director must have to lead us into the 1990s—a track record of success in transportation, 30 years of serving local government, integrity, and the personal drive to get the job done right."

Savage has earned a reputation in his public career for being "a people person" and for leading by example. "There are a lot of bright, able men and women in our transit systems, and my job is to bring out the best in them," he said. He also said he brings that philosophy to Chicago.

Savage studied at the Niagara Falls School of Horticulture and the Sloane School of Urban Studies of the Massachusetts Institute of Technology in Boston.

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### TRANSIT NEWS

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## Executive's message

I am proud to share some insight concerning our security force with our CTA employees. Through my experience in the work environment I've learned that often what we don't know can truly hurt, or at the very least give us a misconception.

To many of our fellow employees, security is strictly "cops and robbers." Nothing could be further from the truth. Security is a safe and secure work environment. At CTA there are three components to providing a safe and secure environment which are passengers, employees, and people who disrupt our safe and secure workplace.

Our mission in the Security Services/Police Liaison Department is to identify problems on our system and supply or apply resources to alleviate and solve the problems. Problems have many faces, from turnstile jumping to crimes of a more violent nature.

Some of the resources which we utilize include the Chicago Police Department, particularly the Public Transportation Section; the Voluntary Secondary Employment Program (VSEP), in which off-duty CPD officers are hired to patrol in squad cars over selected routes, and National Canine Security, Inc., a private agency whose personnel, accompanied by security dogs, patrol various CTA rail lines and other CTA facilities on a rotating basis.

We also employ the talents of G.E.J. Security, Inc., a private unarmed security agency whose personnel patrol our work facilities and shops. The vigilant efforts supplied by these resources contributed to a 40 percent over-all drop in CTA criminal incidents in 1989.

**WHOA!** Don't think this has been a one-dimensional effort. It took passengers reporting crime, CTA employees looking out for crime and patrol forces diminishing the opportunity to commit crimes and responding in a timely manner to bring about this reduction.

Since I have taken the position of Senior Manager, Security Services/Police Liaison in the last 15 months, the request for our services has consistently increased.

Our immediate staff is small in terms of personnel, but our efforts are mighty, and we do our part to protect CTA riders and employees.



**Raleigh Mathis**

Senior Manager, Security Services/Police Liaison

Security and rider protection are key words in our vocabulary, but the application of available resources remains paramount. Recently, under Illinois Senate Bill 255, extra funds were allocated and appropriated for security needs of the Chicago Transit Authority. As these funds become available, innovative security programs will come into existence.

Two such programs are the Camcorder Pilot program on buses and the Closed Circuit Television Cameras Monitoring program for the downtown subway stations.

Security is high profile at CTA. As we progress with new programs, I would like to be able to inform you of these events. Certainly, continued vigilance on everybody's part will insure CTA riders and employees that the 1990's will mean safe and secure travel to work, business pursuits, or leisure for all. In all we do here in Security Services/Police Liaison, our actions are guided by our motto, "Courtesy is contagious."

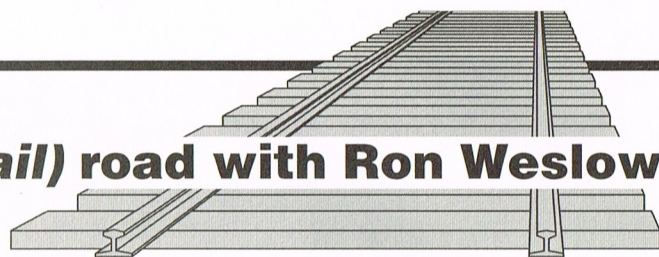




*Ron Weslow of CTA's Marketing department visited several Eastern seaboard cities by way of Amtrak and transit in October 1989. We felt that his transit recollections would be of interest to our readers.*

**story by Ron Weslow**

## On the (rail) road with Ron Weslow



### ON THE CAPITOL LIMITED

**Best Overheard Conversation:** "I was in Candlestick Park for the first game." ('89 World Series) "Really? Who won?"

**Best Coincidence:** Fellow traveler says: "My friend said to look him up if I was ever in Chicago"...and hands me a CTA executive's card.

**2nd Nicest Views:** From the dome car, snaking through the mountains in the early morning mist, alongside the Potomac river. Can't get here by car.

### CAPITAL CITY

**Most Splendid Terminal:** Washington's Union Station. A perfect combination of restoration and readaptive use, where train riders, shoppers, and sightseers coexist happily by design.

**Easiest Subway to Use:** Washington's Metro. Add color-coded lines, common-sense graphics, and large, lighted maps, and you have a system that's so simple, a tourist family could learn it in minutes.

**Transit and the Rich:** Overheard from a jewel-bedecked woman leaving a Baroque concert in Georgetown—"Hurry—The Metro bus leaves here at 11:10pm"—Would I hear this at our Orchestra Hall?

**2nd Best Coincidence:** The cab driver who grew up near Peterson and Western in Chicago, and rode the Ravenswood L (my line) for years. He spoke French, German, Spanish, Russian ...and English. Quote: "I found I got bigger tips when I spoke their language."

**Found in the Washington Post:** An entertainment section article telling readers to park their cars at Metro stations and take trains to upscale nightclubs. Yuppies riding subways at night? Imagine that. *I saw it.*

### ALL ABOARD AGAIN

**Fastest train:** Amtrak Washington to Philadelphia—120 MPH. Amtrak carries more riders than the airlines in the New York-Washington corridor.

**It's The Little Touches:** The snack bar ran out of cups after leaving Washington. So at Wilmington, our conductor dashes across the platform to another train and comes back with plenty.

### THE PHILADELPHIA STORY

**Best Transit Ride:** The Norristown line—similar to the Skokie Swift. We rode the nation's oldest operating transit car—a 1915 Brill interurban. Coming back, a familiar face—CTA's 6000 series, but with on-board fareboxes and bellcords. A fun, fast, scenic ride.

**Most Impressive Transit Station:** Market East. They connected several commuter lines and added a stop under downtown's vertical mall. Imagine running all Metra lines under Water Tower Place, and you get the idea.

**Best Streetcar Ride:** From 69th St. to Philadelphia suburbs. Like streetcars in general, smooth, swift, and silent—but add fall colors and the sunset through wooded areas, and we have a winner.

**Most Prophetic Sign:** In one suburb—"Yield to Trolleys." In many US cities, they're doing just that—building new light rail systems to replace inadequate bus service. What goes around...

### ESCAPE TO NEW YORK

**On The Way Up:** The New York subway—No graffiti on any train. New and rebuilt cars. Working air conditioning. Remodeled stations. Fresh paint. Good graphics. Frequent service. Tremendous progress in just 5 years.

**Best Transit Ad Campaign:** In the Big Apple, telling about major subway improvements. They end with the tag line: "The Subway. We're Coming Back. So You Come Back." Ridership is up 14% on some lines. Bravo!

**My Kind of Directions:** Ask how to get somewhere, and the reply is invariably in terms of subway routes or stations. As if everyone rode the subway. They do. It's a wonderful life.



### BANNED TO BOSTON

**Best Amtrak View:** New Haven to Boston. Shoreline, beaches, classic New England towns. People waving as the train went by. No sign of Dick Van Dyke at the New Rochelle commuter station.

**T for Two...and Millions More:** Boston is a transit lover's city. The "T," Boston's CTA, runs streetcar subways, electric trolley buses, and heavy rail. And transit riders get individual visitors passes, color-coded graphics, restored stations, and a massive rebuilding program.

**Best Purchase:** Three cassettes containing nearly 200 television theme songs from the 50s to the present. My answering machine is set for life.

**Worst Misuse of a Name:** These oh-so-cute, rubber-tired, diesel-powered "Trolleys" or "Trolley Buses". Fact: a "trolley bus" is an electric bus, powered by overhead wires. Can't they be sued for historical infringement?

### YOU CAN GO HOME AGAIN

**2nd Best Amtrak Station:** South Station, Boston. They saved the magnificent curved entrance facade and built a new, but classical, interior. And all of this is stunningly illuminated by a sweeping glass wall where the trains await.

**Rock While Rolling:** The dining and lounge cars of a train encourage people-meeting and entertainment-making. An impromptu concert and singalong occurred on the Lake Shore Limited as we sped through the countryside. Try doing this on a plane or bus.

**A Pullman by Any Other Name:** It's relaxing to watch the world flash by from your own room on rails. The transition from city to city, from vacation to work, is made easier because of this buffer zone.

**End of the Line:** How enjoyable to have visited 4 major cities without once having to drive. You can know great cities not only by their museums and neighborhoods, but by their transit systems, as well!

*This 69th Street Express runs on Philadelphia's Southeast Pennsylvania Transit Authority's high speed Norristown line. If it looked familiar its because the 6000 series train was formerly CTA property.*







## MTC refines skills critical to success

CTA's Maintenance Training Center at Hawthorne is considered one of the best schools of higher learning for CTA operating and facilities maintenance personnel.

**Florence Salus**, MTC manager, said the center provides centralized training for bus, rail, and facilities maintenance personnel. "Maintenance training incorporates the basics of adult learning theory into course curriculum development, and provides efficient, and effective direction and structure to our training," Ms. Salus said.

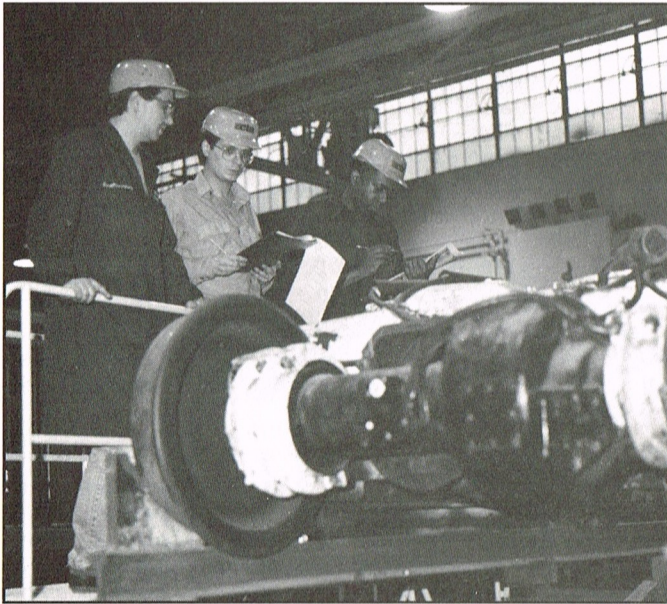
Previously located in Bay One of Lawndale garage, the training center's Hawthorne facility opened last January 15. Besides its offices, the center consists of 10 classrooms, restrooms, locker facilities, and a bay area for "hands-on" training.

Housed in the bay area are some 46 training aids including a heating, ventilating, air conditioning circuit, bus engines, and a simulated track structure.

The major portion of the third floor is occupied by the maintenance training specialists. This section does the research, develops and assembles the course content, program outlines, qualification test and audiovisual enhancements, and conducts pilot programs.

Maintenance training programs may range from basic hydraulics to first aid, and from fire fighting to diesel engine tune-up. Last year, there were 2,025 various programs conducted for 6,894 maintenance trainees. Day, evening and midnight classes are conducted at the Maintenance Training Center to accommodate personnel working all shifts 24 hours per day.

One of the Maintenance Training Department's primary goals is to provide effective training for maintenance personnel at their work locations. This goal is accomplished by instructors with expertise in their particular field (Bus, Rail, and Facilities).



Instructor **Gregory Demitro** (left), monitors hands-on test taken by students **Jan Drekster** (center), and **Lutrell Reneau**. The department trained more than 6,800 trainees last year.

The instructors refine the essential "hands-on" skills which are critical for a successful repairer. Instructors also assist in the development of individual repairer's trouble-shooting techniques.

Training activities are coordinated with bus, rail and facilities managerial personnel through various committees such as the Training Steering Committee, Training Development Review Committee and foremen meetings. The Maintenance Training Center staff also work with CTA's Engineering Department, and various manufacturers in developing effective vendor training for the new bus and rail fleet orders.

## Alfred H. Savage

(continued from front page)

He is an avid history buff who has written about military history and historical Canadian weapons. He is married and has five grown children and five grandchildren.



Meanwhile, Chairman Burrus also praised CTA Engagement Manager **Bernard Ford** who he said made a "personal sacrifice" when he took on the responsibilities as the agency's chief executive officer over the past 14 months.

Ford first joined CTA in 1956, and remained until he was named general manager of the Regional Transportation Authority in May 1979. Subsequently, he was appointed CTA executive director on June 2, 1982, where he continued until his retirement on July 1, 1985.

## Manager notes:

The M.I.S. department has issued its final report of CTA's Long Range Information Systems Plan. The plan was developed with the participation of all CTA personnel involved with revenue service, or revenue service support.

Ernst and Young Consultants provided an objective source of expertise for preparing the plan.

Follow up meetings with plan recipients will provide a means of communicating the plan's contents. Meanwhile, the Information Investment Technology committee is expected to establish priorities and direction for further investments in the use of information technology.





# INSIDE NEWS

## Tuition Aid student of the month "Lora McKearney"



Lora McKearney, a Capital Development special projects analyst, is an excellent example of how the Tuition Aid program can best benefit an employee. She is CTA's May "Tuition Aid Participant of the Month."

Determined to complete her education after joining the Authority in 1982, Ms. McKearney enrolled as an evening student at the College of DuPage, and later transferred to North Central College. She is majoring in Management Information Systems, and maintains a 3.4 grade point average on a 4.0 scale.

Her husband, Jeff, is a full-time student at Trinity Evangelical Divinity school. "Although having two students in a family is financially taxing," said McKearney, "my husband and I provide great support for each other, student-to-student."

"The CTA Tuition Reimbursement program has been very beneficial," she added. "It has reduced the cost of my education."

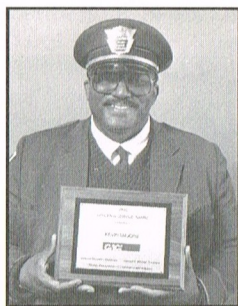
In June of 1991 McKearney and her husband both expect to receive their baccalaureate degrees.

## Completes Olive-Harvey academic program

Georgia R. Harris-Bennett, of Personnel Research/Programs, and former composite typist at the Operations Training Center, has completed an extended two-year academic program at Olive-Harvey College. Mrs. Harris-Bennett graduated with honors and earned an associate degree in general studies. She plans to continue her academic pursuits to include a masters program.



## Kedzie operator, honored by CACI



The Chicago Association of Commerce and Industry has presented its 1990 "Citizen's Service Award" to Kedzie bus operator Kevin Majors who distinguished himself by his diligent confiscation of bogus monthly passes. Majors' attention to detail over a long period netted a tremendous savings to the CTA in what otherwise would have been continuous theft of services by unscrupulous riders using the phoney passes.

## CTA's first female claims representative

Claims coordinator Elaine McGregor has been appointed to the position of claims representative (Property Damage). The appointment followed her successful completion of an intensive three-week course in automobile damage estimating at the Vale National Training Center in Chambersburg, Pa., a foremost authority in the discipline of damage estimating, and one of the most highly recognized institutions in the nation.

Mrs. McGregor, a CTA employee since 1966, earned her certificate of training with a score of 99 percent, the highest grade achieved by a CTA employee attending the course in 15 years. Mrs. McGregor is the first female CTA employee to train at the Chambersburg center, and to be appointed as a claims representative, a significant achievement for CTA female workers.



A claims representative is required to examine damaged vehicles and determine the Authority's liability, the cost of labor and materials, and the reasonableness of a claim, estimate the salvage market value, and recommend disposition.

Donald Werdell, manager, Claims Evaluation, said the Claims department is very proud of McGregor's accomplishment at the Vale National Training Center. Other female personnel in the department are scheduled to attend the course at Vale later this year.

## All Stars end cager season undefeated

CTA's basketball All Stars stopped the Chicago Tribune All Stars 88-74 and then headed for Cleveland for a shoot-out in a three-city weekend cager contest with the Ohio team, Washington, and the Windy City.

Chicago's A&B squads took all the marbles with the A squad, coached by Arthur Hubbard, of Rail South, defeating the Washington Bus company 39-28, and the B Squad, coached by Arliss Jones, of General Office, topping the Cleveland bus company 54-37. Taking MVP honors were Tony McFadden from Lawndale garage for the A team, and Zeke Rand of Kedzie garage for the B team.

Having earned city bragging rights, the CTA All Stars chilled Chicago's Postal Service in three of the four games played March 18 at the Washington Park Field House.

In the March 30 game at Garfield Park, the CTA All Stars stopped All State Insurance 108-89 in spite of the "at-will" shooting of forward Dwayne Tyus, the experienced professional, of the "Good hands people" squad.

Tyus, who was a free agent with the Chicago Bulls during the 1982 and 1983 seasons, put 45 points through the hoop himself, said Jones, giving credit where credit is due, "He was good, he was darn good. We couldn't beat him, but we beat the team, because we were just too spread out for them."







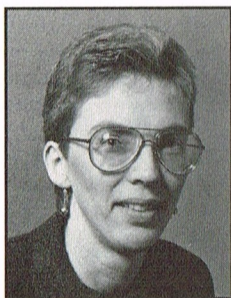
## Operators soothe snowbound riders on sweetheart's day

*"...with control and sense of humor ...with skill and know-how ...with patience and professionalism ...with consideration and respect toward riders...with compassion for older people ...and turning a trying ordeal into a memorable experience..."*

A sudden, intense snowstorm struck Chicago at midday on Wednesday, Feb 14. Afternoon rush hour traffic was held to a crawl by motorists whose vehicles became trapped or disabled on the city's thoroughfares.

Unable to levitate to avoid the resulting traffic backups, CTA buses could do no more than move with the flow, which wasn't very fast. A number of riders appreciated CTA operators who took the heartache out of the Valentine's Day nightmare. Here are some of their comments:

**Debbie McGovern**



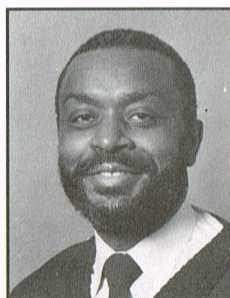
(North Park garage) won plaudits from Kaye Holman, of North Lake Shore Drive, for "never exhibiting frustration or anger during our three-hour ride and many obstacles" on a No. 135 Wilson/LaSalle Express bus. "In fact, her control and sense of humor were responsible for the 'coping' attitude of the passengers."

**Catrell Carr**



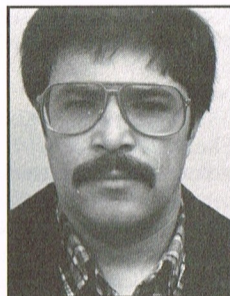
(77th Street garage) was appreciated by Barbara Suber, of East 90th Street, who was on her No. 3 King Drive bus for four hours. "People were getting on with all kinds of attitudes, complaining bitterly as if it (the weather) was her fault. She never spoke an unkind word, and tried to accommodate everyone. She kept her pleasant disposition throughout the ride. She was kind, courteous and polite, and showed consideration and respect toward the riders."

**Ibrahim Rahim**



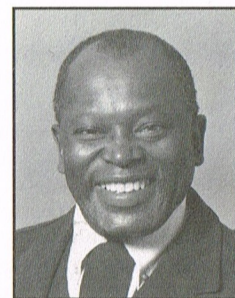
(103rd Street garage) "deserves an award for his outstanding performance" as operator of a No. 14 South Lake Shore Express bus, according to Catalina Torres, of the Michael Reese Medical Center. "With skill and know-how, he got the bus through. It took a while, but he got past the snow. Never once did he display defeat, but rather composure and skill."

**Noel Castro**



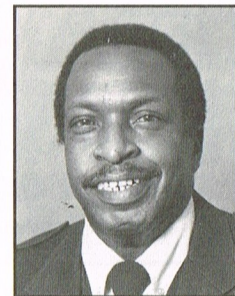
(North Park garage) was commended by Sylvia Meyer, of North Dearborn Street, "for showing compassion for older people using the No. 36 Broadway bus. With the curbs piled high with icy mounds of snow, he made it a point to stop where there was an opening to avoid someone's falling. He also waited until a handicapped man using a walker reached the bus, and assisted the man on board."

**Herbert Ives**



(North Park garage) was complimented by Patricia Chavez-Foster, of North Sheridan Road, for "his patience and professionalism" on a No. 147 Outer Drive Express bus. "He was very calm, and I could see the concern he had for everyone on board during my three-and-a-half-hour ride. That night, as we all reached our destinations, we were grateful. He did not show any signs of stress. He just hung in there."

**Jeremiah Morris**



(103rd Street garage) was referred to as "a diplomat" by Marlene McKinney, of Clyde Avenue, who was "one of the last people to squeeze onto his already crowded (No. 14 South Lake Shore Express) bus. We faced an extremely hazardous ride home, normally a 30-minute ride that turned into a three-hour crawl. He exercised well-learned operating skills, and was most reassuring to his passengers, as he never became unnerved in an extremely stressful situation. He turned what could have been a trying ordeal into a memorable experience."







## Retirees

### Paymaster Person, retiring after 28 years



**Darold J. Person**, (right), accompanied by his wife, Susan, accepts a token of appreciation from **Dennis Sipich**, superintendent, Treasury, who made the presentation on behalf of the department's personnel. Person, who was paymaster, began retirement on April 1 after 28 years of service. His plans include learning horse breeding, visiting the track at Churchill Downs, and watching a few ball games at White Sox Park.

### On to bigger things after 33 years of service

**Richard Koprowski**, superintendent, Operations, Field Review, is flanked by his wife, **Marge**, and their son, **Steve**, as Mrs. Koprowski slices the cake made especially for her husband's retirement open house in the CTA board room. Koprowski ended a CTA career of 33 years to begin anew as general manager of the Port Townsend, Washington Transit Authority. Koprowski's Field Review co-workers presented him with a 14 karat gold inscribed pen and pencil set.



### Other April retirees

**Jose A. Asensio**, Madison/Wabash, 14 yrs  
**Elmer R. Chatman**, 103rd St., 34 yrs  
**Curtis Coleman**, Kedzie, 25 years  
**William T. Haworth**, S. Shops, 28 yrs  
**James F. Heidewald**, Archer, 35 years  
**Richard Koprowski**, Ops. Review, 34 yrs

**Stanley L. Kubicz**, Forest Glen, 41 years  
**Georgina Lao**, O'Hare terminal, 13 years  
**Clarence Leggett**, 77th Street, 27 years  
**Gerald Mallory**, 77th Street, 39 years  
**Daniel McRedmond**, Stores/Sko., 34 yrs  
**Howard A. Means**, 69th Street, 35 years  
**Jack Moore**, North Park, 27 years  
**Heriberto P. Nino**, Limits, 14 years  
**Darold J. Person**, Treasury, 28 years  
**Vivian A. Robinson**, Archer, 26 years  
**Emanuel Rogers**, Mad./Wabash, 21 years  
**Gabriel G. Schiazza**, District D, 39 years  
**George A. Thurman**, Kedzie, 42 yrs  
**Thomas Walker**, South Shops, 10 years  
**James O. Weeden**, 103rd Street, 26 years

### Disability Retirement

**Ricardo Bonilla**, Kedzie, 14 years  
**Leola Culpepper**, Congress term., 19 yrs  
**Barbara Davis**, 69th Street, 12 years  
**Haywood Jackson**, Kedzie, 25 years  
**Sahey K. Kishore**, Howard term., 11 yrs  
**Leroy W. Tyler**, Madison/Wabash, 13 yrs



## Anniversaries

### 40 Years

**Willie Kanady**, 69th Street

### 35 Years

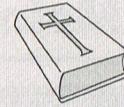
**Robert Dillard**, North Park  
**Joe Moore**, SPC MTC.  
**Thomas Randall**, 69th Street

### 30 Years

**Walter Caston**, Bus Pers. South  
**Samuel Cook**, 69th Street  
**Vincent Gasparaitis**, Ele. Con/Sys MTC

### 25 Years

**Edward Brown**, Bus Dist. D  
**Robert Curran**, Racine Maint.  
**Michael Daley**, Sys & Planning  
**Huey Danzie**, Bus Dist. D  
**James Itson**, 77th Street  
**John Long**, Ele. Con/Sys MTC  
**Dale Mangelsdorff**, Revenue Equip.  
**Artis Martin, Jr.**, Kedzie  
**Tyree Morris**, 77th Street  
**Collins Scott**, 77th Street  
**Gerhard Schwuchow**, Archer  
**Stanley Szarafinski**, Archer  
**Willus Vivian, Jr.**, Archer



## Memoriam

**Elmer P. Aust**, 70, West Shops  
**Frank J. Bartusiak**, 79, West Side  
**Gill Bundley, Jr.**, 75, Vehicle Maint.  
**McClinton Corbin**, 65, Mad./Wab.  
**Melvin Dardy**, 47, Pers. Admin.  
**Anthony Delgiudice**, 77, Kedzie  
**Harper Donahue**, 67, 77th St.  
**Charles R. Giltmier**, 74, Beverly  
**Edward Guzik**, 68, West section  
**Frederick Herrmann**, 82, Forest Glen  
**Raymond Janicke**, 78, S&E  
**Oscar Johnson**, 62, West Shops  
**Earl W. Kersten**, 63, 77th St.  
**Albert J. Kiesling**, 84, 77th St.  
**Charles E. King**, 78, North Av.  
**Glenn H. Kinzie**, 84, West Section  
**John Miller**, 92, 77th St.  
**William A. Nehls**, 76, North Av.  
**Robert E. Powell**, 74, North Park  
**Giacchino Turco**, 78, S&E  
**George Wesley**, 94, Lawndale  
**Norman A. Whiteley**, 89, Claims  
**Thomas J. Williams**, 85, 69th St.  
**Joseph F. Zaruba**, 99, Trans.

*"I had a thousand questions to ask God;  
 but when I met Him, they all fled and didn't  
 seem to matter."*

*Christopher Morley,  
 1890-1957*





## Rail Vehicle Maintenance spreads holiday happiness



Shop inspector **William Meany**, of Area 422, alias *Santa Claus*, is surrounded by gifts and food baskets representing the generosity of Rail Vehicle Maintenance employees.

Last December ('89), personnel of the Rail Vehicle Maintenance Division made the holiday season truly a happy one for residents of the Uptown, Pilsen and Kenwood-Oakland communities.

Division employees formed the first Rail Vehicle Maintenance Holiday Helping Hand program and donated over \$2,100 to purchase 165 food baskets. More than 170 new toys and 150 sets of crayons and coloring books were also donated and distributed to Chicago area families.

Six multi-purpose vehicles delivered the baskets and toys to St. Thomas of Canterbury Church in Uptown, El Hogar del Nino in Pilsen and the Kenwood-Oakland Community Organization.

Santa accompanied the volunteers to each location and made a welcomed appearance at the day care center at El Hogar del Nino. Rail Vehicle Maintenance Division employees are planning to make the Holiday Helping Hand program an annual event.

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