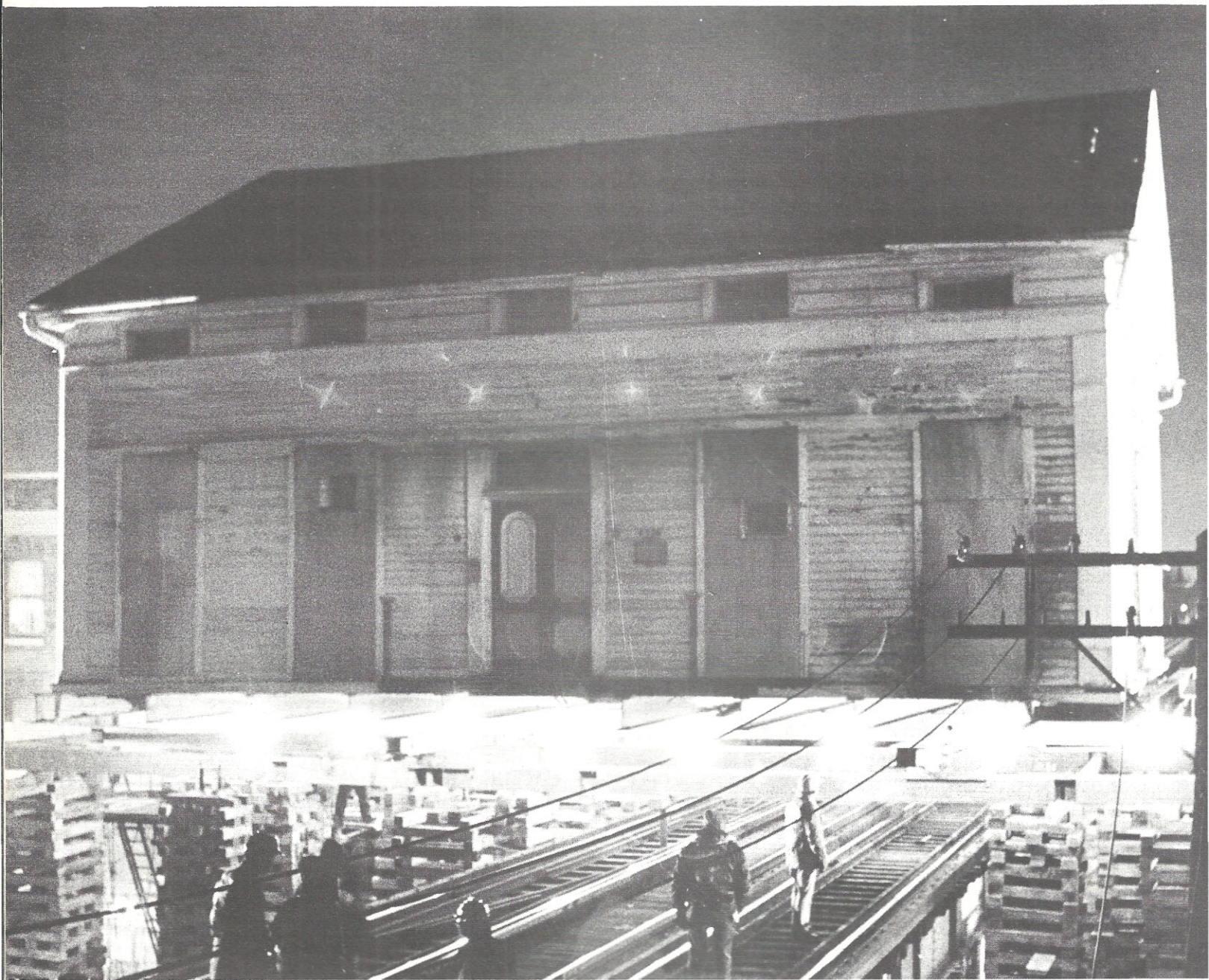


Chicago's Oldest House Moves Over The 'L'



Courtesy Chicago Sun-Times

It never happened before, and it probably will never happen again.

And chances are that Chicago is the only place where it could happen:

Moving a house over the "L".

The object of this unusual event was Chicago's oldest house - - a two-story frame dwelling with a rough-hewn oak framework which was built in 1836, a year before Chicago was incorporated as a city.

Historians refer to it as the Widow Clarke's House.

Getting the 120-ton structure over the "L" - - at 44th street on the South route - - was the hardest maneuver in a special project by the Chicago Public Works Department of moving the old house from 4526 Wabash av. to 1871 Indiana av.

(Continued on page 2)

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

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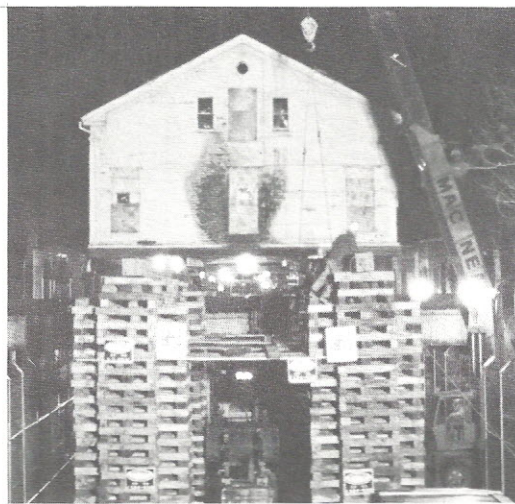


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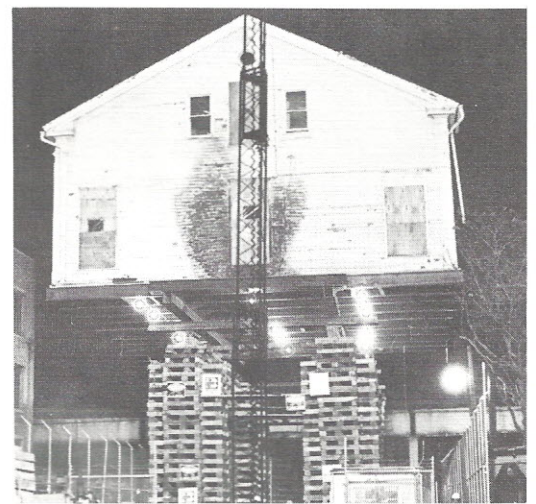
Courtesy Chicago Tribune



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The Indiana avenue address, which is near the original site of the house, is in a newly designated Prairie Avenue Landmark District of historic mansions. The Widow Clarke's House has been declared a Chicago Landmark and has been placed in the National Register of Historic Places.

It was much like a festive block party as spectators gathered in the frigid owl hours of Sunday morning, Dec. 4, in 44th street near Calumet avenue to watch the house go over the "L". The CTA turned off the power from midnight to 0545 hours, and riders were shuttled by bus between the 43rd and 47th street stations.

The mover, under contract with the city, was the Belding Corporation, of West Chicago, a heavy rigging and machinery moving company which in 1978 celebrates its 100th year.

In the week before, by means of hydraulic jacking equipment, the house was placed on cribbing towers on the west side of the "L" structure to a height of 27 feet, well above the track level. Similar cribbing towers were erected on the east side.

After the power was turned off at midnight, two large I-beams were laid above the tracks from the cribbing towers on one side to the towers on the other. The house sitting on Milwaukee dollies was pulled across by means of a winch mounted on a tractor on the east side of the "L" structure, with a holdback cable and winch on the west side.

The day before, Arne Jarnholm, Belding's project manager, showed a sense of humor, as well as engineering confidence, when asked about the prospects of getting the house over the "L" without mishap.

"Oh, I'm sure we will make it all right," replied Jarnholm. "But if we shouldn't, there would be the biggest pile of kindling on the tracks you ever saw. And if that should happen, I would have my passport in my pocket."

The actual move of the house over the tracks took 1 hour and 10 minutes, and occurred between 0240 and 0350 hours.

In charge for the city was Marshall Suloway, Public Works Commissioner, assisted by Jerome R. Butler Jr., City Architect, and Daniel Majewski, project manager for the Public Works Department. The CTA's coordinator for the move was Ronald Rolsing, Superintendent, Structural Engineering.

During the next three days, the hydraulic jacking equipment was used to lower the house to street level on the east side of the "L."

Because of weather conditions, the last stage of moving the house through the streets to the Indiana avenue location did not take place until Sunday, Dec. 18. For this move, which took eight hours, the house was securely placed on a 62-dollie wheel configuration, and drawn by a truck attached by pull-bar to the load.

The route for this trip was mostly by way of Martin Luther

Opposite page:

1. In position before the move.
2. Looking from the west on night of move.
3. Installing I-beams across the tracks.
4. From the east just after the move.

This page:

1. As it looked at 4526 Wabash Av.
2. Moving north in King Drive after move over the 'L.'
3. Turning the corner at 31st and King Drive.



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Courtesy Rhoden Photo & Press Service



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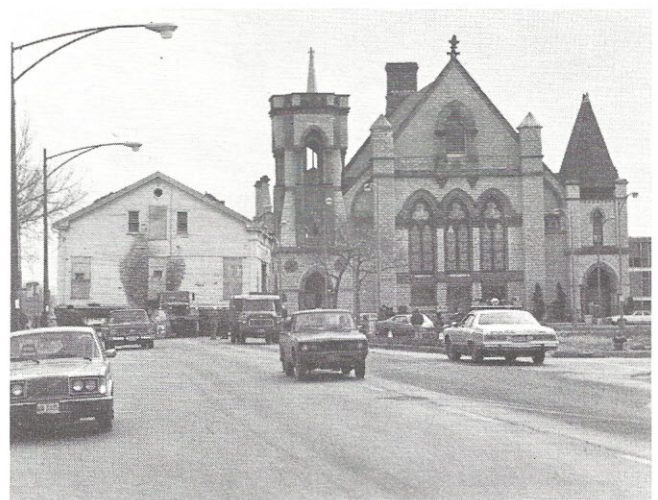
King drive, 31st street and Michigan avenue. Special precautions were taken to move the house over the bridge of Stevenson Expressway at Michigan avenue. For all of the trip except for the bridge, 62 pneumatic airplane tires were used for the rig; but for the bridge crossing, to spread the load, the number of tires was doubled, to a total of 124.

After restoration and furnishing, the Widow Clarke's House at its Indiana avenue location is expected to be open to the public late in 1978.

Ruth Moore Garbe, Chairman of the Prairie Avenue Landmark District and a member of the Commission on Chicago Historical and Architectural Landmarks, said the house is to be furnished in authentic pieces of various periods up to the Civil War. The house is to be operated by the Colonial Dames.

The house, of Greek Revival style, was built by Henry Brown Clarke, a pioneer hardware merchant, on a 20-acre tract near 18th street and Indiana avenue. It was the equivalent on the south side to a mansion built on the north side by William B. Ogden, Chicago's first mayor.

Clarke, at the age of 47, died in a cholera epidemic in 1849; but his widow, Caroline Palmer Clarke, continued to live there with her children until her death in 1860. During the 1850s, the Widow Clarke House was a favorite stopping place for families taking buggy rides into the country on



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Sunday afternoons.

Shortly after the Chicago fire of 1871, the house was bought by John Chrimes, a prominent tailor. The fire of '71 had missed that part of the south side, but Chrimes feared a repeat of the fire and had the house moved beyond the city limits in what was then the rural township of Hyde Park. This new location later became 4526 Wabash av.

John Chrimes died six years after moving his residence to Hyde Park township, and the house then became the home of his daughter, Mrs. William H. Walter, and her husband. William Walter, a livestock commission merchant, died in 1933; and his widow continued living there until her death in 1939. The house then was taken over by their daughters, Lydia and Laura Walter, both public school teachers.

In 1945, the Walter sisters sold the house to Bishop Lewis Henry Ford and the Saint Paul Church of God in Christ. The church, with its main property next door, used the house for expanded activities and made it available for community gatherings. However, several years ago, Bishop Ford and his congregation indicated they would like to have the house removed to permit a more functional expansion of their church activities.

(More photos on page 4)



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1. Moving across Stevenson Expressway at Michigan Avenue.

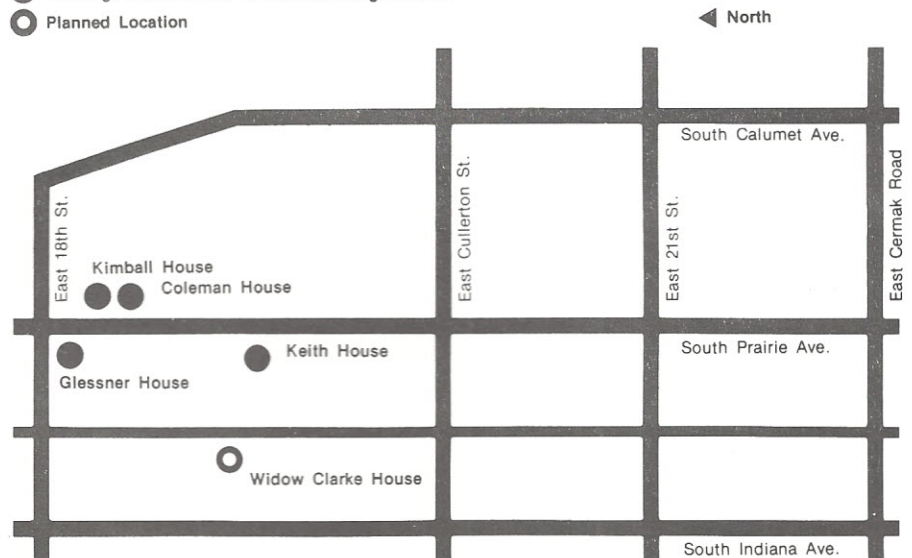
2.-3. Installing extra rubber-tired dollies for crossing expressway.

4. Arriving at 1871 Indiana Av. in Prairie Av. Landmark District.

Prairie Avenue Landmark District

Chart reprinted from
Chicago Public Works Magazine

- Existing Structures of Architectural Significance
- Planned Location



CTA Offers New Monthly Pass

A new monthly pass priced at \$25 is being added to the CTA's schedule of incentive fares which are aimed at producing greater riding and more revenue.

At first, the new pass - good for any number of rides during the month - is to be sold to employers who in turn will make the passes available to their employees.

Then, after gaining experience with this new type of fare, the CTA intends to sell the monthly passes directly to individuals.

The new monthly pass together with other innovative fares of recent years will give the CTA the distinction of having an unusual combination of incentive fares.

The other innovative fares are the Bargain Fare and Super Transferpass on Sundays and holidays, the RTA Universal Transfer, and the CTA Transfer which is good for all kinds of trips as long as the last ride begins within one hour after the time punched on the transfer at purchase.

The plan to sell monthly CTA passes was announced Dec. 6 at a press conference in the Ritz Carlton Hotel. Speaking at the press conference were Karl D. Bays, Chairman and Chief Executive Officer of the American Hospital Supply Corporation; James J. McDonough, CTA Chairman; Daniel Baldino, a Board member of the Regional Transportation Authority, and Mayor Jay Lytle of Evanston.

Also in attendance were Edward Martin, Evanston City Manager; Lawrence G. Sucsy, CTA Board member, and George Krambles, CTA Executive Director. As the CTA's representative, Sucsy worked with officials of Evanston and the American Hospital Supply Corporation (AHSC) in developing the monthly pass plan.

As the first company to use the CTA monthly pass, AHSC is to begin making the passes available to its employees at its headquarters in Evanston in February. AHSC has developed an unusual plan whereby it is increasing salaries to cover the costs of either parking or public transportation and then offering employees an additional incentive to use transit by reselling the \$25 CTA monthly pass to its employees for \$18.75, at a 25 per cent discount.

The CTA Board on Dec. 7 adopted an ordinance to create the new \$25 monthly pass, and the RTA Board on Dec. 21 adopted an ordinance for the pass for the American Hospital Supply employees.

Mayor Michael A. Bilandic praised the CTA for developing the monthly pass plan and announced that Chicago's Economic Development Commission would begin featuring the pass plan as an added convenience for Chicago businesses and industries.

"This innovative CTA plan will allow Chicago businesses to offer employees transportation benefits without going to the expense and effort of providing parking facilities," said Mayor Bilandic. "It also will be a tremendous aid in cutting down traffic congestion, putting land to better use, and saving energy."

Chairman McDonough reported that, as an immediate response to the news announcement about the monthly pass, the CTA received inquiries from more than a dozen other large employers indicating an interest in buying passes for their employees.

"We are confident that the new monthly CTA pass plan will be given wide reception among employers in our large service area," said McDonough. "Selling the new pass through employers is the first step. After gaining experience with this new plan, we intend to make the pass available for sale directly to individuals."

"For the large area that we serve, we believe the monthly CTA pass can bring about much greater use of our public transportation facilities," said McDonough.

"We believe the monthly pass will be especially attractive to employers whose locations are downtown and in other



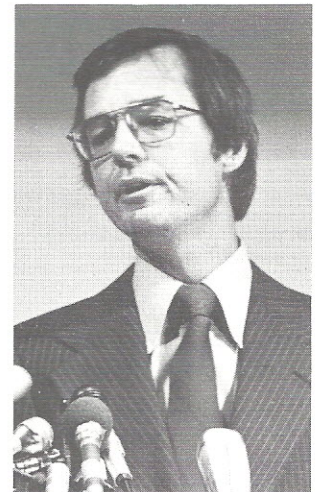
Karl D. Bays, AHSC Chairman



CTA Chairman McDonough



Daniel Baldino,
RTA Board Member



Mayor Jay Lytle of Evanston

crowded areas where parking is a difficult and costly problem.

"It has become common practice among many employers to provide parking at no charge to make access to work easier for employees who drive," McDonough explained. "The parking spaces, which are worth \$30 to \$50 a month, have thus become a fringe benefit, but only for the auto-using employees."

"The transit riding employee who historically has paid his own way since the invention of the automobile has in effect been by-passed in contrast to employees benefiting from the provision of parking."

"In view of the energy crisis, street traffic congestion and the growing concern about our environment, it is especially timely for employers providing employee parking to consider also offering employees the incentive to use public transportation with the monthly pass," said McDonough.

The monthly pass plan was well received by the news media. For instance, an editorial by radio station WBBM said the pass would encourage greater use of transit, which in turn would "conserve fuel, cut traffic congestion, and save valuable land space for something other than parking lots." The editorial concluded: "This CTA monthly pass plan represents the kind of innovative thinking so necessary to the metropolitan area."

Celebrating New Year's

Here is a sampling of how some of our CTA employees celebrate New Year's and how they feel about making resolutions.

Louis (Ed) Ford, bus driver, North Avenue garage:

"I've worked a late night run on Belmont avenue the past few New Year's Eves, so my celebrating has been strictly low-key. On New Year's Day, my wife and daughter and I usually have a ham or turkey dinner and then visit relatives in the afternoon.

"I'm a firm believer in New Year's resolutions. In 1973 I resolved to quit smoking, and I've stuck by it. It took a lot of willpower, but I knew I could do it. I quit smoking once before and stayed away from it for 10 years. I only started again because everyone else seemed to be doing it. This time I expect to stay off."

Ricca James, ticket agent, Kimball:

"I expect this New Year's Eve would have to be my most glorious ever. I always wanted to have a big party, and this was the year to celebrate. I started planning for it in October.

"I was married in July, and I wanted to show my appreciation to all my friends who helped me out. Some of them even watched my apartment while we were on our honeymoon.

"I made my New Year's resolution early. I wanted to have a baby, and I'm determined that 1978 is going to be the year!"

Joe Piento, senior power supervisor, Control Center:

"I've had to work for the last six years in a row on New Year's Eve. But having a house full of family and friends over the holidays this year makes up for the offbeat working hours.

"We got my sister and her family to join us from California for the first time ever, and my wife's closest friend and her family picked this year to come from Colorado. We celebrate the traditional Polish way, with meals of fish and dumplings, breaking the oplatek (a wafer) before we start and wishing each other the best for the new year.

"I make pretty practical resolutions, and then do my best to live up to them. I try to hold down both my spending and my weight. If I force myself to put something in the bank every payday, it'll be that much easier to send my kids to college. When I watch my diet, I know I can keep my back from bothering me, so there's plenty of incentive to follow through."

Lovance F. Ashley, Sr., claim representative, Claims Law-Real Estate:

"New Year's Day is always very quiet in our household. My wife and I usually see the new year in with a select group of friends and relatives in someone's home.

"At the stroke of midnight we all kiss our mates and wish each other a happy and prosperous new year. On New Year's Day I watch the football games with my son and indulge in the traditional black-eyed peas dinner. All during the day my other children come in and out with my grandchildren.

"This year I hope I can keep my resolution to stop smoking."

William Jones, unit supervisor, Rail Janitors:

"I remember the time my wife and I used to stay at home on New Year's Eve. Now we go to parties with close friends and relatives and wait for the clock to strike midnight. At midnight I kiss my wife and make a few resolutions I hope to keep throughout the year.

"On New Year's Day I usually rest up from the night before by watching the football games."

Ronald Tuck, job analyst, Human Resources:

"I usually spend New Year's Eve with friends at a quiet gathering. I cook a bit myself, and New Year's Day is a day to be with the family and enjoy all the traditional soul food my wife and I cook. Between cooking and eating, we and our two children watch all the football games of the day.

"In recent years, I've resolved to be less chauvinistic and to work on a particular attitude I've had. For the last four years I've made a lot of progress in improving my attitude toward women. I have been able to deal with women on a more equal basis and have accepted the fact that they are an intricate part of society."

Loretta Eadie-Daniels, staff counsel, Tort Litigation:

"In past years my husband and I brought the New Year in with close friends at a party. This year, however, we made reservations at one of the largest hotels for their annual New Year's celebration.

"I haven't made a resolution since early childhood. In those days I made them all the time, but I never kept them."

Marjorie Holmes, human relations specialist, Human Resources:

"The number one priority on my list each year is to attend church on New Year's Eve and end up praying when the new year comes in. My family is usually with me at this time. After the church service I usually stop by at a small house party with close friends.

"I feel it's significant that I try to be thankful for the successes in the past and prepare myself spiritually and emotionally to face whatever I may encounter in the New Year. I use this as a foundation for everything I may become involved in.

"As for a resolution, I make one every year, but I don't remember ever keeping one. On New Year's Day my family gathers at my grandmother's house for the traditional black-eyed peas."

Mrs. Nancy Sholdice, library clerk, Library:

"Our family observes a Scottish tradition on New Year's Day which says that the first person who crosses your threshold must bring in something to eat, like a coffee cake. You don't open the door unless that person brings food, to insure bounty and food for the rest of the year.

"I make extremely simple, realistic New Year's resolutions which I can stick to, like putting so much money aside each week for savings. I've accomplished 50 percent of my goals; next year I'd like to catch up on the other 50 percent."

Julian Dowell, bus driver, North Park garage:

"I'm from Hartsville, Tennessee, and every year we return to our little farm town with a population of 2,600 people for a big feast at grandma's. On the menu are black-eyed peas, mustard and turnip greens, macaroni and cheese, hog jaws (jowls), ham, roast beef and eggnog made from cow's milk. Of course, for dessert there are the cakes, sweet potato pies and cobblers.

"On the farm, the first cold days after Thanksgiving are called hog killing time, and because of the way pork is processed, it is the only meat that will not spoil. Black-eyed peas are in season at this time, and that is why we eat them for "good luck" in the coming year.

"My family makes one joint resolution on New Year's, and that is to see more of one another during the coming year. We also pray together and wish each other a happy, healthy and prosperous new year."

Priscilla Kamradt, secretary to the director, Contract Construction:

"I have made a lot of New Year's resolutions, and I must say, I've managed to keep most of them. A couple of years ago, I vowed to get my weight down below 110 pounds. I weighed 119 then. I managed to get down to 101 pounds, which is ideal for a woman who is 5 feet 2 inches tall.

"Another time I resolved to save as much money as I could. I mean I really scrimped. When Christmas time came around I had enough to buy my husband a photo enlarger for his darkroom and still had some left to get him a pair of skis for his birthday.

"As for New Year's Day, my husband and I usually go out visiting relatives and friends; that is, if we have not been up late at a party the night before."

Arthur J. Thomas, blind case clerk, Claims/Real Estate/Sales:

"We planned to celebrate the New Year with my wife and her family in New Orleans this year. We've always had a rather quiet but pleasant celebration in the past. We usually attend a New Year's Eve party and wait for the clock to strike midnight. Then we all kiss our favorite person; in my case, it's my wife.

"It's senseless for me to make any resolutions because invariably they are broken. I've decided that making a resolution isn't going to make any changes in my life."

J. C. White, assistant superintendent, Beverly garage:
"On New Year's Eve I stay home with my wife and family. At the stroke of midnight we all say a prayer and thank God for allowing us to come through another year, and for doing so many things for us in the past year.

"On New Year's Day my wife always cooks a pot of black-eyed peas, and my mother-in-law makes New Orleans eggnog, which we sip throughout the day while receiving close family friends and watching the football games."

The recipe for New Orleans eggnog is:

1 cup of sugar;
8-10 eggs;
1/5 bourbon or rum;
1 gal. milk;
1/2 pint whipping cream

Separate the egg yolks from the white and cream the yolks with the sugar. Slowly stir in the bourbon and add the milk. Beat the egg whites until stiff, and fold into the mixture. Then add in the whipping cream.

Michael Veltri, superintendent, Douglas-Congress:

"My wife and I go square dancing on New Year's Eve. We weren't going anywhere until two years ago, when we bought tickets to the dance at the Ribbons and Bows club in the western suburbs. We usually square dance once or twice a week."

Tina Avila, administrative training coordinator, Personnel Development:

"I celebrate New Year's with an Italian family where it's traditional not to eat before midnight - it's a fast that starts the night before after supper. At midnight we eat grapes for good luck, and a traditional meal of ravioli and wine.

"At home, we always made the Spanish pinata out of papier-mache for the children. They play a Latin version of pin the tail on the donkey by being blindfolded, then chasing the pinata with a stick, trying to hit it. When it breaks, all the children run for the candy that was inside.

"I have made resolutions I have kept; two years ago I decided to quit smoking and quit cold turkey. It took me six months, though, to win the battle over the urge to smoke.

"I have an ongoing self improvement resolution underway, and I plan to increase my supply of plants in 1978."

Johnny Haney, clerk, Kedzie garage:

"My wife and I party with our family and friends New Year's Eve, although there's no set pattern as to where we'll go. At 12 o'clock we sing Auld Lang Syne."

Mrs. Judith Genesen, reference librarian, Library:

"We spend every New Year's Eve with another couple, our oldest friends. We may go to an early theatre performance, then come home for dinner and celebrate with a glass of champagne at midnight.

"My New Year's resolution is always the same: to lose those last five pounds."

Mrs. Barbara Flake, secretary to the director, Plant Maintenance:

"We have a comfortable way to bring in the New Year. We usually have a quiet evening, a very reverent evening, giving thanks that we're seeing in another new year and for our health, and praying for our family and friends. Then we attend the midnight mass at St. Nicholas Church in Evanston.

"Our feeling is to take time just to communicate with the Lord. Then we wake up in the morning with a feeling of confidence, and hope for the best in the coming year.

"New Year's Day is a day of rest for my family; I like to cook and so we have a big dinner."

Chris Kalogeras, director, Plant Engineering:

"My wife, Pauline, son, George, and I celebrate two holidays each January First. Besides New Year's Day, we observe St. Basil's day, which is celebrated by members of the Eastern Orthodox Church all over the world. We always attend St. Basil's Church at Polk and Ashland, and then gather with family and friends for dinner.

"The dinner host usually makes vasilopita, or Basil Bread, for this festive occasion. When kneading and shaping the loaf, the sign of the cross is drawn on the surface and a coin wrapped in aluminum foil is hidden in the dough before it is baked. When served with dinner, the host, or the head of the family again cuts the sign of the cross into the Basil Bread. It's then divided equally among the guests. The person who gets the coin is going to have a very lucky year. Should the knife of the host strike the coin, the host gets to keep the coin and he'll have an especially good year.

"The name William means the same as Basil, in the Greek community, and many of those so named celebrate with an open house for their family and friends on St. Basil's day. It's a day of tradition."

Charles Gage, supervisor-chauffeur, Utility, West Shops:

"My kids - - aged 10-26 - - come home for dinner New Year's Day. We have the traditional black-eyed peas, sweet potatoes, and corn bread; a full meal to start off the New Year.

"Also, no woman can come into the house until a man comes in first so we have good luck the rest of the year."

John Gallagher, station clerk, Forest Park terminal:

"I've worked every New Year's Eve since I came to this country from Ireland and started with CTA 17 years ago. This year I'm going to be off; I've finally got enough seniority to celebrate. Maybe the freedom came as too much of a shock. I never got around to making any special arrangements."

Sok Paek, community news representative, Public Affairs:

"Back in Korea, we tried to stay awake till the first rooster crowed on New Year's Day. Youngsters were told that if they fell asleep on New Year's Eve, their eyebrows would turn white. Sometimes for a joke their eyebrows were colored white while they slept. Traditionally, you know, noise-makers were sounded and fireworks set off to drive away devils and evil spirits. On New Year's Day we dressed in our finest clothing and visited relatives. The children were taught to make deep bows to honor their elders and grandparents. Wine and soup called Tokguk were always served.

"Here in Chicago, we have no parents or elders to visit, but on New Year's Day, my wife and I and our three children dress up, go to church, have our turkey dinner, and then settle down with the rest of America to enjoy a long afternoon of football on TV."

Robert Stevens, station clerk, 52nd street garage:

"If I don't work, I like to party on New Year's Eve. My wife and I have a circle of friends and relatives, and we get together at home or at a restaurant. I have a few cocktails and am in a joyous, cheerful mood, and we bring the New Year in with a bang.

"I'm not making any resolutions. Once I made one to give up sweets and fattening food to lose a little weight but I never kept it."

Elda Leal, community news representative, Public Affairs:

"One of the traditions that I recall was the thorough clean-up of the house just before New Year's Day. Every single room had to be spotless because the priest at the nearby church would come to all the homes to bless them for the new year. In that way, the house would be free of evil spirits, and we would start the new year off with a clean and blessed house.

"Most families would attend midnight mass on New Year's Eve, and afterwards have a gathering which would last until the early morning hours of New Year's Day. They would munch on bunuelos (a flour pastry, spread very thin in a round form like a tortilla, and then fried in oil)."

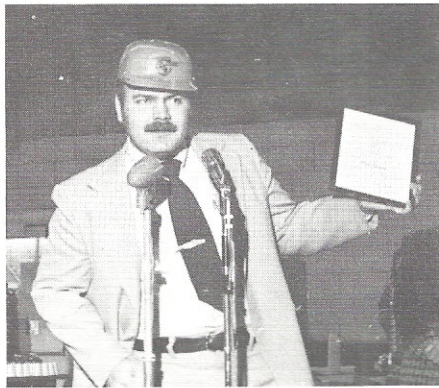
Safety Awards Presented



Above: Beaming with pride over North Avenue's fourth quarterly public safety award in the last seven quarters, Ward Chamberlain, superintendent (left), offers congratulations to outstanding drivers Helen J. Rivera and Thomas Philpott, as Hugh Masterson, assistant superintendent (center), and Tom Boyle, manager, Safety, look on.

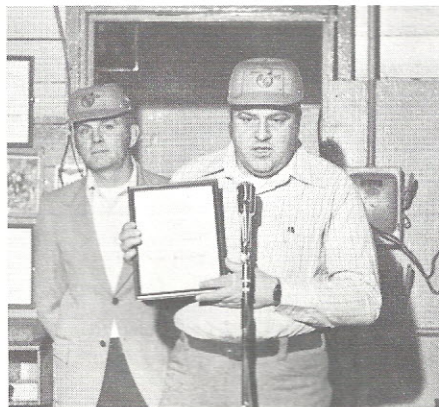


Left: Winning safety awards is an old tradition at North Avenue. Superintendent Chamberlain shows off an award the station won for accident prevention in 1926 that he recently restored to its original brass splendor. Besides polishing up the Chicago Surface Lines symbol and figures of a motorman (left) and conductor, Chamberlain also replaced the glass cover on the barometer (center), giving the plaque continuing usefulness.



Left: George C. Haenisch, supervisor, Bus Shops, holds the employee safety contest award South Shops won in its competition with Skokie. Skokie won the previous quarter's award.

CTA Photos by Eric Blakely and Julius Brazil.



Left: A special award was presented to Kimball terminal for its second consecutive quarter with no employee accidents. John Antonucci, foreman, accepts the award acclaiming Kimball's six straight months of working without injuries while Richard Lorimer, foreman, 61st Street, listens.

Right: A perfect record of no accidents among employees brought 98th Street terminal the third quarter employee safety contest award in rail vehicle maintenance competition. Aaron Swoope, foreman, holds the award while Michael Vasquez, unit supervisor, Rail Vehicle Terminals, offers his congratulations.



In winning its second quarterly public safety award for 1977, 61st Street terminal also reduced its accident frequency rate for the first nine months of the year by 51 per cent compared to the same period of 1976. From left to right are Stanley Christ, superintendent; Tom Boyle, manager; Harold Geissenheimer, General Operations Manager; Ardis Morris, assistant superintendent, 61st Street; Vic Coleman, assistant to the manager, Transportation, and Jim McLane, assistant superintendent, Ashland.



At Beverly, John Guinee, day foreman (left) receives the employee safety contest award in garage competition and a hand shake from Don Sturenfeldt, supervisor, Bus Shops. Beverly made a dramatic turnabout, reducing its accident rate by about 85 per cent from the second quarter, when it placed last in the contest.



Culture Bus Queen In Land Of Pharaohs

Eileen (Murph) Neurauter, Customer Service representative and project manager of the Culture Bus, returned recently from a tour of Egypt; and, besides introducing CTA's T-Shirts to the Land of the Pharaohs, she took notes on some of her once-in-a-lifetime experiences:

Friday, October 14 - Cairo:

The city of the Silent Sphinx and the honking horn. The traffic is something else. At night they drive with parking lights only; to cross the street is an Olympic endeavor. The buses stop, hesitate if fully packed, and move on. A few people grab the door handles. Some try climbing through the windows, but everyone seems to think this is a normal thing.

Saturday, October 15 - The Tent Show:

Nightclubbing--Egyptian style--is in a large striped tent on the warm desert sands behind the pyramids. Proved to be an enjoyable evening. The village people put on their dance exhibitions, including the whirling dervishes. The food was a variety; naturally, there were shish kabobs. After eating about eight little hamburgers, I was informed: "Ah, madam likes chopped pigeons!"

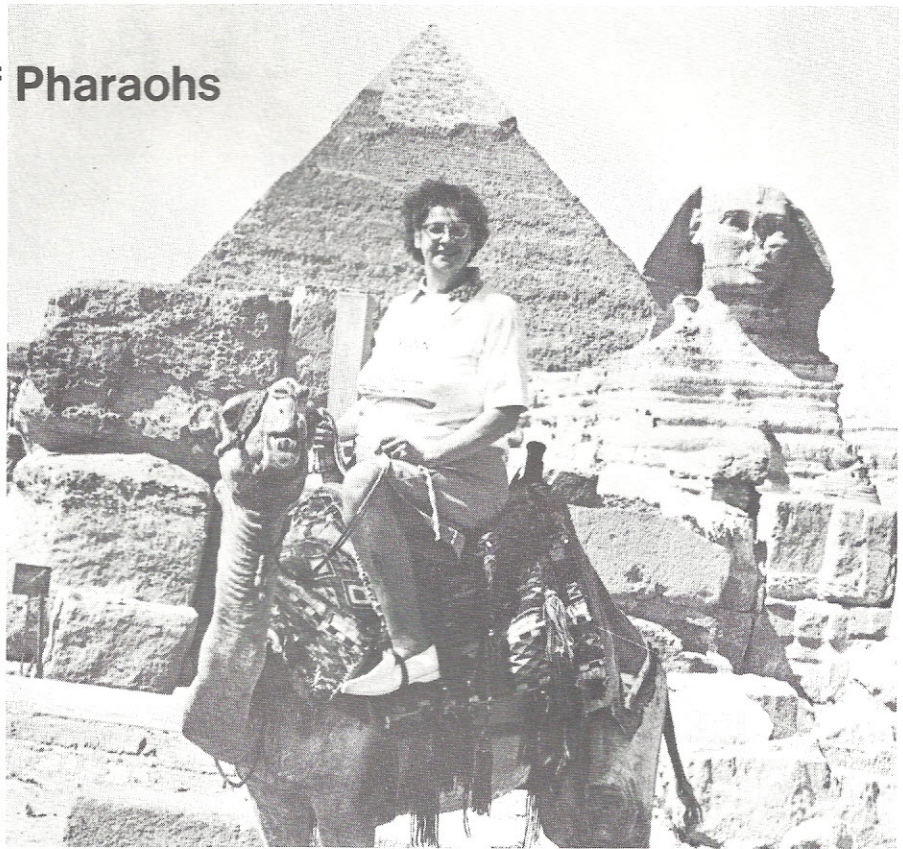
Sunday, October 16 - The Pyramids, Sphinx, and a Camel Ride:

Wow! No wonder these pyramids are considered one of the seven wonders of the world! As you stand at the bottom looking up, you wonder what holds those big rocks in such a perfect shape. A little old man in a long, flowing, striped robe and big turban took my hand and assured me he would see me safely to the entrance of the tomb which, from my viewpoint, seemed very high up indeed.

Up we went. He seemed to drag me, willing or not, with words of encouragement. "Little girl, come on," he would say. After climbing up two levels, I was really sweating and beginning to think I should have stayed on the tour bus. But I made it, and I still have to admit I was proud of this accomplishment.

The little man took my ticket--by now just a tiny crunched-up ball. I followed him into the opening on the side of the pyramid. I walked--it felt like two miles--and it got darker each step of the way. I saw the passage slope way upward toward the real entrance to the tomb and a flight of what looked like fire escape stairs going straight up. I said very quietly, "You go up--I go out."

So, very ladylike, with heart pounding, I followed the light back to the entrance, sat on a rock, and waited for my group to finish their tour. As I sat there watching the camels go plodding by, I wondered whether I should try riding on one of them or not.



Everyone warned me they are smelly, ugly beasts of the desert that spit and try to throw their riders. With this in mind, I went prepared--sugar cubes, kind words and my No. 11 Lincoln Bus T-Shirt to give me courage.

Abdullah, the biggest camel they could find, didn't really get a chance to see me as they had me climb up on him from the side while he was squatting on the ground. From the pyramids down to the Silent Sphinx I rode--clip-clop, swing and sway. I felt like Cleopatra, and I got so good I only had to use one hand to hold on. It was a thrill I'll never forget. The question is--will Abdullah ever forget me?

Monday, October 17 - Abu Simbel:

Pharaoh Rameses II was the most famous Egyptian warrior king. The two temples he built at Abu Simbel were saved from the flooding waters of the Nile and the Aswan Dam through a special UN fund. The temples and huge statues--carved out of rock and raised to an elevation above the water's reach--were dedicated to Rameses and his favorite wife, Nefertari. A magnificent sight to see.

Thursday, October 20 - Luxor:

Luxor means many things--Karnak and Luxor temples, Valley of the Kings and, of course, the ever-flowing Nile River.

Karnak holds many treasures of the past, and at night a beautiful, moving "Sound and Light" presentation takes you back thousands of years into the glorious history of Egypt.

A felucca sailboat trip across the Nile took us into the hot desert and the wonderful Valley of the Kings--site of King Tut's tomb. We went to a small entrance in the side of the mountain rock, and as I climbed down the steps, heavy dust and sand filled my eyes and mouth.

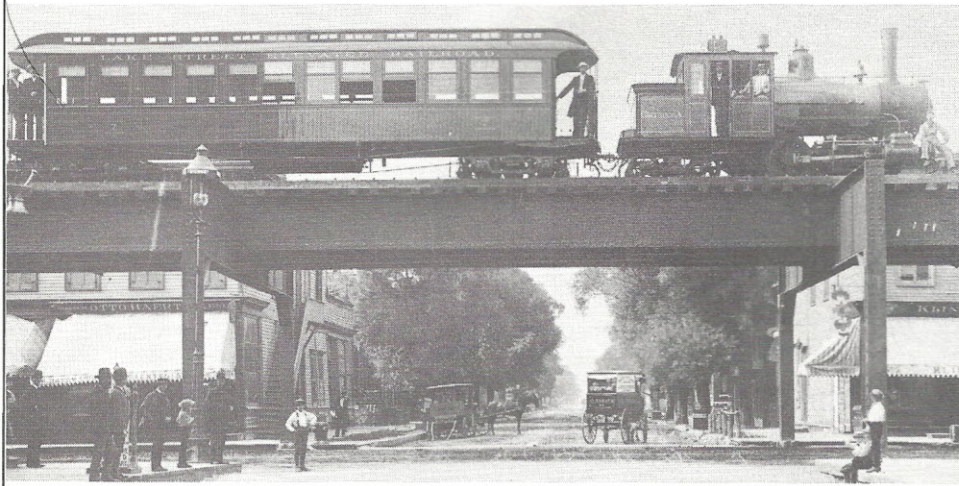
But it was a very thrilling moment when I finally saw in front of me the gold sarcophagus of Tutankhamun--my reason for coming to Egypt! I had a strange feeling I was living in the past.

Back in Luxor, they were filming Agatha Christie's book, "Death on the Nile," at the old English hotel. While riding along the Nile in our buggy, our handsome young Egyptian driver was stopped and asked if he would report for work in the picture the next day. We're all looking forward to seeing this picture with real pleasure.

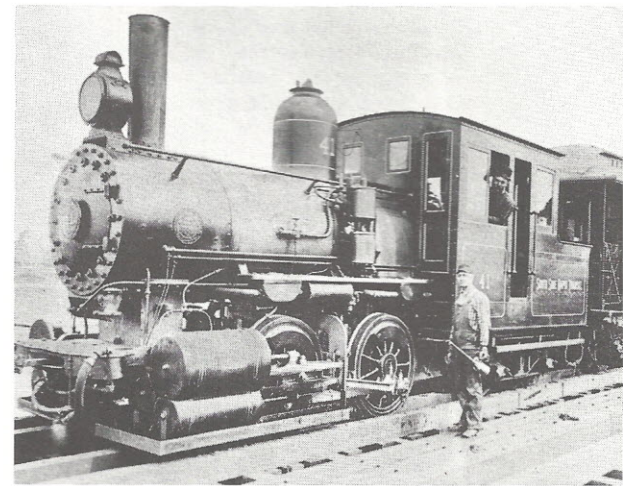
One of the most memorable moments of the trip was at night, when you could hear amplified on a speaker the call to prayer from atop the mosques. It sent little goose bumps up your arms. You saw men walk slowly toward the mosques in their flowing robes or modern Western dress. It was then that you realized time has changed things very little in this wonderful land.

(Editor's Note: Hereafter, if you happen to visit the Land of the Pharaohs, you may see the eighth wonder of the world--a large man tending camels while wearing a CTA No. 11 Lincoln Bus T-Shirt, contributed by Murph to her camel guide as a token of international goodwill.)

RAPID TRANSIT CARS

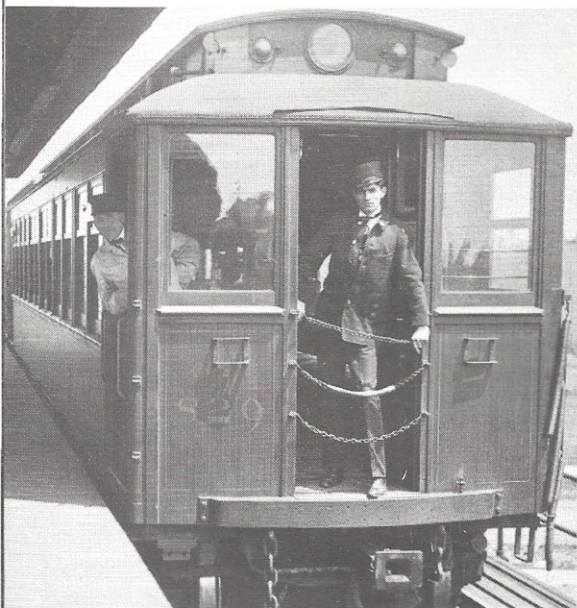


Steam engines, Lake Street 'L' (1893–1896)

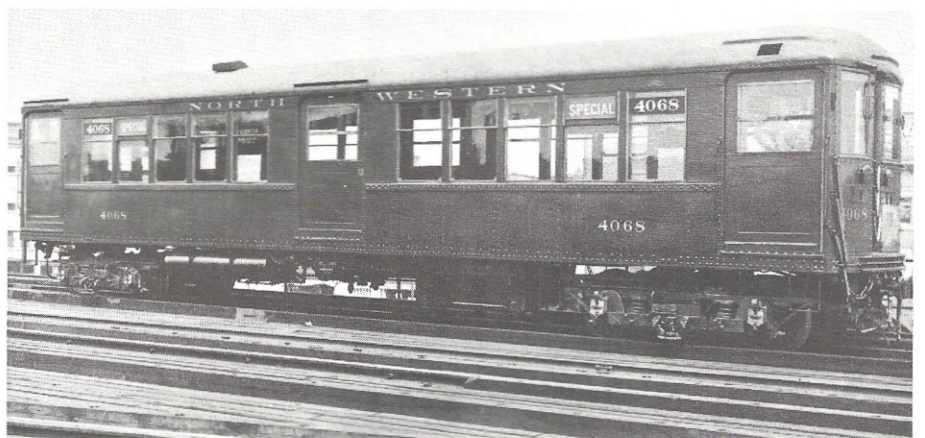


Steam engines, South Side 'L' (1892–1898)

Wood-steel electric cars (1895–1957)



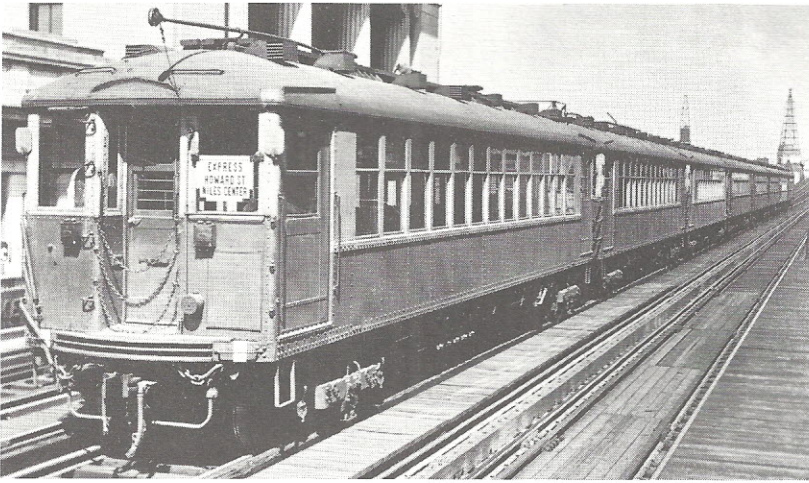
All-metal center door 4000 series cars (1914–1965)



World's first multiple-unit electric cars (1898–1930)



Photo history of transit in Chicago
Published in observance of CTA's
30th anniversary of operations



All-metal 4000 series cars (1922–1973)

All-metal 6000 series cars (1950 to present)



All-metal articulated cars (1947 to present)

Air conditioned 2000 series cars (1964 to present)



Air conditioned 2200 series cars (1969 to present)



Air conditioned 2400 series cars (1976 to present)



CTA Christmas Fiesta

On Dec. 3, a group of Latin American CTAers organized their second annual Christmas party, which was a big success. The event took place at the Liceo Cubano Hall, and the affair was attended by more than 150 people.

The entertainment was provided by La Nuestra orchestra and Jessie Arneli, Jamaican singer. There was a raffle with gifts donated by businessmen of the Spanish-speaking community.

Committee members were Felipe Gonzalez and Martha Morales, Human Resources; Elda Leal, Public Affairs; Electra de Alba, Georgina de la O, and Jose Flores, Transportation; Irma Muniz, Pensions, and Rafael Rodriguez, Travel Information.

Frank Rodriguez, travel information agent, and his fiancée, Ines Paniagua, were one of the best dancing couples.



At table, Mr. and Mrs. Vic Coleman, Mrs. and Mr. Fred King and Harold Geissenheimer. Standing, Felipe Gonzalez and Elda Leal.

In charge of the door prizes were Jose Flores, ticket agent, and Electra de Alba, bus driver. They are awarding a prize won by Mrs. Hilda Gonzalez.





Juan Rodriguez, Jose Ascencio, Rene Vargas (left-right)



In front, Patricia Urbano. Standing (left-right) Rose Munoz, Paty and Connie Flores and Celia Rincones (bus operator) in back, Harold Geissenheimer.



Included in this group are Irma Muniz, Martha and Jorge Morales, Angel de la Torre, Juan Muniz, Rafael Rodriguez, Ines Paniagua and others.

60 Swedish Visitors Spend A Day At CTA

One of the largest groups of international transit experts ever to visit the CTA spent a day learning about CTA operations and touring CTA facilities on Nov. 17.

The group consisted of 60 members of the Swedish Public Transport Association and represented transit officials from throughout Sweden. The leader of the group was Ingemar Backstrom, Chairman of the Swedish Public Transport Association and General Manager of Greater Stockholm Transit. Curt Elmberg, Deputy Technical Director of Greater Stockholm Transit, was the interpreter.

The day at the CTA began with a welcome from Chairman James McDonough. Participating in the morning's program were George Krambles, Executive Director; Tom Buck, Manager of Public Affairs; Harold Geissenheimer, General Operations Manager; James Blaa, Manager of Transportation; Joseph Repplinger, Manager of Maintenance; John Hogan, Manager of the Datacenter, and Bernard Cunningham, Manager of Government Grants for the RTA.

Tours of the Control Center and the Transit Information Center followed the morning's presentations.

In the afternoon, the visitors took a sight-seeing tour of Chicago's lakefront, rode the Skokie Swift to the Skokie Shops for a briefing on the shop's activities, and then toured the Jefferson Park transit center before departing for O'Hare Airport and the next stop on their North American Study Tour.

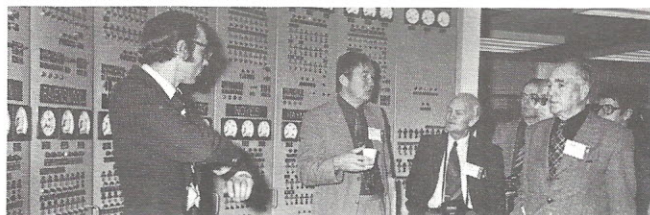


Left: On a sight-seeing tour of Chicago that included visits to the Skokie Shops and the Forest Glen garage, George Krambles, CTA Executive Director, gave a running commentary. Curt Elmberg (right) was the interpreter. Ingemar Backstrom (left), Chairman of the Swedish Public Transport Association, was the group leader.

Right: At the Jefferson Park terminal, Swedish visitors pass through turnstiles after riding trains on the Kennedy route.



Matt Coyle, supervisor of Skokie Shops, leads a group of visitors on a tour of the shop's facilities.



Curt Elmberg, Swedish interpreter, translates the remarks of Carl Kempka, unit supervisor, electrical testing, in the Power Supervisors section of the Control Center.



Terry Collins, communications consultant for the CTA, explains the features of the bus controller's radio console.



In the Control Center, Rail Controller Ollie Winston explains CTA rail operations.



In the Transit Information Center, Tom Coyne (right), Director of Travel Information, looks on as Swedish visitors watch the recording of incoming calls on the Call Director.

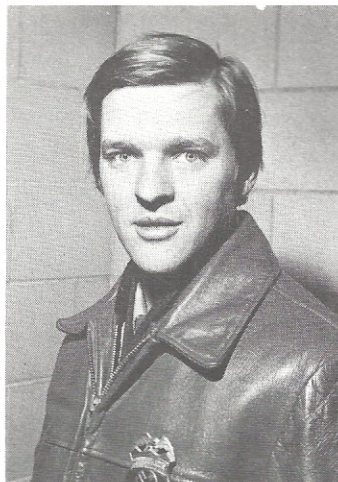


At Skokie Shops, the visitors stopped to view equipment for checking axles.



Swedish visitors board refurbished articulated car No. 51 at Skokie Shops for ride on the Skokie Swift.

Frances L. Thomas (Limits garage) "was one of the best drivers I have ever encountered," said Ms. Catherine Morrissey, of Belle Plaine avenue, about her ride on Thomas' 153 Wilson-Michigan bus. "She pulled to curbs, maintained a steady speed with smooth stops and starts, and somehow managed to take bumps in the streets easily. "She was invariably courteous in answering questions and seemed knowledgeable, giving brief but accurate and complete information as required. Some are better drivers than others. She is certainly one of the talented ones."



Conductor Richard S. Bretz (North Section) won the approval of Charles R. Cohen, of Skokie, for being "a very thoughtful and talented employee who does fine work. On the northbound Howard 'A' train I was riding, he made very intelligible and detailed announcements regarding train and bus connections at approaching stations. He also scattered friendly and witty remarks that drew smiles from all of the passengers and made me forget how tired I was. "Employees such as this gentleman can improve riders' attitudes as much as a multimillion-dollar fleet of new rail cars can. I hope you will give him due recognition."

commendation corner

An "outstanding performance" by Michael L. Kusen, driver of an Irving Park bus (Forest Glen garage), was brought to CTA's attention by James J. Harrington, who lives on Irving Park. "As I was leaving the crowded bus by the rear door, I felt a tug at my back pocket. On reaching the sidewalk, I realized my wallet was missing.

"I called loudly 'Stop the bus!' I ran to the front door and re-entered. When I told the driver and passengers what had happened, the driver said, 'I will close the rear doors,' and he stood up and watched as I went back in the bus. A woman pointed to the floor, and there was my wallet with everything intact. I am convinced that the attitude of the driver was the crucial element in the recovery of my wallet."

####

Amos Pearson (52nd Street garage) is "a wonderful driver to each of his passengers. He makes you feel he enjoys his job and the people who ride his Jeffery Express bus," said Mrs. Carole Corbin, of Luella avenue. "In the hurry of the morning rush hour, he is a ray of sunshine. His happy face and pleasant voice are a pick-me-up that starts the day off on a happy note."

James Larry, a driver of a Stony Island bus (77th Street garage), was called "one of the most courteous drivers I have encountered" by D. Bernard Ponder, of East 46th Place. "Each passenger is greeted with a smile and a pleasant greeting, as though they were old friends. He calls every stop loud and clear, and when the passengers debark, he always wishes each a nice day. Please let him know that his passengers greatly appreciate his efforts in making their day a pleasant one."

####

Robert Lewis, driver of a Division bus (North Avenue garage), was commended by Mrs. Gaye Kirshman, of Massachusetts, who is living on North State street while her husband is in a hospital here. "Frequently I come home on the bus late at night. Where I live, there are no buses. I have enjoyed the experience of traveling by bus immensely, and I have found the drivers helpful, protective and courteous. Driver #6951 was extremely helpful in explaining how to make the best use of the bus and what to see in Chicago. He was very kind, and I call that above and beyond the call of duty."

Ben J. Wallace (Limits garage) was praised for his handling of a 156 LaSalle bus by P.M. Law, of Lakeview avenue. "He is an excellent driver. He eases the bus into and out of stops; no sudden slamming on of brakes that throws passengers into the aisles. At about Lake and LaSalle, a car swerved into the path of the bus with no warning. This driver averted an accident by expert driving with no harm to bus or passengers or the offending car. If you had more drivers like #9974, you wouldn't have to buy so many buses."

####

Clarence Thomas, janitor, A district, was commended by a group calling themselves "The Old Gang of 40th and Indiana" for the way he maintains the 'L' station at that location. B.A. Rawls, of Indiana avenue, a spokesman for the group, wrote: "Not only are the platforms and stairways kept clean, but the thing that impresses us is the way this man impeccably keeps the area under the stairs and the station. I've been living in this area for 40 years, and I've never seen anybody keep the place in such a way that people notice and comment."

New Promotions

William Buetow, former cashier, Treasury, has been appointed supervisor, Office Operations, in the same department. In Plant Maintenance, Stan-Lee Kaderbek has moved from design draftsman to civil engineer. Richard Clincy, former motorman, South Section, has been named planner, Operations Planning.

Cornelius Mays, former vacation relief money handler, is now supervisor, money

handlers, Treasury. Scott Maginnis, former car serviceman, Maintenance, North Pool, has become duplicator operator, Management Services. John P. Murray, former janitor, Plant Maintenance, has been selected laborer, Materials Management.

Aileen Madden, former clerk-typist, Chief Executive Office, has been reassigned as administrative secretary, General Operations Manager's Office. Doreen Lacriola, former clerk-typist, Transportation, is now typist, Public Affairs. Ann M. Wolf has moved from typist I, Law, to typist II, Administrative Services. Dorothy L. Rose, former clerk-typist, Job Classification, has become clerk, Human Resources.

CTA TRANSIT NEWS

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Tom Buck, Public Affairs Manager
Christine Borcic, Managing Editor
Jack Sowchin, Graphics Editor

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 \$\$\$\$\$\$—
They Are Not Worth It!
 By W. B. Wolfan
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The continuing free agent sweepstakes in major league baseball has gone beyond all limits. Eventually the sport will suffer the consequences of letting the dollar sign replace common sense.

The recent signing of Richie Zisk to a 2½ million dollar 10-year contract is the kind of a deal that ought to make Congress crack down hard on the people who run baseball. They are letting the fast buck take over and the average fan resents the kind of misguided philosophy emphasizing "get it while you can."

This reporter has been a baseball fan for many years as well as a paid chronicler of sports events, including a brief stint as official scorer of a class "A" minor league at one time.

We also were involved in a reportorial role with the earliest free agent of them all, Benny McCoy, who was signed by Connie Mack for a magnificent bonus of \$45,000 in January, 1940. McCoy had come up from Toledo and filled in for an ailing Charley Gehringer at Detroit, batting .305 in 55 games. Judge Landis then shocked baseball by declaring 92 minor league players free agents because of shenanigans by the parent Detroit and St. Louis Cardinal clubs. McCoy emerged as the most likely prospect and 10 clubs bid for him before Philadelphia signed him. His \$45,000 bonus was a lot of money then. It was the first time I had ever seen that much money and I know it was also the first time for McCoy.

Well, that \$45,000 is peanuts in today's multi-million dollar lottery for Zisk, Torrez and the rest. The free agent spending is at an absolutely ridiculous level.

Does anyone ever speculate what Babe Ruth, Lou Gehrig, Rogers Hornsby or Ted Williams would bring in the open market if still playing ball today? They were hitters like we'll never see again. In 1922, Hornsby batted .401 for the Cardinals. In 1924, he batted .424 and in 1925, the Rajah had a .403 average. The immortal Cobb hit over .400 three times in 1911, 1912 and 1922, his top mark being .420 in 1911.

How can a .290 hitter like Zisk be worth 2½ million dollars? He simply isn't worth that kind of paycheck on baseball ability alone.

Ruth's 80-thousand dollar salary was the talk of baseball in his day. Yet if the yardstick of performance is applied, Ruth, Hornsby, Cobb and Williams would be worth many millions more than any of today's temperamental prima donnas.

Have you heard of anyone recently batting .373 and hitting 47 home runs in one season and batting in 175 runs as well? Lou Gehrig did it. Paired with Babe Ruth in 1927, Gehrig led the Yankees in winning the pennant by 17 games and the world series in 4 straight. Ruth hit 60 homers that year and batted .356 to make the American League hazardous for pitchers.

How much would Lou Gehrig be worth to Gene Autry or Brad Corbett at today's going rate? Astronomical figures, to say the least, if one judges by ability alone. And how about Dimaggio, Mantle, Musial, Foxx, Greenberg, to name just a few more Hall of Famers?

We single them out because of what they accomplished on the field, never earning even one tenth of the money being handed out to much lesser talent today. It seems very strange indeed, doesn't it? Those players were models of consistency, year in and year out. They didn't have just one year; they enjoyed outstanding seasons for many years.

Take a pitcher like Lefty Grove, as a shining example. He had ten 20-game winning seasons, including the 1931 campaign when he won 31 and lost 4 for the A's. What a price that kind of pitching ability would command in today's baseball supermarket! There are no Lefty Groves around any more, either.

The sum and substance of what we are getting off our chest is that certain owners will wreck the game if the bidding wars do not stop, and the only way it can stop is by a mutual agreement among the club owners themselves. Such an agreement would emphasize value received and nothing else, with full realization by all involved that a .290 hitter is worth so much and no more and certainly not 2½ million dollars.

We believe that what has happened in baseball is the same thing that has happened in pro football and basketball: inflated salaries for average athletes who have had one or two good seasons. Yet in the mad rush to sign free agents, the owners with a few exceptions have lost sight of the true value of sports talent. Can you imagine General Motors paying a \$60,000-a-year executive \$250,000 unless he was worth that much on merit?

Well, you can't tell me that the free agent stars of today are talented enough to merit multi-million dollar investments by anyone, even a Texas oilman. Especially a .290 hitter.

77th Street Bowling League Honors Ladies

On Dec. 9, the 77th Street Operator Bowling League held their annual "Ladies Night Out" which was attended by many of the bowlers' wives, sweethearts and friends.

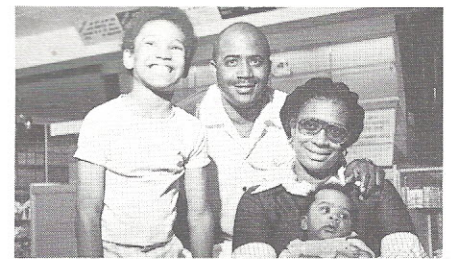
Below are pictures of a few who attended the gala festivities.



Enjoying the Ladies Night festivities with their husbands and friends were, seated, Mrs. Lorenzo Johnson and Mrs. Calvin Pollard. Standing, left to right, Lorenzo Johnson, Calvin Pollard and Young Walker.



Joining the crowd at the fun and games on Ladies Night were, left to right: Charles Hodges, Instruction South; Calvin Pollard, president of the 77th Street Operators Bowling League; James Pate, M/P Intern II, Transportation Dept.; and Elonzo Hill, assistant superintendent of Instruction, North Section.

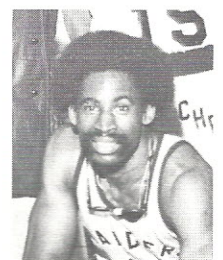


Out to watch their daddy, Ronnie Thompson, center, bowl on Ladies Night, were his children and his wife, Melba.

Allen Henson Jr., Dies

Allen Henson Jr., 32, a CTA bus driver for seven years and an active participant in the CTA sports program, died Dec. 14. He is survived by his wife, Sylvia, and a daughter, Keanna.

All the members of the CTA sports program extend their condolences to his family.



Robert Keag Retires After 41 Years Service

Robert Keag, 62, superintendent of the Kedzie Garage since 1972, ended his transportation career totaling 41 years Jan. 1.

Keag began his career in 1936 as a transportation clerk at the North Avenue station of the Chicago Surface Lines. He served 5½ years in the Army in World War II and was discharged as a major.

He has served as superintendent at all of the CTA's garages and also served as temporary area superintendent working in the Transportation Department headquarters in the Merchandise Mart.

Keag and his wife, Helen, have three sons and a daughter. They plan to vacation in Florida and Europe before returning to their Northwest Side home. (CTA Photos by Bert Cadney)



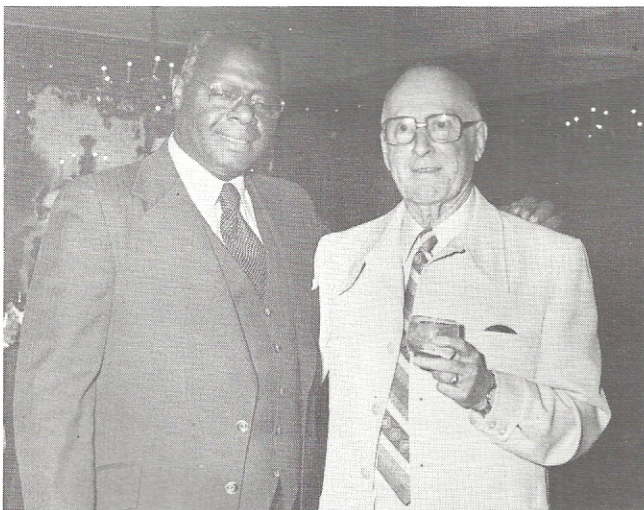
Finally - - a bus of his own! Bob holds up one of his favorite retirement gifts.



Harold Geissenheimer, General Operations Manager, and Mike LaVelle, Director of Service, Transportation, display valedictory card with best wishes to Bob from his many friends.



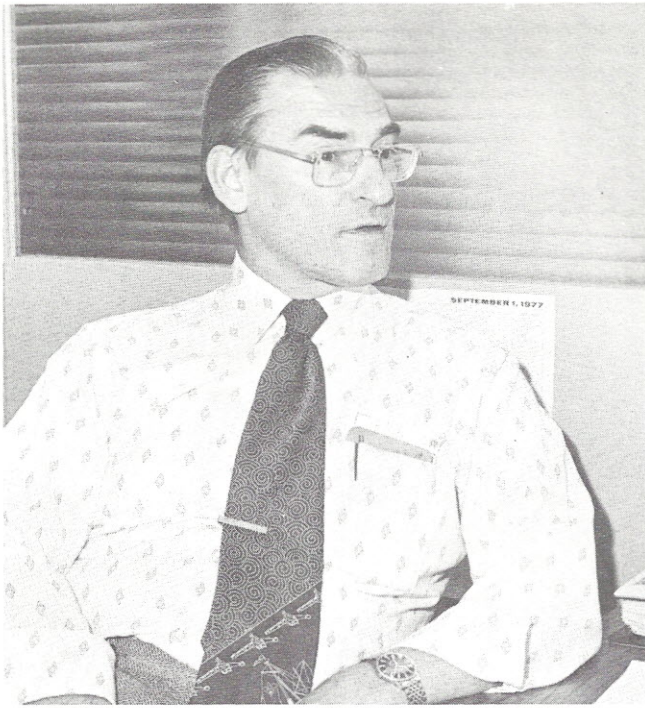
Among those enjoying the festivities were (left to right) Bob's sister-in-law, Laretta Keag; his daughter, Ann Maher; his son-in-law, Mike Maher; Bob; his sister, Laretta Keag; his wife, Helen; his sister, Florence Kamen . . .



Also present for the festivities were Jim Pate, M/P Intern II, Transportation, and Mike Harrington, retired Garage Superintendent.



. . . Ann Maher; Mike Maher; Helen and Bob; his son, Douglas Keag; Janet Scalfaro, and his son, Jay Keag.



John Gritis Retires

John Gritis, 62, supervisor, duplicating service section, retired Jan. 1 after 36 years of service with the CTA and one of its predecessor companies, the Chicago Surface Lines.

Gritis began his career in 1941 as a conductor on the CSL's red streetcars operating from the Lawndale car barn, and later drove a bus. In 1951, he transferred to CTA's Merchandise Mart headquarters and became the Authority's first offset duplicator operator. He was assigned to the stenographic section and the term "steno" became identified with the duplicating section.

From that single machine, the duplicating section of the Management Services Department has grown into seven presses, a wide variety of printing operation equipment and 17 employees. Among its biggest monthly order the section handles is the 20,000 copies of Transit News.

Gritis and his wife, Rosemary, have a son and four daughters. The couple plan to remain in Chicago for a while and do some traveling out west.

Lawrence-Howard Track Reconstruction Completed

A 10-million-dollar project of reconstructing the four tracks on the embankment right-of-way between Lawrence avenue and the Howard street terminal has been completed. The project was carried out over the last five years.

"This is a major CTA improvement that assures smoother, quieter and more comfortable rides for many thousands of riders," said George Krambles, CTA Executive Director.

Krambles explained that more than 93,000 rides are taken each weekday over this 3½ miles of right-of-way on CTA "L"-subway trains going to and from the Howard terminal and on the Evanston Express trains. Included among these riders also are riders transferring at Howard to and from the Skokie Swift route.

The project, funded by the federal and state govern-

ments, represents the first reconstruction of these tracks--complete with new crushed stone ballast, new ties and new rail--on this heavily used rapid transit right-of-way in more than 50 years.

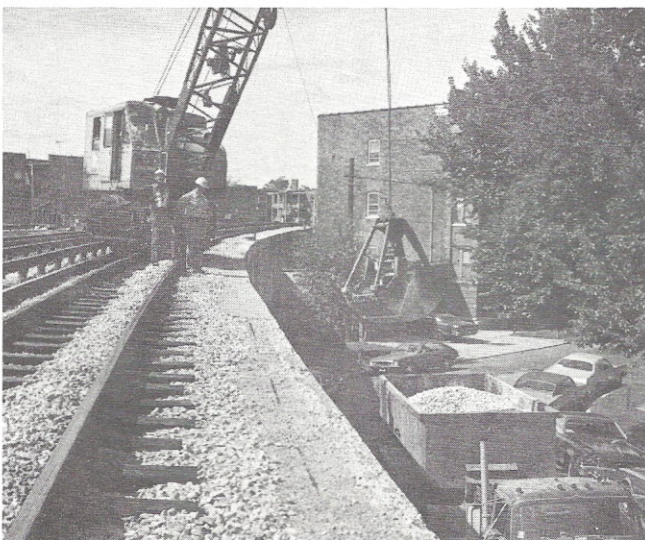
In contrast to the more than 50 years of usage of rapid transit tracks, urban highways and expressways in Chicago and elsewhere must be reconstructed much more frequently, some as often as every six years.

One of the most important features of the four new tracks in the Lawrence-Howard stretch is continuously welded rails.

The continuously welded rail has replaced rail with bolted joints, which made for a clickety-clack sound.

For the four tracks, a total of 144,000 feet of welded rail was installed. Also used in the reconstruction project were 36,000 timber ties, more than 110,000 tons of crushed limestone as new ballast, and 72,000 feet of new third rail for electrical power.

The Urban Mass Transportation Administration of the U.S. Department of Transportation provided funds for 80 per cent of the cost, and the Illinois Department of Transportation provided the local-matching fund requirement of 20 per cent.



Former Union Official Retires

John F. O'Brien, former president of Local 241, Amalgamated Transit Union, retired recently as service clerk in the Control Center after 40 years with CTA and one of its predecessor companies. He joined the Chicago Surface Lines in 1937 as a conductor at Devon station. In 1950 he became a bus driver at North Park garage.

O'Brien, a member of Local 241 during his entire transit career, was a union election commissioner for six years and commission chairman for three. Elected first vice president in 1972, he served as alternate president and business agent of Local 241 from November, 1974, to June, 1975.

O'Brien and his wife, Mercedes, are lifelong residents of the city's North Side and intend to stay there in retirement. With his extra time, O'Brien expects to devote more attention to his favorite hobbies - gardening and woodworking - - and to see more of his three daughters and six grandchildren.



As a retirement present from his Control Center co-workers, O'Brien received one of his lifelong wishes - a solid gold Cadillac (miniature). The inscription on the accompanying ashtray reads, "This gold Cadillac is as solid as the years you served the CTA." Enjoying the tribute is O'Brien's wife, Mercedes.

New Dinner-Dance Dates

The CTA Senior Citizens Retirement Organization changed its dinner dance date to the last Wednesday of each month starting in January, said Joe Nolan, the organization's general manager. The group will continue to meet at 4 p.m. in Ferrara Manor, North and Central avenues.

Nolan also said his organization has 100 tickets for the May 10 noon to 4 p.m. dinner dance featuring Wayne King and his orchestra in the Sabre Room, 8900 W. 95th st., Hickory Hills. Tickets cost \$10 each and may be obtained by sending a check payable to CTA Senior Citizens Retirement Organization, 1304 N. Laramie av., Chicago, Ill., 60651. Ticket orders should include a stamped, self-addressed return envelope.

The CTA retirement organization is affiliated with the Chicago Metropolitan Area Senior Citizens Senate which is sponsoring the program.

NEW PENSIONERS

JAMES GLYNN, Foreman B, 52nd Street, Emp. 7-17-48
 RAYMOND R. KOCMOUD, Chief Clerk, 77th Street, Emp. 7-01-46
 WILLARD LARSEN, Carpenter A, South Shops, Emp. 3-02-50
 DAVID SIEGEL, Conductor, West Section, Emp. 4-21-42

DISABILITY RETIREMENTS

AARON MILTON, Operator, 77th Street, Emp. 11-10-66
 LEE A. WILKINS, Painter, South Shops, Emp. 6-11-45
 LILLIE M. WILLIS, Ticket Agent, North Section, Emp. 9-16-67

Service anniversaries in December

35 years

R. J. Arendt, South Shops
 C. Bowman, Archer
 G. I. Campbell, Claims/Law
 J. D. Craig, Instruction
 C. A. Drozda, Operations Planning
 E. J. Evans, Off. Proc. & Budget
 P. J. Fidanze, Security
 T. A. Jusiak, Electrical
 S. Rini, Security
 C. S. Turek, Skokie Shop

30 years

E. Cooke, 77th Street
 J. E. Durr Jr., Electrical
 O. Ertl, Utility
 J. E. Foley, Ashland/95th
 T. E. Freeman, Instruction
 J. Hennelly, North Park
 J. J. Martorano, Forest Glen
 W. O. McDaniel, Limits
 J. S. Mule, Jefferson Park
 W. J. Murray, Electrical
 G. C. Olson, South Shops
 A. G. Rizzuto, Campaign Area
 R. E. Ryan, Howard-Kimball
 S. J. Salamone, Electrical
 E. J. Superczynski, Electrical
 W. E. Walker, 77th Street
 G. Woodmore, Forest Park
 H. F. Ziolkowski, Jefferson Park

25 years

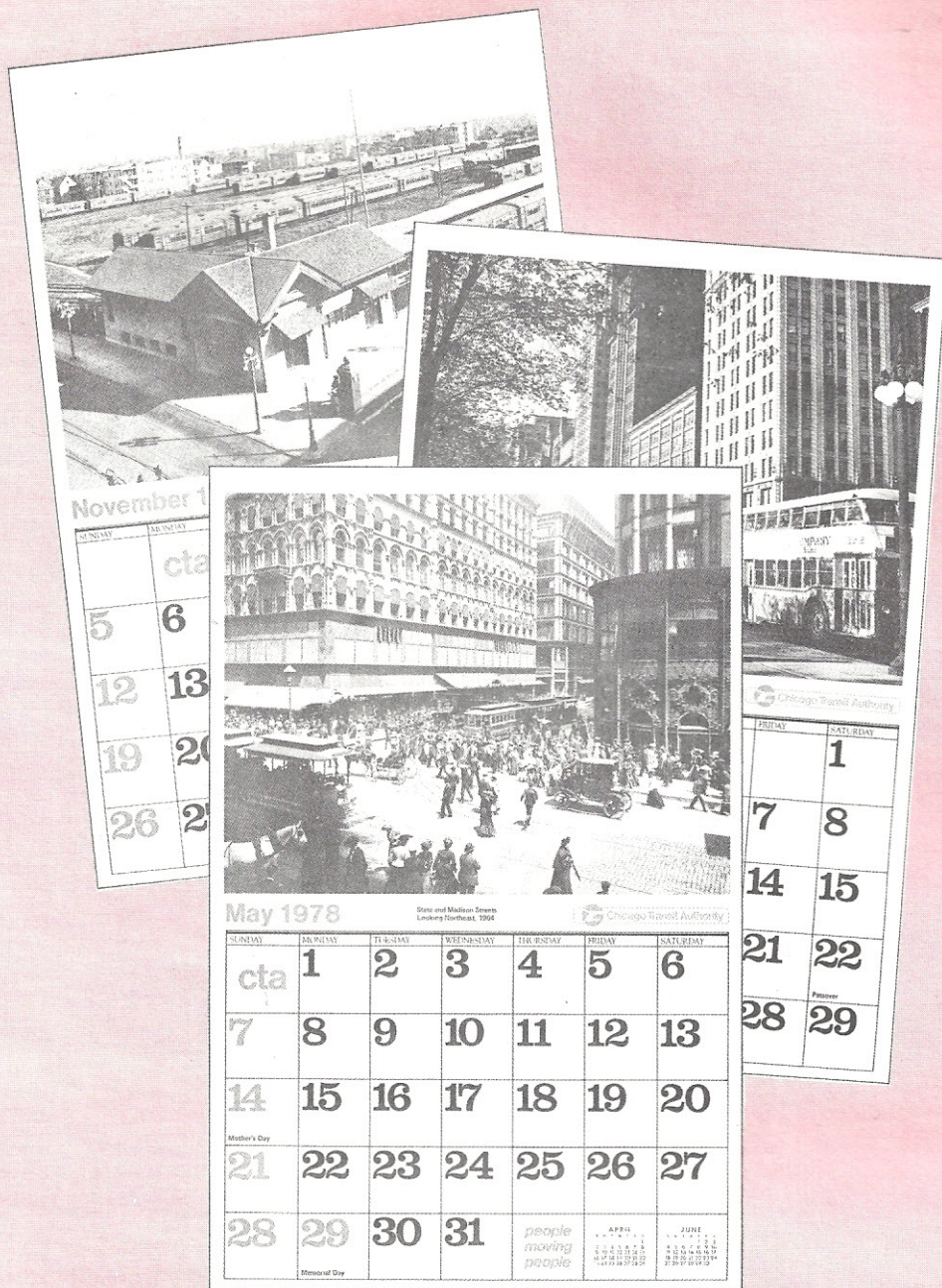
C. V. Corcoran, Treasury
 W. Dohrman, Forest Glen
 R. L. Edwards, 77th Street
 B. H. Henderson, 77th Street
 A. B. Jones Jr., Limits
 W. M. Kelly, Douglas-Congress
 W. J. Monroe, 69th Street
 F. E. Sprovieri, South Shops
 W. E. Whitenhill, Beverly

IN MEMORIAM

HARRY L. BROWN, 77, North Section, Emp. 9-17-46, Died 10-19-77
 JEREMIAH F. BURKE, 79, Office Services, Emp. 10-11-27, Died 10-17-77
 MELVIN CLAUSEN, 64, Safety, Emp. 11-16-36, Died 10-27-77
 WILLIAM A. CLEAR, 94, Kedzie, Emp. 7-24-13, Died 10-13-77
 FRANK CRISTAO, 86, North Avenue, Emp. 4-09-43, Died 11-05-77
 JOHN M. CURRAN, 76, North Section, Emp. 10-12-29, Died 10-18-77
 JOSEPH B. CURRAN, 66, Beverly, Emp. 4-30-42, Died 10-16-77
 LAWSON C. DEVLIN, 70, North Section, Emp. 5-10-27, Died 10-25-77
 TIMOTHY DWYER, 94, Limits, Emp. 2-11-09, Died 10-4-77
 ROCCO R. FERRARO, 66, Maintenance, Emp. 5-09-42, Died 10-26-77
 WILLIAM FILSON, 79, Kedzie, Emp. 10-30-23, Died 10-16-77
 JOHN B. FITZGERALD, 73, West Section, Emp. 6-08-39, Died 10-13-77
 OTTO GEIGER, 80, Claims, Emp. 11-16-25, Died 10-26-77
 ARTHUR HAUKE, 84, Devon, Emp. 8-09-16, Died 10-18-77
 WALTER HEARD, 26, South Section, Emp. 1-20-71, Died 11-22-77
 STEPHEN HEFFERNAN, 79, 77th Street, Emp. 10-18-41, Died 10-08-77
 HELEN LARKIN, 73, South Shops, Emp. 3-07-45, Died 10-04-77
 JOHN LAW, 21, North Pool, Emp. 5-21-75, Died 11-13-77
 MICHAEL W. LEW, 59, Archer, Emp. 7-27-55, Died 10-12-77
 ARTHUR R. LIPPHARDT, 71, 69th Street, Emp. 2-16-24, Died 10-06-77
 JOHN S. LUCARELLI, 75, Skokie Shop, Emp. 5-06-36, Died 10-20-77
 MATTHEW M. QUEENAN, 86, 69th Street, Emp. 2-09-16, Died 9-25-77
 FRANCIS QUINN, 85, 77th Street, Emp. 1-21-20, Died 10-10-77
 ARTHUR F. RADDATZ, 86, Electrical, Emp. 5-13-24, Died 10-14-77
 RICHARD REDDING, 59, Pensions, Emp. 2-20-43, Died 11-27-77
 FRANCIS O. REED, 74, West Section, Emp. 5-21-42, Died 10-14-77
 JOHN B. ROYCROFT, 73, 77th Street, Emp. 9-11-43, Died 10-05-77
 ANTONIO VINAS, 38, Forest Glen, Emp. 9-19-74, Died 10-27-77
 FRED A. WEDER, 72, North Avenue, Emp. 8-19-36, Died 10-12-77
 RALPH A. WHITE, 78, Electrical, Emp. 4-17-16, Died 10-20-77
 WILLIAM H. WHITE, 56, West Section, Emp. 4-14-47, Died 9-21-77

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