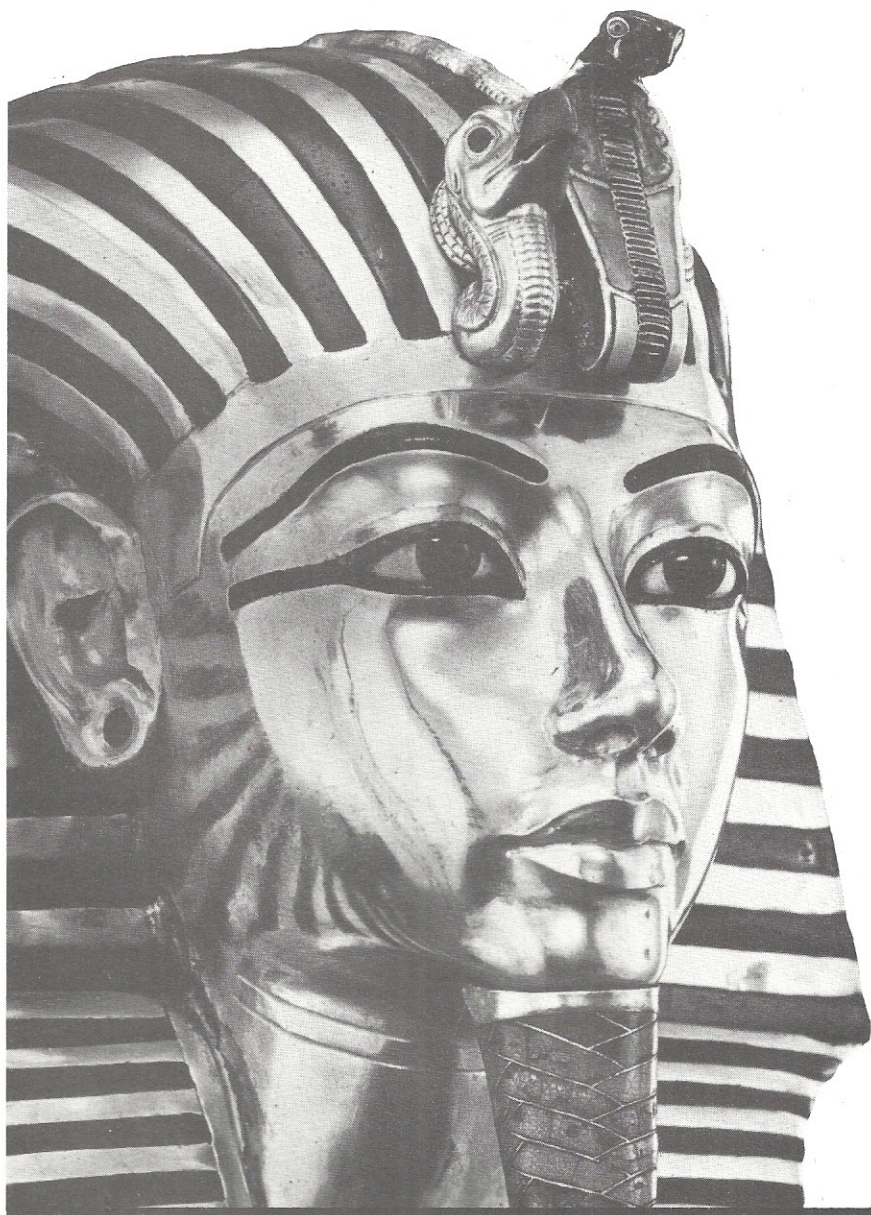


An Invitation To Visit King Tut Of Egypt

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
APRIL, 1977

CTA Bus Routes No. 126 Jackson (every day) and No. 149 Stateliner (Monday through Friday) are best ways to exhibit in Field Museum



Chicago will offer a once-in-a-lifetime opportunity this spring and summer to travel more than three centuries backwards in time to the culture and arts of Egypt's King Tut (for Tutankhamun) at the Field Museum of Natural History.

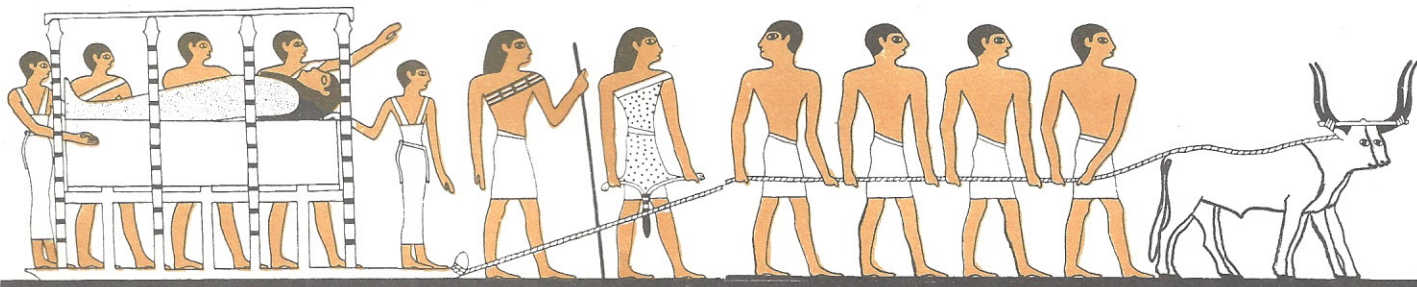
The King Tut exhibit of 55 spectacular art objects, featuring the gold effigy mask of the young king, left, comes to Chicago from the National Gallery in Washington, D.C., where it was viewed by more than a million people, including President and Mrs. Carter.

"It is unbelievable!" said the President after viewing the exhibit.

Chicago is the second of only six U.S. cities to host the exhibit made possible as a goodwill gesture of the Egyptian government under an agreement signed in 1975 by Secretary of State Henry Kissinger and Egyptian Foreign Minister Ismail Fahmy.

The King Tut exhibit will be at the Field Museum from April 15 through August 15. It is open to the public from 9 a.m. to 6 p.m. on Mondays, Tuesdays, and Wednesdays; from 9 a.m. to 9 p.m. Thursdays through Sundays.

(Continued Page 2)



A Visit With King Tut (continued)

There is no special admission fee to the King Tut exhibit, but there is a regular admission charge at the Field Museum -- except for Friday all day, which is a free day. Admission to the Field Museum is \$3.50 for a family, \$1.50 for adults, 50 cents for children aged 6 to 17, 50 cents for students with ID cards, and 35 cents for those over 65 years of age.

waiting with comfort

The Field Museum plans to avoid long waiting lines to get into the exhibit, which will be housed in a specially constructed four-room structure designed to give the visitor the impression of entering and discovering King Tut's tomb.

Upon admission to the Field Museum, visitors will receive reservation numbers. They may then feel free to roam the many other fascinating exhibits, glancing occasionally at the TV monitor screens installed throughout the museum for the proper numbers to appear, informing them to go to the second floor for entrance to the exhibit.

who was king tut?

King Tut held the throne of Egypt from 1334 B.C. to 1325 B.C., when he died of unknown causes at 18 years of age. He was buried in a small tomb in the Valley of the Kings. Hidden by its location in the floor of the valley where it was subject to mud and rock slides, Tut's tomb escaped the attention of grave robbers who plundered so many of the treasures in other royal Egyptian tombs.

Discovery of the entrance to the tomb in November, 1922, by the British archeologist Howard Carter ranks as the greatest archeological find of our century.

The discovery was front page news for weeks in the 1920's as art objects representative of the customs of King Tut's time were uncovered and publicized. Fashions in women's wear and in furniture were inspired by the King Tut emphasis.

what will be exhibited

Some of the most beautiful objects found in the tomb will be exhibited in Chicago. The gold mask itself is a crown jewel -- colorfully inlaid with glass and quartz.

A graceful wooden gilt statuette of the goddess Selket was designed to watch over the organs of the King until his body had been presented for judgment. Colorful miniature mummy-type figures serving as jars in the chest made for Selket's keeping will be on exhibit, as will the elaborate figured stoppers for the jars.

A small gold shrine of marvelous craftsmanship, a gilded figure of Tut harpooning, and a model of a Nile River-propelled boat of the times may be seen by the visitor.

The exhibition also includes superb examples of Tut's personal jewelry and furniture.

Remarkable photographs made at the time of the tomb's discovery and exploration by Harry Burton are

used as murals throughout the exhibit, adding to the feeling of actually "being there".

another exhibit to see

The Oriental Institute at the University of Chicago is holding an exhibit on "The Magic of Egyptian Art" over the same period the King Tut exhibit is appearing at the Field Museum.

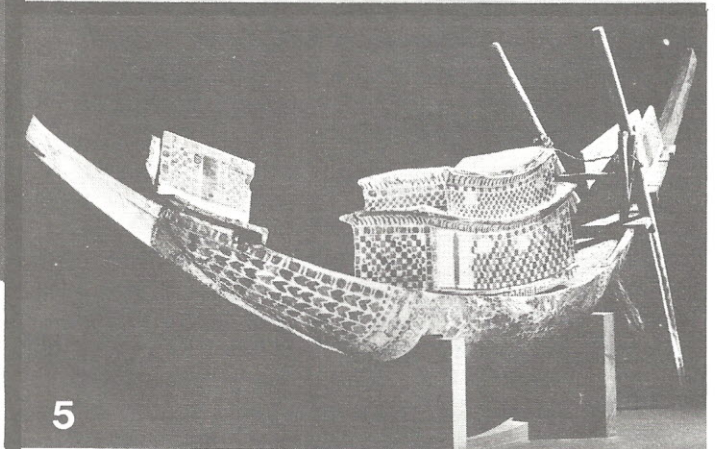
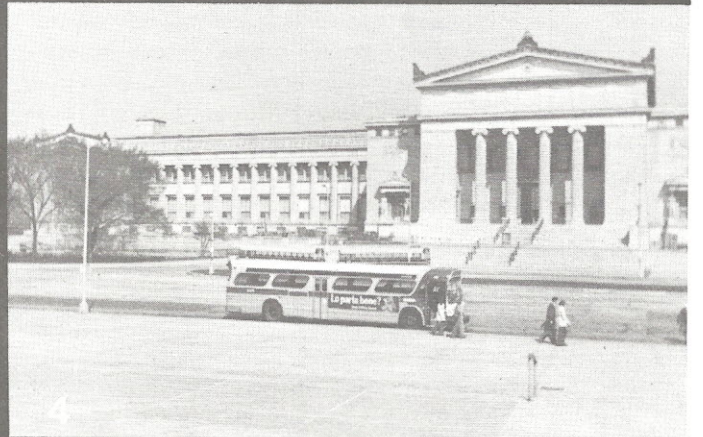
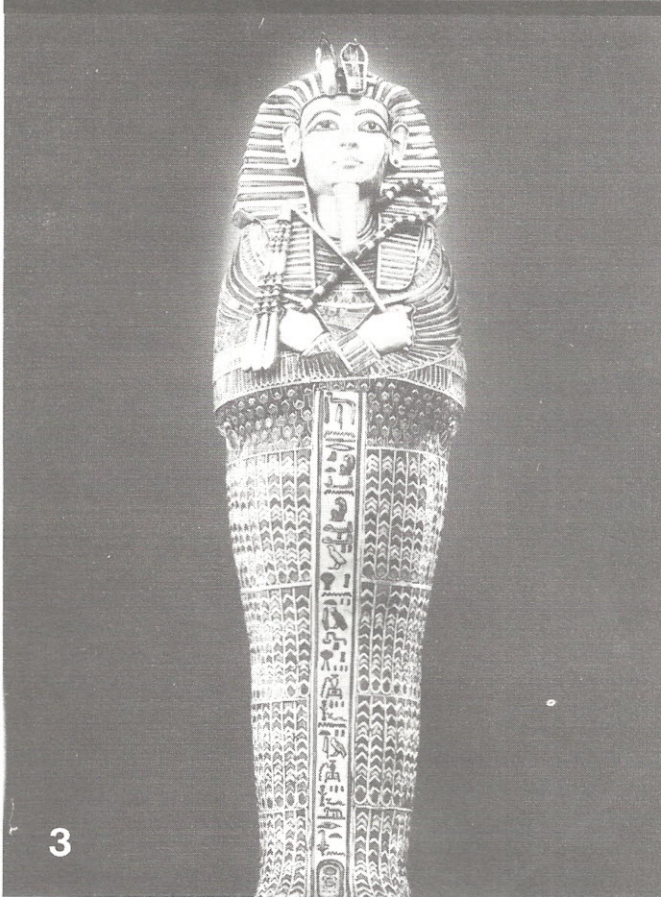
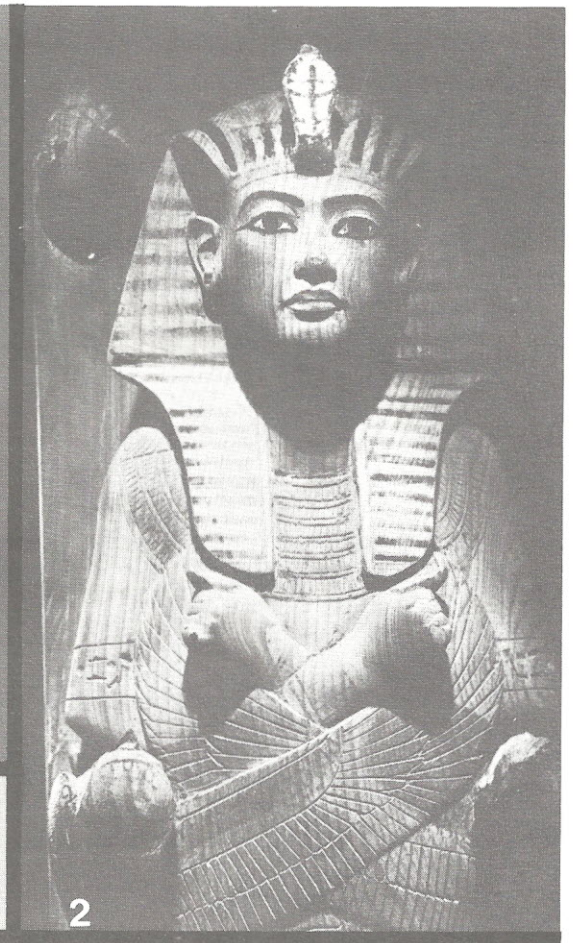
On display are examples of ancient Egyptian writing; religious objects and portraits plus the entire collection of King Tut's embalming and funerary banquet materials which have never before been exhibited.

James Henry Breasted, founder of the Oriental Institute, who was in Egypt in 1922, was called upon by the archeologist Carter to help decipher seals imprinted in the tomb.

The Oriental Institute is located at 1155 East 58th st. Admission is free. Hours are 10 a.m. to 4 p.m. Tuesday through Saturday, noon to 4 p.m. Sunday.

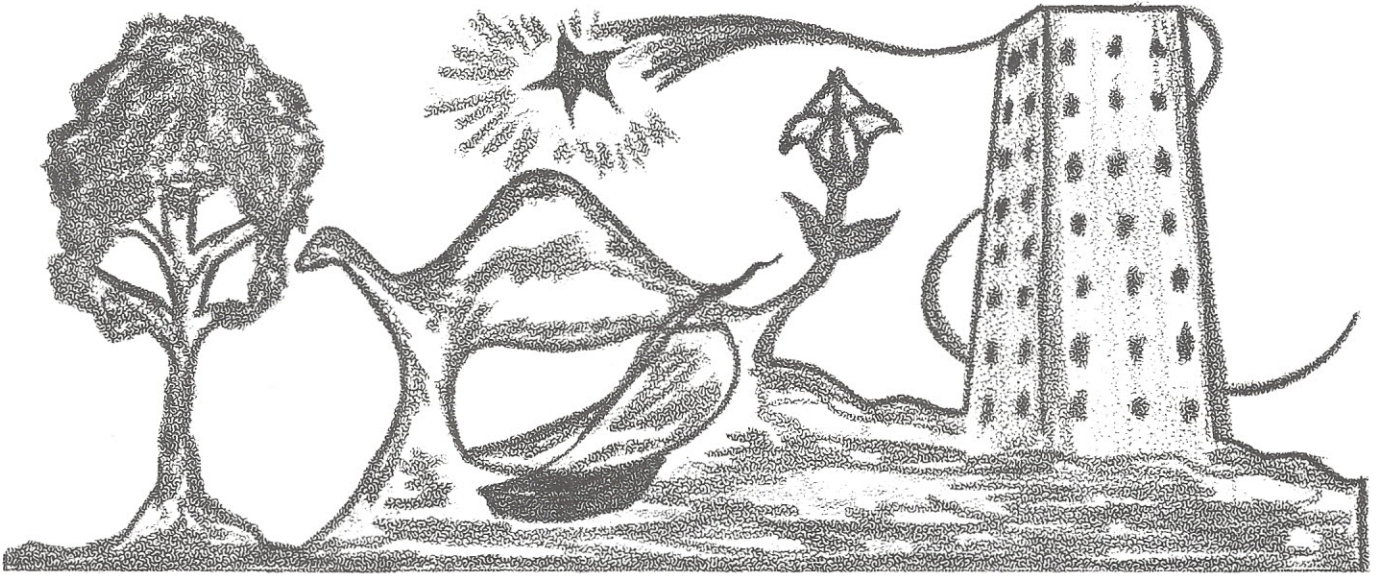
The enchantment of the art objects you will see in visiting the King Tut exhibit at the Field Museum, April 15-August 15, is exemplified by the pictures on the opposite page grouped around the CTA bus stop (photo 4) for the Field Museum on McFetridge drive (No. 126 Jackson and No. 149 Stateliner). Photo 1 shows the only known remaining example of an ancient Egyptian chest from the 18th Dynasty, made of an ebony and a red wood, possibly cedar; photo 2 is a figure of King Tut wrapped in the protective wings of birds, carved from a single piece of wood; photo 5 shows part of a miniature navy found in King Tut's tomb--a model of the type that was propelled on the Nile mainly by river current, with the oars used only for steering; photo 3 is an inlaid gold and glass miniature coffin in the shape of a mummiform figure which housed some of the remains and was placed in a compartment in an elaborate chest guarded by the figure of the goddess Selket. (Photos by Lee Boltin, courtesy of the Metropolitan Museum of Art.)

Acknowledgment: Drawing at bottom of front page is adapted from Mummies, a Popular Series publication of the Field Museum of Natural History, through courtesy of the Museum and with credit to the original source, the Egypt Exploration Society, London; George Allen & Unwin, Ltd., 1920.



Oops! A gremlin on front page. It should read "33 centuries backwards in time . . ."

Schools Urged To Use CTA "Classroom" For Learning Chicago



Twelve education-with-fun CTA tours of Chicago, designed specifically for school children, are being announced to school teachers throughout the area this month by David R. Kruger, director of group sales.

The tours are described in a colorful brochure, "Learning is Experiencing," edited by Richard Dickieson of the group sales unit, designed and illustrated by Csaba Zongor of the passenger controls graphics section, and printed in CTA's duplicating division under the direction of Charles Zanin (see Page 9).

The tours are summarized here with the thought that CTA employes who are involved in parent-teacher associations and part-time youth club work or school will find them ideal to suggest to such institutions.

The tours, which are keyed for selection in relation to studies and school grades, are as follows:

Chicago Past and Present - including the Chicago Historical Society, the spectacular multi-media historical presentation at Odyssey Theatre, Old Town, and a visit to the Sears Tower - grades 3-12; recommended for history and social studies;

Museum of Contemporary Art - a 45-minute tour of a fascinating art museum described in "Time Out" in the March, 1977 CTA Transit News - grades 3-12; recommended for art history and social studies;

University of Chicago - including noted campus sites, the Rockefeller Chapel, the Oriental Institute, and Robie House - grades 5-12; recommended for ancient history and social studies;

Lincoln Park - including the Zoo, the Farm in the Zoo, the Children's Zoo and the Conservatory - grades 1-12; recommended for science and biology.

Forest Preserve Nature Centers - Walks in Cook County's colorful forest preserves and visits to such sites as the Little Red Schoolhouse - grades kinder-

garten-12; recommended for natural sciences and ecology;

Museum of Science and Industry - a day at Chicago's most popular visitor attraction including the famous Coal Mine and the captured German submarine - grades kindergarten-12; recommended for science, mathematics and social studies;

Northern Highlights - a trip to the North Shore to see the Botanical Gardens, the Bahai Temple, and scenic Sheridan Road - grades 2-12; recommended for science, biology and religion;

Field Museum of Natural History - exploring the animal kingdom, prehistoric cultures, the age of the dinosaurs, etc. - grades 1-12; recommended for social studies, natural sciences and geology;

Adler Planetarium - including the current "Sky Show" with changing stars and planets on the inside of the dome and a visit to the Astro Science Center to chronicle the conquest of outer space - grades 2-12; recommended for science;

Shedd Aquarium - largest collection of marine life in the world - grades kindergarten-12; recommended for biology;

Brookfield Zoo - an entire day in this home of more than 2,000 animals, including the famous porpoise show - grades kindergarten-12; recommended for science and biology;

Travelon! - sampling three modes of transportation including a boat ride through the Chicago River and out onto Lake Michigan and a ride on CTA rapid transit - grades kindergarten-12; recommended for social studies and science.

Certain tours may also be combined.

For further information, rates, and reservations, your friends should be asked to call CTA Group Sales at 664-7200.

cta engineering department projects in progress



GOING DOWN TO GET UP BETTER: The digging underway at North Park garage is to install five new bus hoists for increased lift capacities. Unique features of the hoists include magnesium anodes for corrosion protection of bus rear casings, dual motor/pump power units for more efficient operation, and a special wheel base range to handle all present and future generation vehicles. One hoist is especially designed for handling articulated buses and other oversized vehicles. Construction contract completion is set for late June. Low bidder for construction was Fitzsimmons-Rill, Inc., Northbrook, Ill.

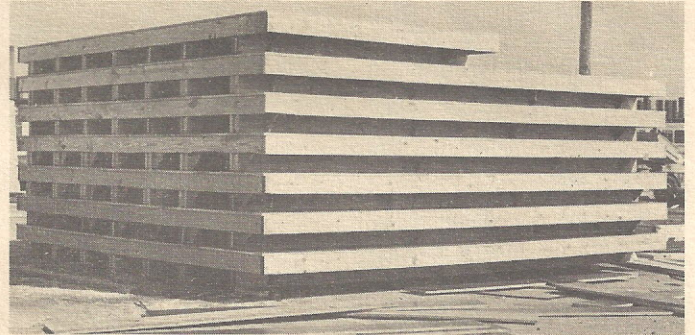
(CTA Photo by Bert Cadney)



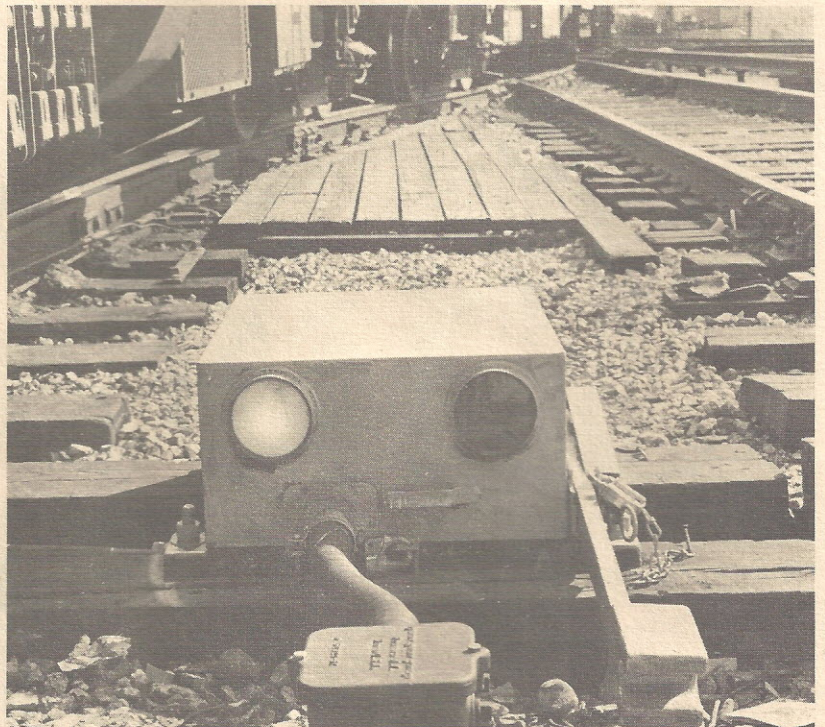
FOR SMOOTHNESS AND SAFETY: A continued safe, smooth ride for CTA passengers requires periodic renewal work such as this on the 'L' at 40th and Indiana. CTA ironworkers are installing new cross girders and columns to re-support the structures. The existing structure was jacked and shimmed to proper profile prior to the installation of new steel.



AT DESPLAINES: The new terminal construction project is underway. The temporary parking lot for commuters has been opened. Steel sheet piling is being installed to hold back the earth which will support the temporary station and tracks. This permits excavation to a depth of 15 feet for the foundation for the new terminal.



AUTOMATIC SWITCH: These power switches, called Speed Fraters, have replaced the old spring-and-return switches on tracks #1 and #9 in the Harlem yard. The switch automatically moves the incoming train from one track to another for the return trip. If the motorman wishes to stay on the same track, he controls the switch with a button. The lights flash green for straight-ahead, white for track change. Electric locking prevents the switch from changing position under the train. Chance of human error is minimized.



Two Executives Retire

Sandberg - Improvement Was His Business

Arthur R. Sandberg, who recently retired as manager of engineering, looks back on the last five years as "the most fulfilling" of a 41-year career in public transportation.

"In those five years, we were able to put in motion many projects that we had long wanted to do, but did not have the money for," he explains.

Sandberg's engineering team has the main responsibilities for projects made possible by the capital improvement programs. These CTA programs are funded largely by the federal and state governments.

The projects embrace many kinds of improvements -- rapid transit cars, buses, terminals, shops, substations and signal systems.

Sandberg began his career in 1936 as an electrolysis clerk with the Chicago Surface Lines. At the same time he was working, he pursued an engineering degree at Lewis Institute, which later became part of the Illinois Institute of Technology.

He was an engineer of test and design when the CTA began operating in 1947. Before being promoted to manager of engineering in 1974, he had served as CTA's electrical engineer for seven years. Other engineering commands in his background include test, design, and buildings and structures.



Sandberg, 63, and his wife, Virginia, live in Mount Prospect. They have raised five children.

Plans for the future?

"A lot of traveling," Sandberg specifies. "I am going to do more fishing than I have ever had time for. And, when we're home, I am going to get busy in my basement workshop and start a lot of personal capital improvement projects I have been putting off for years."

Lembachner - He Would Do It All Over Again



"If I were a young person today looking for a career, I'd go into transportation--it's still an exciting and promising field," says Wilbert (Bill) Lembachner, who has retired as superintendent of Claims law coordinators after working 36 years for the CTA and the Chicago Surface Lines.

The job of a claims law coordinator is to investigate the facts of claims made against the CTA for personal injury and property damage. Sometimes the extent of damage is overstated by the claimant. At other times, the claim is entirely false. The person is found not to have even been on the bus, for instance, when it was involved in an accident.

Thus, the claims law coordinator's job is quite important in preventing undue financial drain on CTA's resources.

Lembachner, 63, has worked in CTA's Claims Law/Real Estate/Charter section since 1943.

Previously, for three years, he drove a bus on the Chicago Surface Lines' Ogden route.

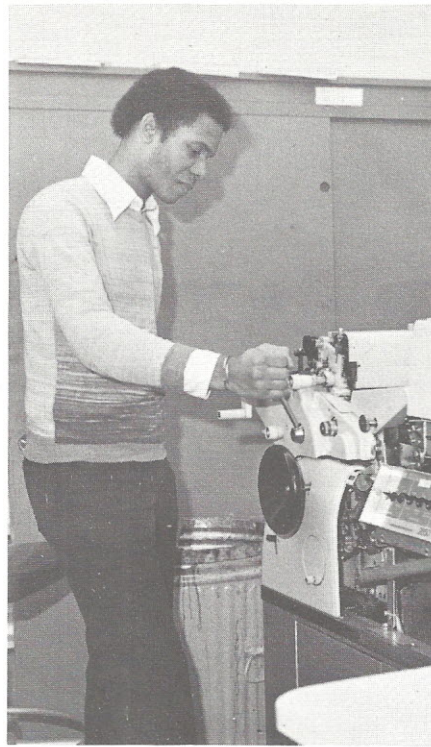
"I thought public transportation was good back then, even though I had to walk many blocks to get a street car or a bus to get to work," he says.

"Today the CTA provides the Chicago area with the greatest transportation system in the country, in my opinion."

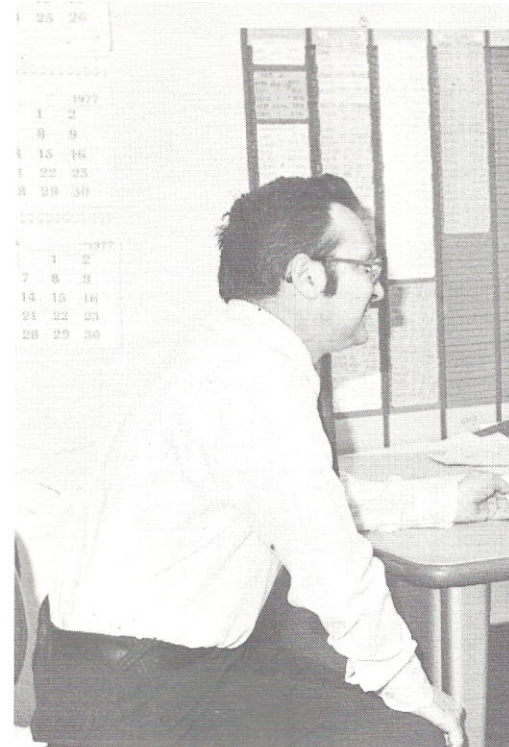
Lembachner and his wife, Margaret, will continue their residence in northwest suburban Palatine, but will spend part of their retirement on five acres of property near Oxford, Wisconsin, where they built their own second home.



Caroline Williams

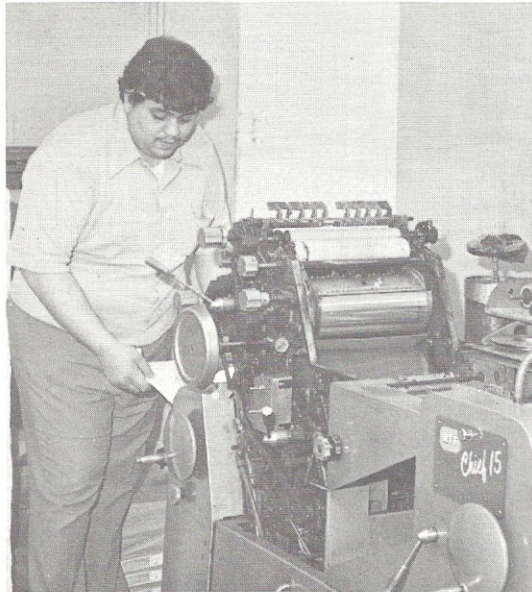


Burt Bosan III

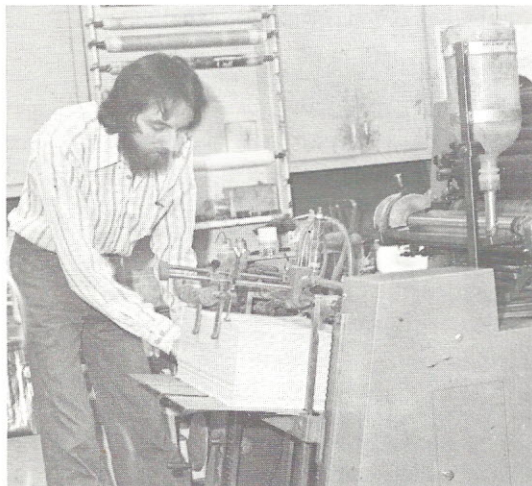


Bob Caswick

Those Magnificent People And Their Flying Machines



Mike Bruno



Henry Swiniuch

(CTA Photos By Bert Cadney)

By Christine Borcic

For a whirlwind experience, come along on a trip through the CTA's Duplicating Services Section.

Here, on the seventh floor of the Merchandise Mart, is a battery of 23 machines that seem ready to fly if they only had wings.

Duplicating Services, a part of the Administrative Services Department, is constantly in motion, producing a great variety of informational materials--leaflets, training manuals, bulletins, the monthly Transit News magazine, and a host of other necessary printed items.

Duplicating Does

John Gritis, supervisor, has the overall responsibility for Duplicating services. His duties vary from the training of new operators to the investigation and study of new printing equipment and products for possible use in the unit.

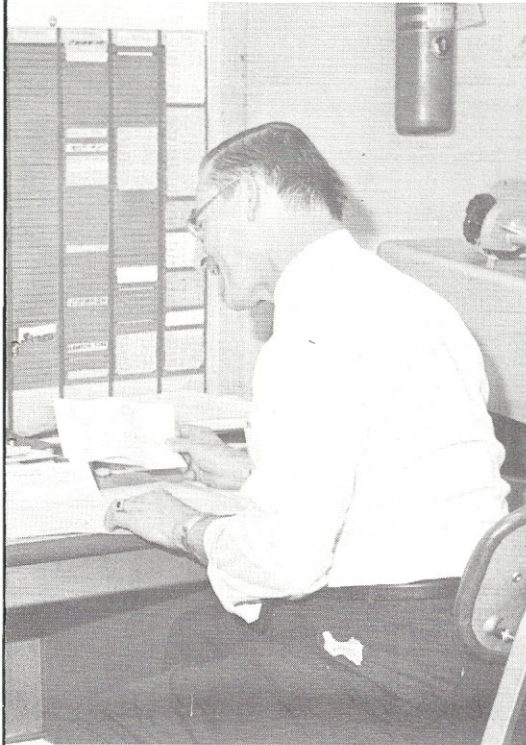
plates and stitches

Caroline Williams, addressograph operator, handles all addressograph plates (metal 2 x 3" plates with imprinted address images) and mailing lists. These are utilized for the Purchasing department when it sends out bid notices to outside buyers on every item purchased by CTA, and for vendors on CTA properties. Says Caroline: "I also address and mail out job postings, bulletins, labels, and news release envelopes." After work, Caroline goes in for sports--roller skating, fishing, hockey, soccer.

Thelma Rodgers is responsible for the finishing operation -- collating, folding, binding, stitching, (stapling), and mailing out of printed material. Collating is what happens to the Transit News after it is printed, the assembly process that keeps pages in 1-2-3 order rather than 1-5-7.

transit news assembly

"I load the collator with completed pages of the magazine," explains Thelma. "Then I make various adjustments to insure that the 11 x 17" sheets will line up properly.



John Gritis



Olivia Thompson

Just That — And More

I then flip the switch and the collator shoots the magazine out, stapled and folded." Thelma also operates a smaller folding machine used primarily for letters, news releases, or any other jobs to be folded.

"Stitching can be done by hand or automatically," she says. "Then I must decide whether it will be bound, padded, punched—I am in constant contact with the person requesting the job to make sure it is done the way he wants it done." Binding is done on either the Velo Binder or the Spiral Binder. "My biggest job," Thelma says, "is Transit News; No. 2 would be Accounting Department's financial reports, which I collate, bind, staple and mail out. I also keep an up-to-date mailing list for these reports. My hobby? I just love playing cards!"

the copy cat

Jim McVea, copy center clerk, logs in all work requisitions as they come in for printing and logs them out when completed. "I also service all the satellite copiers in various departments and outside field locations." Jim is the liaison between CTA and the copying machine company--the dispatcher who contacts the service company for service to the machines and requests various supplies for them. He keeps them supplied and also makes minor adjustments on them. "I enjoy making sure all my copiers are being fed properly; it keeps me on the

move, and I like that. That is the way I keep my figure," says Jim.

Pete Silver and Burt Bosan III, multilith operators, operate the two automatic duplicating units which are in the quick copy center. These machines are used for short run duplicating work which requires quick turn-around time (the deliverer can wait for the work). The units create their own electrostatic masters from any original art work, which are then fed into a pre-prepared duplicator which will not only run the pre-determined amount of copies, but also collate up to 100 sets automatically, clean, and prepare itself for the next master. Say Pete and Burt: "These machines are used mostly for short run work--no more than 250 copies. They're used for the system pick, forms, letters, bulletins, memos. The machines are completely automatic--all you do is feed them."

variety in it

Sharon Bosan, duplicator operator, (Burt's sister), assists in the operation of the Collator, folding machine, mailing, binding, and stitching. She is also the backup operator for the 9200 Xerox high speed duplicator in the printing section of Duplicating. Says Sharon: "It is interesting work, and there is variety in it. Some of these machines are really fascinating to operate, especially the 9200. I've also run the White

Print on occasion." Sharon's main ambition is to get a degree in art. "I'm presently attending night classes at the Art Institute. My hobbies are closely related to art--needlepoint and rug hooking."

Caroline, Thelma, and Sharon all diagnose the individual jobs coming to them. They must decide whether to collate, bind, pad, cut, fold, trim, stitch.

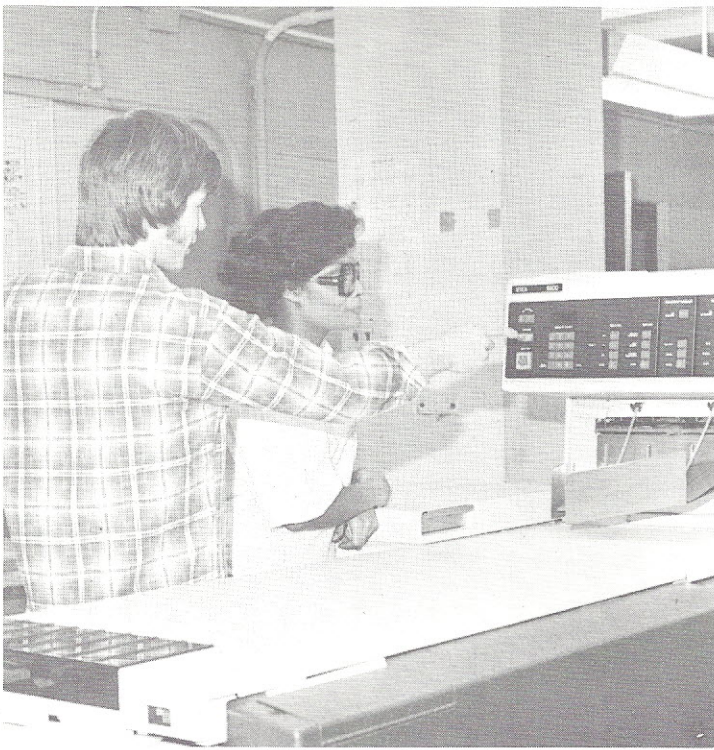
going into print

For jobs requiring from 250 to several thousand copies, we enter the printing section of Duplicating.

Each job coming into the print shop is analyzed as to the method to be used for reproducing it. All work done here requires some form of master or plate, and its quantity, quality, and colors required determine which duplicator it will be run on. Once this is done, plates are made for that unit and it goes into the printing cycle.

Bob Caswick, unit supervisor, assists in the scheduling of work, and supervises printing and ordering of paper supplies, maintains an orderly flow of work coming into the section, and expedites print jobs according to priority. "I take inventories, and order special items or paper which need to be ordered for special jobs," says Bob.

Plates for job requests of up to 5,000 copies are processed on the 3M 412 camera plate system which is operated by Jim



Dave Kuropas and Sharon Bosan



Rich Perduto

Saviano, reproduction technician II. By placing the original artwork on a registration board, the image is photographically transferred onto a plastic-coated sheet which is fully developed automatically and duplicator ready in two minutes. The 412 is also capable of reducing original artwork down to 45 per cent of original size, or enlarging up to 150 per cent.

burning the image

If more than 5,000 copies are needed, a negative of the artwork is shot in the Photographic Department, then "stripped in" by Jim, and a plate "burned" on the NU Arc. (The NU Arc incorporates an ultra-violet lamp which burns the image through the negative onto a metal plate. The plate, made of aluminum, is light sensitive, and when the stripped-in sheet is placed over the plate, the ultra-violet rays "burn" the images from the negative onto the plate, which is then developed with a special developer and lacquers and is ready for the duplicators.)

"Stripped in" and "burned" almost sounds like someone is being tortured. "Not really," says Jim. "I take a masking sheet (a large yellow sheet of paper), position the negative under the sheet, tape it down, then cut 'windows' in the masking sheet where the type appears on the negative. That's what stripping in means."

For a form using white paper with black ink, it is simple. But the magazine you are reading now is a little trickier. The cover, for example. It has a second color on it, plus pictures. "Then I have to strip in separate masking sheets for the photos, for the line copy (type), and for the color portion of the page. Each masking sheet has to line up perfectly to get the desired effect.

two million sheets

"Then the line copy and photo masking sheets are burned into one plate, the color into another. After that, they are ready to go on the duplicators," explains Jim.

Jim also assists in job scheduling. His schedule board shows at what stage each printing request is in--on a duplicator, waiting to be punched, padded, collated, or if it is finished. He keeps a log of how many forms and jobs come in during the month. Says Jim: "A rough estimate is that 2 million sheets of paper are processed by the Duplicating department each month on the various pieces of equipment."

Here is where Norwood Duff, senior off-set operator, comes in with his Hamada Star duplicator. Snap in a plate, throw on the ink, and out comes the page. Simple?

"Not always," says Duff. "On a two-color page, the registration (lining up) may look perfect, but when it hits the duplicator, uhhmmm. That doesn't faze me too much.

The Star can do wonders, once you know how to coax it and baby it a bit. If registration is off, there are various adjustments, some just fractions of an inch, which can be made by twisting the plates to come out right on target. It is like splitting hairs sometimes, but it is quite a challenge to split those hairs and make it look really good." Witness this magazine's cover.

Duff's cohort in the large duplicator operation is Rich Perduto. He pilots the 14 x 20" ATF Chief. Rich's toughest job to date was a four-color process leaflet called "Learning Is Experiencing," put out by Group Sales. The job required four separate runs on each side of the paper. It also required a technical know-how of duplicator operations only Rich could handle. The enamel paper stock presented problems to begin with. One color wouldn't adhere to the other color because of the ink's chemical base, so Rich placed a heat lamp over the paper stock to set the ink--like putting chains on a tire--to give better traction. Two ink conditioners and isopropyl alcohol in the duplicator's fountain solution (gum and acid which prevent ink pick-up on white areas) were also used to prevent water spotting on the colors.

the color process

"You probably expect me to say this was a difficult job," says Rich. "But it wasn't really. It took time, yes. In a four-color process, you use yellow, red, blue and black. Overprinting one ink over the other is what gives you the various shades. The depth of shading is varied by a screening sheet used over the negative when burning the plates. Yellow happens to be the purest ink and can be contaminated by any other ink on the press rollers. I had to clean the rollers thoroughly

CTA TRANSIT NEWS

Volume XXX

Number 4

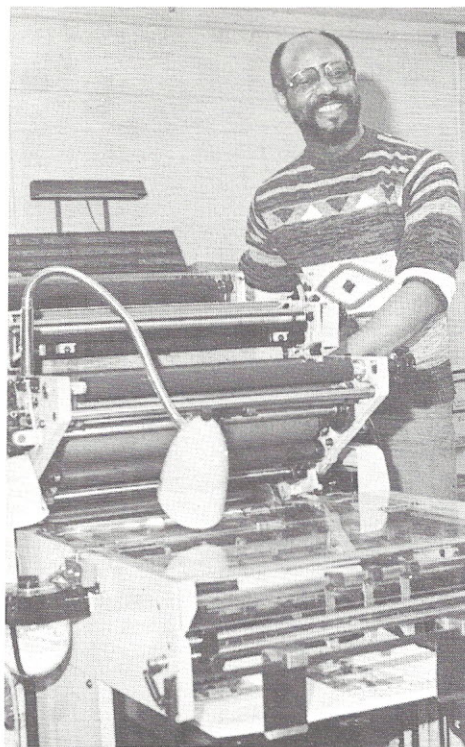
Published for employees and retirees of the Chicago Transit Authority, under the direction of the Public Affairs Department.

Tom Buck, Public Affairs Manager
J. H. Smith, Director of Publications
Christine Borcic, Managing Editor

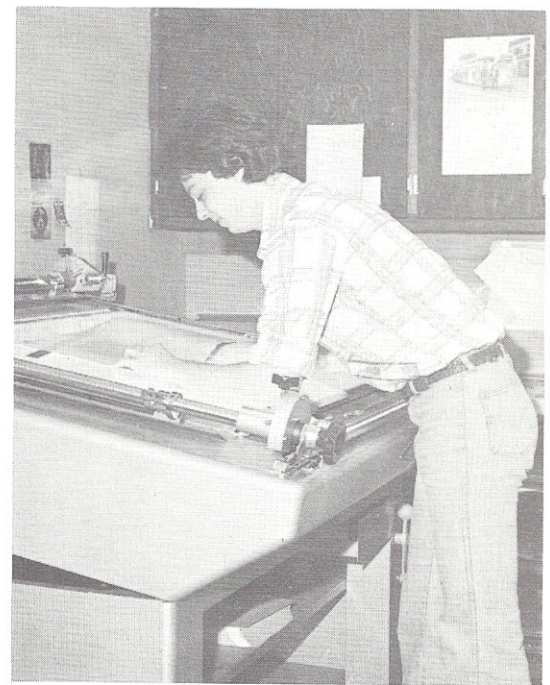
Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$2.00. Address communications to CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, Chicago, Illinois 60654.



Thelma Rodgers



Norwood Duff



Jim Saviano

(which took 45 minutes) to make sure I'd get the cleanest possible image. And they had to be cleaned all over again after each color was run. I have to admit, it was kind of fun in a way. When you see the end result, and it is good, it makes you feel good."

the smaller machines

Mike Kristman, Henry Swiniuch, and Mike Bruno, duplicating operators, run smaller duplicators used mainly for forms. Mike Kristman's Multilith 1250 takes 3 x 5" cards to 10 x 15" stock, using both metal and plastic plates. Mike attended Triton College to study offset lithography, and studied printing in high school. Formerly a car serviceman, Mike has been in duplicating for three years. "I find the work very interesting and enjoyable. I've studied it in school and it is my type of job. I plan to stay in the department," says Mike.

Henry's duplicator is similar to Mike's with the exception that it can take up to 11 x 17" stock. He is presently printing the CTA Telephone Directory. Says Henry: "I like to watch when the repairman comes in to fix a broken duplicator--there is so much you can learn just by watching. And it is important to know your equipment; then you can get the best possible job out of it. You don't just throw a plate on, you have to line it up properly and make necessary adjustments to make sure it comes out looking like it is supposed to. It is what I like to do."

Mike Bruno's Chief 15 runs forms also, but Mike can produce a four color job too. "It requires four separate runs, and it is not the type of work that Rich can do. But it is fun to see something take shape on your machine. I also run envelopes off my duplicator." Mike's hobby is collecting bottles. "I've got at least 100 bottles,

mostly dating around the early 1900s, and a whisky bottle from 1890." Mike also likes to cook and goes in for gardening his specialty--Beefsteak tomatoes.

Dave Kuropas, duplicating operator, operates the 9200 Xerox high-speed duplicator. "All you do is feed the machine. It virtually does all the work itself, if you push the right buttons," says Dave. He runs off purchase orders and inquiries for the Purchasing Department, which are sent to buyers and vendors for bidding on items needed by CTA. The 9200 has an attached collator, and is capable of producing anywhere from 10 to hundreds of copies. "This unit will enhance the copy center and give us greater capabilities for quick turn-around-work--work being produced while you wait," explains Dave.

pick takes priority

Olivia Thompson, white print operator, reproduces engineering drawings, pick charts, and any copies that are made off a translucent original.

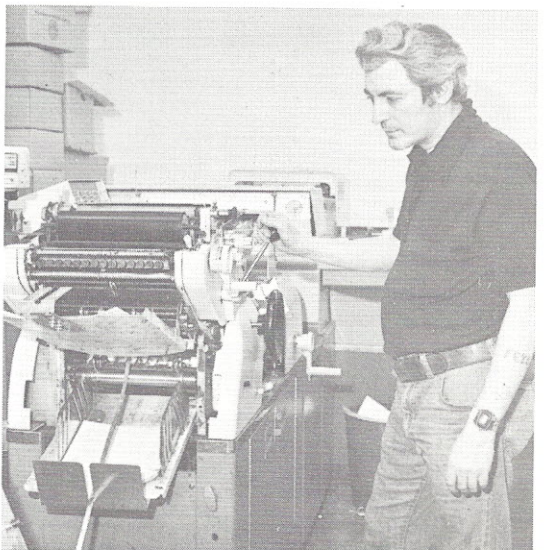
"The system pick comes in five times a year, and that seems to be my busiest period. The pick takes priority over anything else--it has to be done immediately," emphasizes Olivia. Her hobbies include horse show competitions and karate. "I've won six ribbons for my horsemanship, but I always seem to get beaten by my son, who is also into it. This June I'll be going for my yellow belt in karate. After that I'll retire to a convalescent home," laughs Olivia.

By Friday, the runways are cleared and the flying machines prepared for new take-offs the following Monday.

As peace settles in, you could actually hear a pin drop--if anybody was thoughtless enough to drop one.



Mike Kristman



Pete Silver

Latin - American Joins Architectural Staff



Celso Castellanos, left, who has joined the CTA as an architect, confers with his director, Chris Kalogeras, of Plant Engineering. Castellanos is a native of Bogota, Colombia, and came to the U.S. with his wife 13 years ago. The family now resides in Skokie. Castellanos was recently in charge of Latin American projects for Apelco International in Northbrook. Previously, he was associated with two well-known Chicago architectural firms - - Perkins & Will and Dubin Dubin Black & Moutoussamy. He did the working drawings for Truman College, the Moutoussamy Housing project, and the Lake Bluff Library. He is active in Latin American community affairs.

Ethnic Recruiting Program

Advantages of careers in public transportation are being actively promoted by two Hispanic CTA employees through personal visits to community service agencies that provide help to Latin American and Asian-American job seekers.

The ambassadors are Felipe Gonzalez, a Cuban, who joined CTA two years ago as a conductor and is now a personnel interviewer, and Edgar Angel, a Colombian, who started as a janitor eight years ago and is now a specialist in the Human Relations section, which is conducting the outreach program.

Among the agencies visited are the North avenue, South Halsted, and South Commercial Urban Progress Centers; S.E.R. Jobs for Progress in the Pilsen, South Chicago, and Little Village area; Casa Central on Kedzie; the Cuban Community Organization of Illinois; Association House; the Neighborhood Resource Center; Little Village Community Council; the Chicago Archdiocesan Latin American Committee; the Korean American Community, and the local offices of the Commonwealth of Puerto Rico.



CTA's Felipe Gonzalez testifies to CTA career advantages to Mary G. Koenig of the Spanish Coalition for Jobs during an office visit in Human Relations' recruitment program.

Tribune Reports On Our Women Bus Drivers

Reprinted by permission, here is George Estep's Followup story from the front section of the Monday, March 28, 1977 Chicago Tribune.



Tribune Photo by Ray Gora

Mary Wallace, who became the CTA's first woman bus driver in 1974, punches a transfer. She still likes to drive, she says.

Nearly three years ago, in June, 1974, Mary Wallace made news by climbing into the driver's seat of a Chicago Transit Authority bus. She was the first woman to do it.

She was such a novelty that she continued to make news more than a year later when, during a morning rush hour run, she had to pull into the CTA's North Avenue garage for emergency repairs - to her slacks, which had split.

Since then, a number of women have signed on with the CTA in jobs previously thought of as men-only slots.

Today, Mary Wallace is just another bus driver. She has done reasonably well (her salary has increased from \$4.60 an hour to \$8), and

she intends to do better by acquiring a bachelor's degree in transportation in about a year and a half and moving up to a general-office job in schedule planning.

The wisecracks have subsided and the threats are less frequent, although she still remembers the guy who snarled, "You shouldn't be doing this job. You're taking it away from a man."

She takes the job in stride and likes the hours, even though a split shift (from 6:30 a.m. to 9 a.m. then from 3 p.m. to 6:30 p.m.) means 12 hours from beginning to end. But "you'd be surprised how much you can get done" in that six-hour break, she says.

And there is a lot to get done, with her 7-year-old son in school and the work of being a homemaker. But the North Park Station to which she reports is only six minutes from home, and Harding School, which Thomas attends, is nearby, too.

Wallace insists that her husband, a motorman, had nothing to do with her desire to work for the CTA. "I just like to drive," she explains.

So, apparently, do the 257 other CTA women bus drivers, who are making significant, if small, inroads into the 5,097-member driving staff.

As of March 3, a CTA spokesman said, the line's 1,054 conductor-motorman force includes 42 women, most of whom have qualified for motorman slots after the required six-month period as conductors.

The spokesman didn't know of any point at which policy was consciously shifted to accommodate women drivers and motormen, but said the hiring began about the time that power steering and power brakes became standard, making it easier for women to handle the buses.

Women are not entering the supervisory ranks in numbers because most of them haven't been there long enough to qualify, according to Betty Edwards, CTA community-news representative.

But even here some have made it. Gurtha McDonald, a former conductor on the West Section, has qualified as yard foreman and now supervises switchmen in the Harlem Avenue, Des Plaines, and Jefferson Park yards.

And a year ago, Edith Carr became the first woman line instructor. That seems almost the ultimate achievement. Three years ago, there wasn't a woman bus driver on the line. Now, one of them is showing the men how it's done.

Major Promotions For Two Executives

Thomas L. Wolgemuth, 38, has been appointed manager of Engineering succeeding Arthur L. Sandberg who retired April 1. Since 1974, Wolgemuth had been director of Plant Maintenance. He previously was superintendent of Structures and superintendent of Track and Structures. Wolgemuth joined CTA in 1961 as a student engineer after receiving a degree in civil engineering from Purdue University. He holds the rank of captain in the reserves of the Army corps of engineers. Wolgemuth, his wife Mary Ann, and their three children live in Glen Ellyn.



George Millonas, 49, superintendent of Buildings and Grounds for the past three years, has been named director of Plant Maintenance, succeeding Tom Wolgemuth. Millonas began his career with CTA in 1949 as a draftsman in Engineering. He later served as architectural and construction engineer, engineer of Buildings and Structures, and superintendent of Buildings and Construction. Millonas and his wife, Neva, make their home in Oak Park. They have three children and three grandchildren.

Other Promotions

In other job reassignments, John C. Farnan, former administrative engineer, Engineering, has been promoted to superintendent, Office Procedures and Budget, in the same department. Also in Engineering, Bernadette A. Kizior, former stenographer, has been named executive secretary/supervisor.

Personnel Development has named the first two transit professional trainees in its career growth program. They are William Mooney, former security officer, and David H. Schaefer, former bus driver, 52nd St. Shirley McClure, former ticket agent,

West Section, has been appointed management/professional intern, reporting to the superintendent, Agents.

In Materials Management, Edna Southworth has moved from buyer II to buyer III, Purchasing. New signal designers in Engineering are Birnest Hicks, former signal draftsman in the same department, and Guillermo Orozco, former signal helper, Plant Maintenance.

Three new yard foremen have been named by the Transportation Department. Gregory Richardson, former switchman, and Clyde Harden, former conductor, will re-

main in the South Section in their new jobs. Similarly, Herman Randell, former conductor, has been reassigned to the North Section as foreman.

New utility clerks in Claims Law & Real Estate include Ann Markiewicz, former typist in the same section; Daisy Forte, former clerk, Security, and Annie Love, former hospital dental clerk, Insurance and Pensions. Marilyn Hayward, former clerk/stenographer, South Shops, is now stenographer, Operations Planning, while stenographer Barbara Parker has moved from Security to Comptroller.

New Steps Taken To Further Rapid Transit Safety

Several new steps aimed at improving still further the safety of rapid transit operations have been announced by the CTA. The developments are:

.. Authorization by the Chicago Transit Board for retaining the consulting firm of Booz, Allen & Hamilton, Chicago, to head up a \$375,000 safety study of the rapid transit system.

.. Plans to erect heavy restraining barriers at three more sharp elevated curves as an extra precautionary measure. Two additional restraining spans also will be erected at the "L" curve at Lake and Wabash--site of the Feb. 4 accident.

.. A new rule requiring motormen to take written examinations following refresher instruction that already is required for violations of moving rules.

The new rule for written examination is designed to verify comprehension and understanding of the moving rule that was violated.

As another part of this new rule, the motorman cited for a moving rule violation also will be required to take refresher instruction and a subsequent examination for any other moving rule violation in the preceding 12 months.

The federal government's Urban Mass Transportation Administration has authorized a grant of \$300,000 for the special safety study of the CTA's rapid transit system and operations. The CTA will contribute the

equivalent of at least \$75,000 in staff work.

George Krambles, CTA general manager, said that one of the first phases of the rapid transit study will be to define and evaluate human factors that may need special attention to assure the highest possible level of alertness and comprehension of rules by operating employees.

"This special safety study will search out still further improvements having the potential to lessen the already remote possibilities of train accidents," said Krambles.

"It will provide an overall evaluation of the technical management practices and processes applied to CTA rail rapid transit in terms of safety and safety assurance," he said.

Among many aspects of the CTA's rapid transit system to be studied, Krambles said, will be such subjects as system safety, equipment reliability, equipment maintainability, system availability, system dependability, human factors, and quality assurance.

The three sharp-curve locations on elevated structure for the erection of restraining barriers as extra precautionary measures are:

.. Harrison and Wabash on the South elevated route: Six spans of steel girders on both sides of what is an "S" curve that also involves Harrison street and Holden court.

.. Van Buren and Wells street on the southwest side of the Loop elevated struc-

ture: A restraining barrier span on the outer edge of the curve.

.. 63rd street and Calumet avenue on the Jackson Park elevated route: Six restraining barrier spans on both sides of the right-of-way.

At Lake and Wabash, the two additional restraining barriers are to be erected on the outer edge of the curve. These are to the south (on the Wabash avenue side) of the restraining barrier that was erected there on the weekend of Feb. 12-13.

The initial barrier at this location consists of two large girders put together as a box girder. It is 59 feet long, 4 feet high and 2 feet wide, and weighs 12 tons.

The girders for this restraining barrier were removed from a portion of elevated structure on the south side that is no longer used for any operations.

The CTA's Engineering Department already is at work designing the restraining barriers for the three new locations and the additional two spans for Lake and Wabash. The girders for these barriers also will be obtained from an unused portion of the south elevated route.

Preliminary work for the installation of these restraining barriers is to begin April 10, and the first erection of the barriers--at Harrison and Wabash--is scheduled for Sunday, April 24.

It is estimated that the work will cost approximately \$200,000.

Does Social Security Have You Credited Correctly? Here Is Way To Find Out

The coupon below, filled in, cut out and mailed to Social Security in Baltimore, will bring you a confidential report of earnings credited to your social security number to date.

The coupon is inserted in Transit News at the suggestion of Craig Heatter, superintendent of pensions, who heard the advice while attending a recent seminar on pre-retirement planning at Drake University in Des Moines, Iowa.

The seminar instructor, Donald Bowman, Ph.D., said that the burden of ensuring that all contributions to Social Security are credited properly rests on the employee. He advised that such contributions should be checked at least once every three years because the Social Security Administration may be unable to correct errors more than three years old.

The coupon below should be mailed to Social Security Administration, P.O. Box 57, Baltimore, Maryland 21203.

Upon receiving your report of credited earnings, just consult a free book entitled "Your Social Security Earnings Record" DHEW Publication No. (SSA) 76-10044 available at your nearest Social Security Administration office, turn to page 7, and make a comparison of maximums as shown under the paragraph "Maximum earnings that can count."

Then get either your old W-2 forms from records or your last pay check stub for each year you have worked and check to see if you did receive proper credit.

If not, write to the Maryland office, explaining any discrepancies.

All CTA Retirees Invited

Pioneers Salute Mothers On May 10

Mothers' Day is the occasion for a special program of the CTA Pioneers on the Tuesday of Mothers' Day week, according to Maynard Moran, better known as "Pinky".

The regular May 10 luncheon of the Pioneers at the Golden Flame, 6417 W. Higgins road, will honor mothers of all ages. There will be special entertainment and prizes for women retirees and women guests.

All CTA retirees are welcome, Moran says. The lunch price is \$3. While no reservations are necessary, Moran will be glad to answer any calls for further information. His phone number is RO 3-6379.

C. T. A. Senior Citizens Retirement Organization

The Annual Meeting of the C.T.A. Senior Citizens Retirement Organization will be held Tuesday, May 3, 1977, at 5:30 p.m. Cocktail Hour will start at 5:30. Dinner will be served promptly at 7 p.m.


PLACE: Ambassador Banquet Hall
(OLYMPIC ROOM)
6146 West Cermak Road
Cicero, Illinois
(Douglas Park Ext. bus to door)

DINNER: \$3.50 per person; consists of Soup, Roast Beef, Mashed Potatoes, Vegetable, Salad, Roll & Coffee

Jerry Rosen of ROSEN and SHANE (R&S Liquors), an authority on wine and champagne, will sponsor a wine tasting program starting at 5:30 p.m.

DANCING from 8:30 'till to the tune of FRANKIE JAY and his orchestra.

RESERVATIONS: Joe Nolan, 287-9059



**REQUEST FOR
STATEMENT
OF EARNINGS**

SOCIAL SECURITY NUMBER →

--	--	--

DATE OF BIRTH →

MONTH	DAY	YEAR
-------	-----	------

Please send a statement of my social security earnings to:

NAME _____

STREET & NUMBER _____

CITY & STATE _____ ZIP CODE _____

} Print Name and Address In Ink Or Use Type-writer

SIGN YOUR NAME HERE (DO NOT PRINT)

Sign your own name only. Under the law, information in your social security record is confidential and anyone who signs another person's name can be prosecuted. If you have changed your name from that shown on your social security card, please copy your name below exactly as it appears on your card.

Hope Springs Eternal!

By W. B. Wolfan

That annual spring and summer madness known as baseball is upon us and despite Ernie Banks' perennial optimism, it doesn't seem that either the Cubs or the White Sox are going to accomplish much this year.

Hope always springs eternal in the heart of the baseball faithful, but the truth of the matter is that the experts on Sox and Cub doings aren't doing any handsprings about the season prospects. The Cubs, however, may be better than expected.

The main topic of conversation as far as the Wrigley Field occupants are concerned is the comparative performance of Bill Madlock and Bobby Murcer in new uniforms. In short--who gets the benefit of the trade that still has the folks in shock.

Murcer, who detested the Giant's Candlestick Park so much he once said he wouldn't pay to get in, now has a new ball park in which to hit the long ball--hospitable Wrigley Field, the "friendly confines".

When Murcer was traded by the Yankees for Bobby Bonds of the Giants, he outhit Bonds .298 to .270 in his first season as a Giant. He had 23 homers last year.

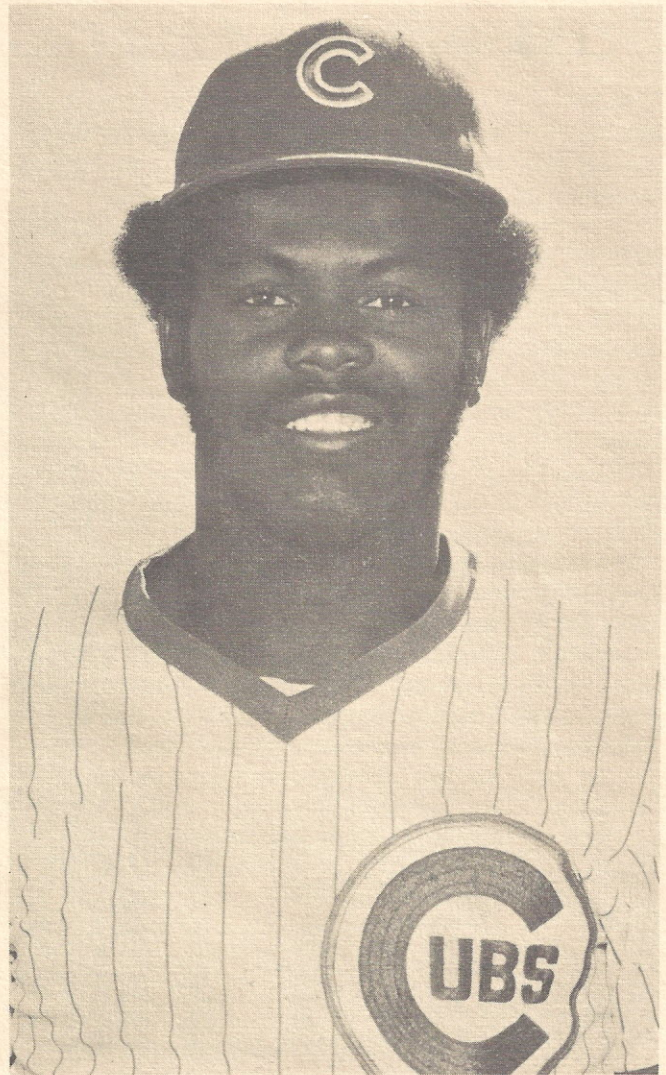
We think Murcer will hit the long ball for the Cubs. When he first came up to the Yankees, he was hailed as another Mickey Mantle, enough of a handicap to hinder any young athlete. Comparisons are odious enough without having to live up to them. Mantles come along once in a lifetime and Mickey was a pretty tough act for Murcer to follow.

Madlock, to put it mildly, is a ball player's ball player--a dream hitter and twice winner of the National League batting title. Madlock hit 15 homers and had an 84-run RBI record in 1976.

No question but that the brilliant Madlock will help the Giants in the punch department--no argument there. But the Giants are not much better a prospect for divisional honors with Madlock than they were without him. Their 1976 record was 74-88 for a 4th place finish.

Like the Cubs, the Giants need a lot more help in many places.

As far as the White Sox are concerned, Richie Zisk hopefully will have signed by the time this appears in print. The ex-Pirate is a big leaguer from the word go. Zisk hit 21 homers for Pittsburgh and knocked in 89 runs last year--a power hitter deluxe. But new manager Bob Lemon, like counterpart Herman Franks on the north side, has more than his share of problems with a long season ahead. The outfield needs help, and so does the Sox pitching staff. All in all, things are far from promising for Bill Veeck's renaissance movement.



(Chicago Cubs Photo)

BILL MADLOCK
Ex-Cub now in Giants uniform
Will Cubs miss him?

And now here are our predictions

for the 1977 Pennant races

and the World Series:

New York and Boston to fight it out for the American League flag--the Reds and Pirates in the NL. California Angels are a strong AL contender, too. As for the World Series, the Reds to repeat once more.

And that's the crystal ball gazing for now. We'll be ready to take it all back should the Cubs or Sox happen to do well. It would be great to ride the CTA out to Wrigley Field and Comiskey Park to cheer for a winner.

But as we said before, hope springs eternal, in the spring, when a young man's fancy turns to the ball park--or elsewhere.

Basketball Ends --- Softball Is Next

In the biggest upset of the 1976-77 CTA basketball league, the West Side 'L' Lakers defeated the highly favored 77th Street Streakers, 89 to 72, in the championship game at Washington Park fieldhouse.

In an earlier encounter between these two teams, the Streakers, who were unbeaten in 15 regular season games, had eked out a victory over the Lakers, 68 to 66.

The Lakers led the Streakers all the way through the championship game, scoring 27 of their points in the final quarter.

Leading the scoring for the Lakers were Marvin Hunter with 18 points, William Bailey with 17 points, and Ken Johnson with 15 points. High scorer for the Streakers was James Reynolds with 20 points, while Mickey Harris contributed 15 points.

In the consolation game for third place, the 69th Street Raiders downed the North Park Breezers by a score of 73 to 69.

During halftime, Georgetta Griffin, clerk in Claims/Law who served as coach of the 52nd Street Flyers, was presented with a trophy as "Coach of the Year" by Jackie Robinson, coordinator of basketball.

BOX SCORE:

LAKERS	FG	FT	PF	Pts.	STREAKERS	FG	FT	PF	Pts.
Stansberry	5	1-1	5	11	Harris	6	3-4	0	15
Robinson	4	2-2	4	10	Pope	3	0-1	3	6
Johnson	6	3-1	1	15	Jones	5	0-0	5	10
Hunter	8	2-0	2	18	Platt	3	0-0	5	6
Bailey	7	3-2	1	17	Reynolds	9	2-2	2	20
Buford	5	4-1	3	14	Riouse	2	0-4	2	4
Henderson	1	0-0	0	2	Rodgers	3	0-0	4	6
Vardoe	1	0-0	0	2	Ragsdale	2	1-1	3	5

The CTA softball league will begin season play on May 8 on the Grant Park diamonds with 21 teams participating. Tony Andrews, the newly elected softball coordinator, says that this is the largest group to participate in the league's history.

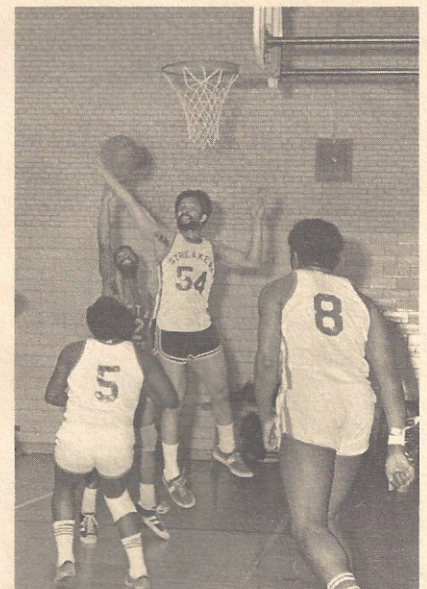
Families and friends are invited to attend the games each Sunday morning and to picnic in Chicago's downtown lakefront park afterward.

Games will start at 0915 and 1030 hours each Sunday morning through August. Each game has an hour and fifteen minute time limit, as the diamonds must be vacated at 1200 hours.

In regard to rainouts, the CTA switchboard (664-7200) should be called after 0800 hours to determine if games are cancelled for that Sunday.

The managers and teams participating are: Ken DuCree, Archer; Harry Seeley, North Side Ticket Agents; Joe Cook, Kedzie; Leroy Crenshaw, North Side L; Joseph Gale, Forest Glen; Willie Word, 52nd Street; Ervin Harmon, South Side L; John Hawkins, 69th Street Raiders; Paul Thomas, 69th Street B; Jackie Robinson, Local 241; John Smylie, West Side L; Waivie Murphy, 77th Street; Homer Reed, North Park; Steve Martin, General Office; David Eichelberger, District A Supervisors; James Henderson, 77th Street Repair; Robert Harris, Beverly; Victor Santo, North Avenue; Stanley Foster, Limits; Chester Gavin, West Side Ticket Agents; and Larry Bernas, South Shops.

Newly elected officers for the 1977 season are: Leon Harris, president; Joe Cook, vice-president; and Andy Bishop, secretary.

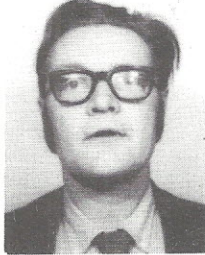


AT BASKETBALL FINALE: At left, Georgetta Griffin accepts trophy as "Coach of the Year" from Jackie Robinson, basketball coordinator. Center: W. Robinson (40) leaps high for tip-in. Others in the action are D. Rodgers (11), R. Pratt (7), and L. Buford (13). Right: J. Reynolds (54) goes in for a layup as M. Hunter (2) tries to block the shot. H. Ragsdale (5) and J. Riouse (8) close in on the action for a possible rebound.

(CTA Photos by Bert Cadney)

commendation corner

James B. Kolstad (Beverly garage) is a South Western ave. bus driver whose friendliness recently was the subject of a prize-winning story in the Chicago Daily News. Mary Jane Kearney received a savings bond for submitting to the "News Lady" column a feature about Kolstad, whose bus carries Mrs. Kearney's son home from school on the far south side.



"His name is 'Howdy' because that's the way he greets everyone who boards the bus." Mrs. Kearney said. "But he does much more than that. He announces: '111th Street - last transfer point in the city!' or 'Don't forget your math book!' or 'Study hard, kids!' as they disembark."

Mrs. Kearney decided to ride the bus herself after hearing her son talk about "Howdy's" varied "Good mornings" and attempts to stop "at just the place where old ladies can make the step". She said she agrees with her son that "Somehow 'Howdy' turns the bus ride into a party."

Myrtle Apitz (West Section), ticket agent at Logan Square, has an admirer in Mrs. Dorothy Samocki, of Moffat street. "She is friendly, always has a good word, and is full of smiles," Mrs. Samocki writes. "It's a pleasure to see her sitting there."



"Most courteous, thoughtful and kind" is the way North California bus driver Pierre D. Jose (North Park garage) is described by Mrs. Mildred Pomerantz, who works on West Jackson blvd. "About 6 p.m. he was at the Leland and Kedzie 'L' station and probably could have gone off with an empty bus, but he saw a train approaching and waited for all of us to board. Everybody appreciated him. Thank you for having such a fine person among your employees."



Charles J. Price (South Section), conductor on a Lake/Dan Ryan train that was delayed one morning en route to the Loop from Harlem Ave., won the praise of Lynn Busche, a rider on her way to work on South State street. "He made apologies for the delay, and at each Loop stop wished passengers a nice day. What was even more encouraging to me is that I believe he was sincere. When you start your day being late for work, just that little bit of empathy goes a long way."



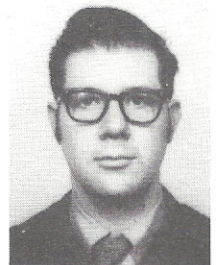
Conductor Martin N. Reynolds (North Section) "deserves commendation," says Mrs. Louise King, of Wayne avenue, about her ride on a Howard train from Chicago to Bryn Mawr. "He clearly stated the name of each stop, giving directions for changing trains and/or making exits. His voice was courteous and helpful."



Joseph J. Smok (Archer garage), a driver on the Pershing road route, has the thanks of Mrs. Frieda Gehnke, of West 37th place. She says, "He's very courteous, waits for passengers and pulls up to the curb so people can get on easily. He even calls the streets. There really ought to be more like him, especially for people who use CTA daily like I do."



Robert Pritchard (North Avenue garage) was warmly commended by Mrs. Erma Giers, of Concord place, who said it was a pleasure to ride on the North avenue bus when he was driving. "He was the best driver I have ever ridden with when it came to the safe manner in which he handled the bus. He was also courteous, firm and pleasant." When some passengers lighted cigarettes after boarding the bus, Mrs. Giers said, "He told them 'No smoking allowed on the bus. Please extinguish your cigarettes, sirs!' If all CTA drivers had his high standards, CTA would have a staff of whom they could be justly proud."



IN MEMORIAM

CLAUDE J. BENLINE, 75, 77th Street, Emp. 2-08-23, Died 2-19-77
 LESTER S. BERNARD, 75, 69th Street, Emp. 4-01-41, Died 2-12-77
 SEBASTIANO BOCCHIERI, 81, Way & Structures, Emp. 10-28-30, Died 3-01-77
 JAMES W. BRUEN, 57, North Avenue, Emp. 2-27-43, Died 3-02-77
 DOMINICK BURKE, 87, 77th Street, Emp. 4-18-14, Died 2-25-77
 CHARLES L. CLAYTON, 86, West Section, Emp. 1-08-19, Died 2-22-77
 CARMELO DePASQUALE, 97, Way & Structures, Emp. 4-08-21, Died 2-11-77
 THOMAS DOBBYN, 45, North Avenue, Emp. 10-10-60, Died 2-05-77
 JAMES S. EDWARDS, 77, Forest Glen, Emp. 10-25-25, Died 3-06-77
 ALBERT A. EIERMANN, 82, Utility, Emp. 8-10-26, Died 3-02-77
 RAYMOND J. FASSBENDER, 76, Howard, Emp. 3-18-29, Died 2-18-77
 JOHN GARTH, 74, Skokie Shop, Emp. 6-04-45, Died 2-09-77
 ANNE M. GORNEY, 76, North Section, Emp. 1-09-42, Died 3-04-77
 JOHN HASTINGS, 77, Devon, Emp. 4-04-24, Died 2-25-77
 EDWARD C. HAUSKNECHT, 76, Lawndale, Emp. 11-18-20, Died 2-14-77
 EDWARD W. HUENING, 87, Devon, Emp. 12-19-25, Died 2- -77
 MATTHEW J. KOCH, 86, West Section, Emp. 8-25-10, Died 2-21-77
 ARMIN KOEHN, 75, North Avenue, Emp. 6-12-25, Died 2-27-77
 WALTER KUMOREK, 73, 69th Street, Emp. 6-07-26, Died 2-24-77
 SAM MARCHESE, 90, Way & Structures, Emp. 2-09-20, Died 2-22-77
 WARDER C. MARKS, 66, North Section, Emp. 1-07-57, Died 2-16-77
 JOHN NOVELLO, 79, Maintenance, Emp. 4-01-24, Died 2-09-77
 THOMAS H. O'HARA, 70, South Section, Emp. 8-01-41, Died 2-21-77
 ELMER W. RIEDEL, 70, Keeler, Emp. 9-23-25, Died 2-23-77
 BERNARD ROLAND, 70, West Section, Emp. 2-19-42, Died 2-10-77
 JOHN L. RUZICH, 74, Engineering, Emp. 3-23-26, Died 2-04-77
 HARRY SALITRE, 76, North Park, Emp. 2-10-43, Died 2-17-77
 ANDREW SKELTON, 67, Archer, Emp. 8-30-47, Died 2-09-77
 GERALD R. SMITH, 67, Engineering, Emp. 5-05-43, Died 2-09-77
 WILLIAM H. SMITH, 65, Engineering, Emp. 7-10-46, Died 2-06-77
 HENRY V. STARK, 89, 69th Street, Emp. 10-06-08, Died 2-05-77
 JOSEPH W. STEWART, 55, District D, Emp. 4-28-49, Died 2-02-77
 CHARLES F. THOMA, 66, 69th Street, Emp. 12-13-40, Died 2-04-77
 JOSEPH TOMASOVICH, 92, Way & Structures, Emp. 12-05-25, Died 2-27-77
 MINNIE TONN, 86, West Section, Emp. 10-18-20, Died 2-03-77

JOHN P. VARGO, 83, West Section, Emp. 12-02-26, Died 2-21-77
 CHRIST VLASIS, 91, Way & Structures, Emp. 9-01-29, Died 2-12-77
 GEORGE B. WHITE, 74, 69th Street, Emp. 6-30-25, Died 2-27-77

NEW PENSIONERS

JOINING THE ranks of the retired on April 1 was ARTHUR R. SANDBERG, manager, Engineering, who had more than 40 years of service.



GEORGE A. BRADSHAW, Motorman, Jefferson Park, Emp. 10-24-45
 ROBERT M. DAVIS, Janitor, 77th Street, Emp. 7-22-46
 ANTHONY J. DONOFRIO, Repairman, North Avenue, Emp. 3-18-47
 THEODIS FRIEND, Car Repairer A, 98th Street, Emp. 3-04-43
 CARL W. GESBECK, Conductor, North Section, Emp. 10-05-45
 FRANCISCO GOMEZ, Bus Serviceman, North Park, Emp. 9-13-73
 JAMES P. HARTIGAN, Clerk, West Section, Emp. 11-13-45
 ROGER JESTICE, Claims Representative, Claims Law, Emp. 12-22-38

Service anniversaries in April

40 years



F. McCrea
South Shops

E. F. Troike
Rail District South

35 years

T. B. Canning, Beverly
 J. E. Doherty, Howard-Kimball
 H. A. Hanson, Archer
 C. J. Heilbronner, Instruction
 J. S. Herda, Forest Glen
 E. S. Koscienski, North Avenue
 W. C. Rohl, District A
 R. C. Schumacher, Forest Glen
 D. Siegel, Jefferson Park
 J. Wallon, Electrical
 W. P. Wentzel, District D
 W. W. Worcester, Schedules
 B. F. Zentmyer, Forest Glen

VINCENT LaMARCA, Plumber, Maintenance, Emp. 7-16-42
 WILBERT E. LEMBACHNER, Supt. Claims Law Coordinators, Claims Law, Emp. 12-17-40
 JOSEPH S. LUKSO, Bus & Truck Mech., South Shops, Emp. 3-29-54
 FRANCIS J. MAGUIRE, Spec. Engineer, Maintenance, Emp. 5-22-50
 JOHN F. MATUSZEWSKI, Ticket Agent, West Section, Emp. 12-10-45
 SAM MIRALLEGRO, Switchman, North Section, Emp. 12-29-41
 ANTHONY D. MULLOZZI, Operator, North Avenue, Emp. 3-30-42
 ROBERT E. NORD, Bus & Truck Mech., South Shops, Emp. 2-24-47
 OSCAR E. PETERSON, Unit Supervisor, Maintenance, Emp. 1-04-71
 JOHN PILIP, Signal Helper, Maintenance, Emp. 2-04-49
 MICHAEL SAFKA, Lineman Helper, Maintenance, Emp. 1-26-46
 ARTHUR R. SANDBERG, Manager, Engineering, Emp. 4-27-36
 THOMAS F. SWEENEY, Carpenter, Maintenance, Emp. 9-01-48
 JOHN P. UITZ, Fire & Safety Coord., Maintenance, Emp. 7-29-41
 HAROLD C. WALBORN, Ticket Agent, North Section, Emp. 2-06-54
 JOHN J. WEGL, Chief Substation Oper., Maintenance, Emp. 12-02-42
 JOSEPH M. WILSON, Operator, Forest Glen, Emp. 3-26-47

DISABILITY RETIREMENTS

ERMA BOND, Rail Janitor, Maintenance, Emp. 7-21-59
 ROSS A. SHAFFER, Operator, Beverly, Emp. 5-22-46

30 years

B. J. Bilek, South Shops
 J. Billis, Schedules
 J. R. Breytspraak, Maintenance
 F. Bynum Jr., 52nd Street
 F. P. Dechon, South Shops
 C. F. Dreasler, Skokie Shop
 U. Jones, 77th Street
 C. J. Kaczorowski, Kedzie
 M. R. Kuchan Jr., South Shops
 W. D. Marsh, Kedzie
 R. Mijanovich, Limits
 R. Mueller, Skokie Shop
 W. A. Mulwee, Track
 M. J. O'Donnell, Instruction
 J. Peresin, Maintenance
 E. L. Pluska, North Avenue
 E. C. Sajatovic, South Shops
 M. R. Schramm, South Shops
 M. Shea, Kedzie
 J. J. Ulanski, Electrical
 J. J. Viola, Schedules
 H. L. Ward, South Shops
 J. P. Wise, Limits
 R. Zazzara, Central Counting

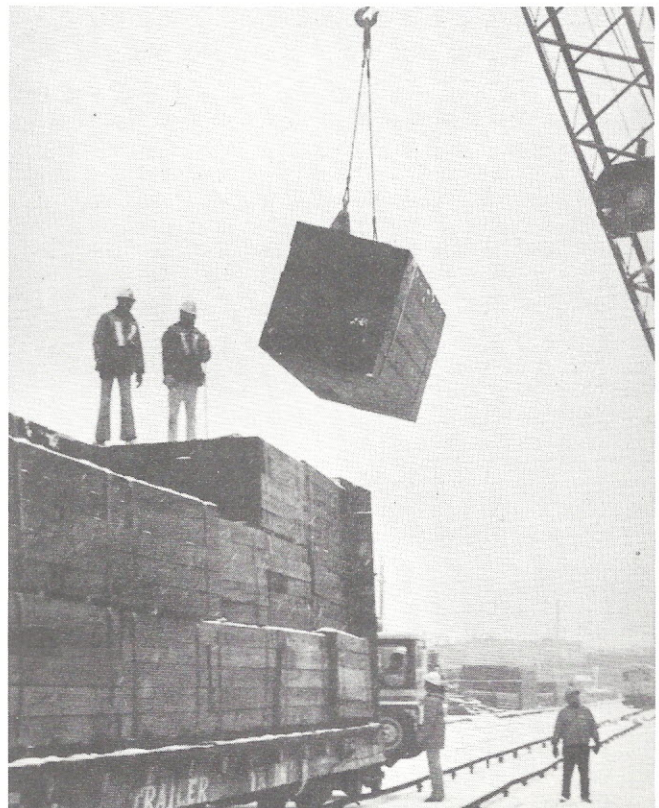
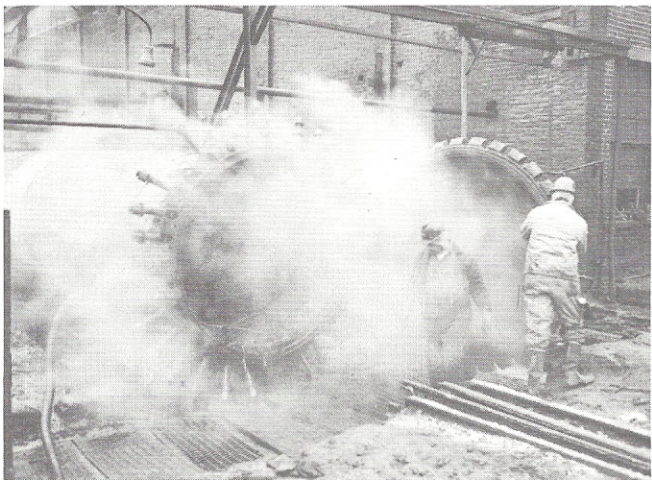
25 years

T. Burnett, 77th Street
 C. L. Burns, 77th Street
 W. D. Coleman, South Shops
 A. G. Frazier, 69th Street
 E. A. Head Jr., 77th Street
 D. Hill, Ashland-95th
 C. H. James, Utility
 O. Johnson, Utility
 R. Lewis, 77th Street
 M. Roche, North Section

The Care and Treating of CTA Ties

adapted from a camera-report by Gene Fregetto for the CTA Transit Board at its March meeting. Fregetto handles tie purchasing for the Materials Management department.

From the Koppers Company plant in Grenada, Miss., CTA orders 16,000 to 18,000 processed railroad ties each year. Maintenance draws upon this supply in renewing three miles of rapid transit ties annually. For the elevated structure, the ties are of yellow pine, a lighter wood. Long life of the ties (about 33 years) is ensured by creosote treatment which keeps the ties from rotting. The yellow pine is bought from various lumber mills in the southeast and trucked to the Koppers plant. After three to six months of air seasoning (drying out), the lumber is moved by motorized conveyer, top, to the automated planer. The material is cut and marked with a dating nail so that the "birthday" of the tie can always be checked. Holes are drilled in the ties and they are moved into a massive heating cylinder, center, where they are impregnated with creosote under high pressure at 200 degrees, then steam cleaned. Borings are then taken, lower left, to measure creosote penetration of the ties. The ties are packaged in bundles of 30, loaded onto rail cars, and shipped to Chicago where they are unloaded at the CTA's storage yard 48 at 313 East 63rd st., lower right.



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

Address Correction Requested

cta radio commercial wins first place



CTA's radio commercial promoting increased Sunday ridership to take advantage of the Sunday Bargain Fare was given first place in this year's Addy Awards competition sponsored by the Women's Advertising Club of Chicago. The commercial was created for CTA by Weber Cohn and Riley advertising agency. A third-place winner in the TV advertising competition was the agency's CTA commercial depicting two young men who go to lunch and back on a one-hour transfer. Above, George Krambles, general manager, is shown receiving the radio Addy Gold (first place certificate) from Carolyn Chinn, president of the Women's Ad Club. Below is the actual copy for the winning commercial as taped and placed on radio broadcasts.

CHURCH BELL

ANNCR: Sunday in the city. It's the best day of the week.

A day just for yourself . . . to do what you like and go where you want.

And you have a great way to go on Sunday. The CTA. People moving people.

"PEOPLE" MOOD :50

You see, it just costs 30 cents to ride the CTA on Sunday. And, there's another great "Bargain Fare." You can ride all day for 80 cents . . . with the Sunday "Super-transfer Pass."

It'll take you as far and as wide as your heart desires.

On CTA buses, "Ls" and subways.

To church in the morning . . . to the parks in the afternoon . . . to Sunday dinner in your favorite neighborhood. To a theater . . . and back home again. Chicago has enough places to go and things to do to fill a month of Sundays . . . a year of Sundays.

So why not enjoy them? Take a ride for just 30 cents. Or, get a "Supertransfer Pass" for 80 cents and ride all day. On the CTA. People moving people.

BULK RATE
paid
U. S. POSTAGE
PERMIT NO. 8021
CHICAGO, ILL.